

# CHAPTER 2

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## Executive Summary

### 2.1 Purpose of the Executive Summary

As provided by Section 15123 of the California Environmental Quality Act (CEQA) Guidelines, this chapter provides a brief summary of the Project Site development's actions and its consequences. This summary is intended to highlight the major areas of importance in the environmental analysis for the Project Site development of the Brisbane Baylands, and includes a brief description of the Project Site development, Project Site development objectives, approval requirements, areas of controversy/issues to be resolved, and a summary of alternatives to the Project Site development. In addition, this chapter provides a table summarizing (1) potential environmental impacts that would occur as a result of the Project Site development; (2) the level of significance of the environmental impacts prior to implementation of any applicable mitigation measures; (3) the recommended mitigation measures that avoid or reduce significant environmental impacts; and (4) the level of significance after mitigation measures are implemented (see **Table 2-1**).

The lead agency, the City of Brisbane (City), is the public agency that has the principal responsibility for carrying out or approving the Project Site development, which is described in Section 2.3.

The purpose of the analyses contained in this EIR is not to assess whether the Project Site development components described herein would be successful or even whether they are “good”, but rather to define and measure the potential environmental impacts that are likely to result from implementation of the various components of Project Site development of the Brisbane Baylands.

### 2.2 Regional Location and Project Site

The Project Site contains approximately 733 acres<sup>1</sup> (including the 136-acre Brisbane Lagoon area) and is located within the City of Brisbane in northeast San Mateo County, flanking the west side of San Francisco Bay and U.S. Highway 101.

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<sup>1</sup> The total Project Site acreage consists of the 684-acre Specific Plan area and the 47.4 acre Recology site plus adjacent roadway rights-of-way, for a total of 733 acres.

## 2.3 Project Overview

Proposed development of the Project Site includes the following components (the Project Site development):

- A Concept Plan for the development of the Baylands, as required by the Brisbane General Plan prior to development within the Baylands. Development of the following four Concept Plans are evaluated in the EIR at an equal level of detail:
  - ***Developer-Sponsored Plan (DSP)***. The DSP scenario was proposed by UPC, the primary landowner at the Project Site, and is defined within the February 2011 *Draft Brisbane Baylands Specific Plan* (Specific Plan). The DSP includes only the 684-acre portion of the Baylands within the Brisbane city limits and excludes the 44.2-acre Recology site and adjacent road rights-of-way. The DSP proposes approximately seven million square feet of office/ retail/industrial/institutional uses, 4,434 residential units, approximately 169.7 acres of open space/open area, and approximately 135.6 acres of lagoon area. Total new development under the DSP would be approximately 12.1 million square feet.
  - ***Developer-Sponsored Plan – Entertainment Variant (DSP-V)***. The DSP-V scenario is also proposed by UPC and defined within the Specific Plan. The DSP-V encompasses the same 684-acre area as the DSP. It is similar to the DSP in its development intensity and land use pattern, but replaces the retail and office/research and development (R&D) uses proposed under the DSP in the northeast portion of the Project Site with entertainment-oriented uses, including a 17,000- to 20,000-seat sports arena, a 5,500-seat concert theater, a multiple-screen cinema, and more conference/exhibition space and hotel rooms than are proposed under the DSP. New development under the DSP-V also includes 4,434 residential units, and would total approximately 12.0 million square feet.
  - ***Community Proposed Plan (CPP)***. The CPP scenario was developed through extensive community input and designated for study in this EIR by the Brisbane City Council in 2010. The CPP provides for approximately 7.7 million square feet of office, industrial, commercial, and institutional uses, along with approximately 330 acres of open space/open area and the 135.6-acre lagoon. In addition to the 684-acre area included as part of the DSP, the CPP includes the 44.2-acre Recology site, which spans the cities of Brisbane and San Francisco, encompassing the Beatty Subarea designated in the City of Brisbane General Plan and adjacent roadway rights-of-way for a total area of 733 acres. The CPP does not include residential development. New development under the CPP would total approximately 7.7 million square feet.
  - ***Community Proposed Plan – Recology Expansion Variant (CPP-V)***. The CPP-V scenario encompasses the same 733-acre area as the CPP scenario, and differs from the CPP in that it proposes expansion of the existing Recology facility in the northeast portion of the Brisbane Baylands within the Brisbane city limits. Under the CPP-V scenario, Recology would expand southward from its current boundary, replacing the hotel and R&D uses proposed under the CPP just north of Geneva Avenue and east of Tunnel Road. The existing 44.2-acre Recology site would expand by 21.3 acres to a total of 65.5 acres, consolidating existing offsite recycling and corporation yard facilities into one location within the Baylands. The square footage of the developed areas on the Recology site would increase from the existing 260,000 square feet to 1,011,000 square feet. Total new development under the CPP-V scenario would be approximately 8.1 million square feet.

- Amendments to the Brisbane General Plan as needed to ensure consistency of proposed development with the provisions of the General Plan.
- A Specific Plan submitted to the City by Universal Paragon Corporation (UPC) detailing development for the two “Developer-Sponsored Plan” scenarios.
- Proposed expansion of the existing Recology facility, which is included in one of the four Concept Plan scenarios.
- Relocation of existing lumberyards to a different location within the Baylands, which is proposed under each of the four Concept Plan scenarios.
- Remediation of hazardous materials contamination within the former railyard and landfill areas of the Project Site, which is proposed under each of the four Concept Plan scenarios.
- Importation of water supply to the Baylands and City of Brisbane, which is proposed for each of the four Concept Plan scenarios.
- Construction and operation of an onsite recycled water plant, which would provide tertiary treatment of wastewater for recycled water re-use within the Project Site, which is proposed for each of the four Site Plan development scenarios.

The City has prepared a programmatic EIR for the Project Site development pursuant to state and local guidelines for implementing CEQA and the CEQA Guidelines.

## 2.4 Proposed Project Approvals

This EIR is intended to provide the information and environmental analysis necessary to assist the City in considering all the approvals and actions necessary for implementation of any of the four Concept Plan scenarios. It will also serve as a programmatic environmental document under CEQA supporting subsequent, tiered CEQA environmental documentation for specific projects contemplated by a Concept Plan (CPP and CPP-V scenarios) or Specific Plan (DSP and DSP-V scenarios). After consideration of the EIR’s analysis, the City may select, with or without modifications, or not select any one of the four Concept Plan scenarios. Consistent with the CEQA Guidelines, the City also has the authority to modify and approve any of the Project Site development alternatives that are discussed and analyzed in Chapter 5 of this EIR rather than the components of the Project Site development.

The following subsections provide a description of the approvals required to adopt and implement a land use plan for the Brisbane Baylands. As noted below, preparation, as needed, and adoption of a specific plan is required prior to development of the Baylands. As required by the Brisbane General Plan, a specific plan corresponding to the selected Concept Plan scenario – whether it is the DSP, DSP-V, CPP, or CPP-V, an alternative evaluated in this EIR, or a modification of any of these – would need to be adopted in accordance with the requirements set forth in Government Code Section 65451 for the structure and content of a specific plan. As discussed previously, a Specific Plan has been proposed by UPC for the DSP and DSP-V scenarios; implementation of any other Concept Plan development scenarios or alternatives would require the preparation and approval of a specific plan and further environmental review under CEQA.

The portion of the proposed expansion of the Recology facility that is within San Francisco would require approval by the City and County of San Francisco (San Francisco). As an agency responsible for approving a project where more than one public agency is involved, San Francisco is identified as a Responsible Agency. As noted below, approvals from San Francisco would be required for the construction of buildings associated with the Recology expansion, roadway and transit facilities improvements, and sewer and water supply infrastructure improvements.

### **2.4.1 Approvals Required from the City of Brisbane**

Development of the Project Site would require the following approvals from the City of Brisbane:

- Selection of a Concept Plan for the Brisbane Baylands;
- Adoption of a General Plan amendment, as needed, to ensure consistency between the Concept Plan and the Brisbane General Plan;
- Adoption of a Specific Plan;
- Adoption of amendments to the Zoning Ordinance, as needed, to ensure consistency among the specific plan, General Plan, and Zoning Ordinance and to establish the land use regulations and development standards set forth in the specific plan as the regulatory authority governing future Project Site development;
- Discretionary approvals and grading and building permits for expansion of the Recology facility (CPP-V scenario only); and
- Subsequent required approvals, including development agreement(s), planned development permits, conditional use permits, design permits, subdivision map approvals, and grading and building permits. These subsequent approvals may also require additional CEQA compliance, as noted below.

### **2.4.2 Permits and Approvals Required from Other Agencies**

Future development of the Baylands would require the following approvals from other agencies:

- Landfill Closure Permit, Landfill Closure Plan and Post-Closure Maintenance Plan (State Water Resources Control Board [SWRCB], Bay Area Air Quality Management District [BAAQMD], and CalRecycle/Environmental Health Division, San Mateo County Health Services Agency).
- Remedial Action Plan and Remedial Design and Implementation Plan (California Department of Toxic Substances Control [DTSC] and San Francisco Bay Regional Water Quality Control Board [RWQCB]).
- Gas Collection and Control System Design Plan (BAAQMD).
- Water Supply and Conveyance Agreements (Oakdale Irrigation District [OID], Modesto Irrigation District [MID], and San Francisco Public Utilities Commission [SFPUC]).
- Sanitary sewer connection permits (Bayshore Sanitary District [BSD]).

- Interagency Cooperation Agreements to coordinate and implement roadway and utility improvements as follows: Bayshore Sanitary District (BSD): utility relocation coordination;
  - City and County of San Francisco: Expansion of the Recology site, roadway and transit facilities improvements, bus route realignments, sewer and water supply infrastructure improvements.
  - City of Daly City: Bayshore Boulevard roadway and Bayshore Boulevard/Geneva Avenue intersection improvements and transit facilities improvements.
  - North County Fire Authority (NCFA): expansion of fire facilities.
  - San Francisco County Transportation Authority: Transportation corridors and transit facilities improvements.
  - San Mateo County Congestion Management Agency: Regional transportation facilities and roadway improvements.
  - San Mateo County Transportation District (SamTrans): bus route realignments and transit facilities improvements.
- San Francisco Bay Conservation and Development Commission (BCDC) design review approval and permit for development within the 100-foot shoreline band. The lagoon and Visitacion Creek are both subject to tidal action from San Francisco Bay. Any development that occurs within the 100-foot shoreline band of these features requires BCDC review.
  - Bay Trail Review (Association of Bay Area Governments [ABAG]).
  - Streambed Alteration Agreement (California Department of Fish and Wildlife [CDFW]) and Section 404 permit (United States Army Corps of Engineers [Corps]) for activities in or around Visitacion Creek as part of the closure requirements of the RWQCB.
  - Water quality certification, National Pollutant Discharge Elimination System (NPDES) permit, and waste discharge requirement compliance (RWQCB).
  - Air quality permits (BAAQMD).
  - Incidental Take Permit, if necessary, for special-status species (CDFW).
  - State Lands Commission approvals, if necessary. Portions of the Project Site development that occupy filled and unfilled tidelands and submerged lands sold into private ownership by the State Lands Commission, and that remain submerged or subject to tidal action, are subject to a Public Trust easement retained by the state. Any portion of the Project Site development located within the Guadalupe Canal would require a lease from State Lands Commission.
  - California Public Utilities Commission approval to modify an existing highway rail crossing or to construct a new crossing.
  - Encroachment permits if construction occurs in right-of-way owned by the California Department of Transportation (Caltrans District 4) or the Peninsula Corridor Joint Powers Board (Caltrain).
  - Project Study Report/ Project Report/Plan Specifications and Estimates (Caltrans District 4).
  - Regional transportation funding (Metropolitan Transportation Commission).

- City and County of San Francisco discretionary approvals and grading and building permits for expansion of the Recology facility within San Francisco’s boundaries (CPP-V scenario only).
- Transportation Demand Management Program (City/County Association of Governments).
- Required approvals for location, design, and construction of Kindergarten through eighth grade school facilities by the Bayshore Elementary School District (DSP and DSP-V scenarios).
- Required approvals for location, design, and construction of grade 9-12 school facilities by the Jefferson Union High School District.

## 2.5 Project Objectives

The following subsections identify Project objectives that have been identified by the Lead Agency (the City of Brisbane), as well as those identified by the Specific Plan applicant (UPC), as part of the Specific Plan, and by Recology, Inc. for the proposed expansion and redevelopment of its existing facility. For the purposes of analyzing the effects of the Project Site development as compared to the alternatives to the Project Site development presented in Chapter 5, *Alternatives*, of this EIR, the City’s Project objectives are employed.

### 2.5.1 Objectives Identified by the City of Brisbane

#### Overarching Objectives

The City’s overarching objective is to establish a development plan for the Baylands that will be a leading model of sustainable development, which is a source of pride to Brisbane and demonstrates that environmental, social, and economic considerations can be harmonized to the betterment of the natural environment, the Brisbane and regional community, and the individuals who will use the Baylands. Sustainable development is simply defined as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”

The Project Site development objectives identified below have been organized around three major components of sustainability: environmental protection and enhancement, social equity, and economics.

#### Environmental Protection and Enhancement Objectives

- A. Remediate the Baylands to a level which ensures the safety of all who use the site, and eliminates ongoing ecological damage.
- B. Incorporate a “green building” approach for all future development on the Baylands, wherein buildings are sited, designed, constructed and operated to encourage resource conservation, minimize waste and pollution, maximize energy and resource efficiency, and promote healthy indoor environments.
- C. Preserve, restore and enhance wetlands and natural habitat on the site and create natural linkages across the site to promote physical and visual connectivity between the San Bruno Mountains and the Bay.

- D. Promote and encourage non-vehicular access and movement to and from the site (particularly from Central Brisbane) and within the site as well. Land use mix, good urban design, the provision of safe and pleasant pedestrian and bike paths, and convenient access and linkages to public transit are all necessary components.
- E. Strive to achieve energy neutrality or better for the project through a combination of efficiency, conservation, and maximizing on site renewable power generation.
- F. Minimize the net consumption of water supplies.
- G. Safely and efficiently accommodate project traffic in a manner that does not adversely impact Brisbane or adjacent communities.
- H. Incorporate innovative methods to reduce resource consumption and waste generation.
- I. Site and design new infrastructure to minimize adverse environmental impacts.
- J. Design the project sensitively to protect Brisbane's viewshed, taking into account light spillage and pollution, building height and massing, and placement of landscape features.
- K. Maximize solid waste diversion with the goal of achieving zero waste.

### **Social Equity Objectives**

- L. Incorporate significant open space and related improvements which provide opportunities for a wide range of passive and active public recreational opportunities benefiting the City and region.
- M. Provide employment opportunities for Brisbane residents and residents of nearby local communities, thereby improving the jobs/housing balance at regional and subregional levels.
- N. Contribute to critically-needed solutions to regional transit and transportation issues which will benefit both the project and existing communities.
- O. Recognize that the project is of regional significance, and provide for the well-being not only of the City of Brisbane, but also of surrounding communities.
- P. Provide on-site opportunities for public art and education to contribute to public understanding of the site, including its history, ecology and the project's sustainability mission.

### **Economic Objectives**

- Q. Enhance the City's tax base and future ability to improve services within all of Brisbane.
- R. Retain and accommodate the expansion of existing businesses within the Baylands that contribute to the City's fiscal health and economic vitality.
- S. Establish a project which remains economically viable on a long-term basis, including excellence in architecture which can withstand the test of time.
- T. Build in flexibility so the project can adapt to changing market conditions over time, without compromising the other stated project objectives.
- U. Provide greater choices for Brisbane residents by providing desired goods, services, entertainment, and/or other amenities not currently available within the City.

## 2.5.2 Objectives Identified by the Specific Plan Applicant, UPC

In preparing the Specific Plan, UPC (the applicant for the Specific Plan) identified the following general project objectives that apply to the DSP and DSP-V Concept Plan scenarios.

### Remediation and Redevelopment

1. The reclamation of former railyards and landfill areas for safe and productive future use through the remediation of pollutants from the site's industrial past.
2. A land use mix and development program, for which the financial return could offset the significant costs associated with landfill closure, site remediation, infrastructure construction and other site improvements necessary for the safe and productive use of the Baylands.
3. A mix of land uses that provides fiscal benefit to the City through the generation of increased tax revenue, and is flexible to accommodate market trends.

### Economic Revitalization

1. The generation of substantial numbers of new jobs of a wide range of income levels over the long term, including jobs for local populations.
2. The creation of a hub for new and growing industries, such as clean technology, to the Baylands by providing a critical mass of commercial development opportunities and other incentives to attract both established and new companies.
3. The creation of attractive local and regional retail and entertainment destinations that offer Brisbane residents greater opportunity to shop and recreate within their City.
4. The establishment of an integrated business environment that complements the existing business community within Brisbane.

### Ecological Enhancements

1. The creation of a dynamic open space network that incorporates existing wetlands and native habitats, with opportunities for passive and active recreation, urban parks, productive landscapes and visual and ecological connectivity between San Bruno Mountain, Brisbane Lagoon, and the San Francisco Bay.
2. The reconnection to local ecology through restorative efforts and interpretive programs, resulting in improved ecological productivity and understanding.

### Sustainable Living

1. The integration of the Baylands with regional transit networks that allow residents and employees to conveniently connect with the greater Bay Area.
2. A circulation network of "complete streets" balancing efficient circulation of pedestrian, bicycle, transit, and personal vehicles with human safety.
3. The creation of mixed-use districts that are walkable, pedestrian-friendly and easily accessible by transit, resulting in a vibrant street environment and lower traffic volumes than with typical development.

4. Include sufficient residential density in proximity to transit and jobs, to create a sustainable community that supports neighborhood-serving retail and encourages use of walking and public transportation to minimize the use and impacts of private automobiles.
5. A comprehensive sustainability program that unites on-site power generation, energy-efficient buildings and infrastructure, water-efficient building and landscaping, and best management practices for stormwater management and waste minimization.
6. The development of distinctive, high-quality neighborhoods that accommodate regional housing demands and contribute to Brisbane's strong sense of place.
7. The inclusion of community facilities that will support and connect existing and future Brisbane residents.
8. Enhance the viewshed of Brisbane through sustainable design and provide opportunities for public art.

### 2.5.3 Objectives Identified by Recology, Inc.

Recology, Inc. has identified the following two primary objectives for its proposed redevelopment and expansion of the existing Recology solid waste transfer facility, included as part of the CPP-V concept plan scenario:

1. Replace aging and deteriorating infrastructure; and
2. Provide the infrastructure needed to achieve San Francisco's goal of zero waste.

## 2.6 Environmental Impacts and Mitigation Measures

The impacts and mitigation measures identified in this EIR are summarized in **Table 2-1** at the end of this chapter. This table lists potential impacts, recommended mitigation measures, and the level of significance of the impact after any recommended mitigation measures are implemented.

### Significant Unavoidable Impacts of Proposed Project Site Development

This EIR identifies the following Significant Unavoidable impacts with the Project Site development, by scenario:

#### ***Developer-Sponsored Plan (DSP) and Developer-Sponsored Plan – Entertainment Variant (DSP-V)***

##### **Significant Unavoidable Aesthetics and Visual Resources Impact**

- **Impact 4.A-4:** The Project would create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

##### **Significant Unavoidable Air Quality Impacts**

- **Impact 4.B-2:** The Project would generate construction emissions that would result in a cumulatively considerable net increase of criteria pollutants and precursors for which the air basin is in nonattainment under an applicable federal or state ambient air quality standard.

- **Impact 4.B-4:** The Project would generate operational emissions that would result in a cumulatively considerable net increase of criteria pollutants and precursors for which the air basin is in nonattainment under an applicable federal or state ambient air quality standard.
- **Impact 4.B-9:** The Project would conflict with or obstruct implementation of the applicable air quality plan.

#### **Significant Unavoidable Noise Impacts**

- **Impact 4.J-4:** Project construction activities would result in substantial temporary or periodic increase in ambient noise levels in the Project Site above levels existing without the Project.

#### **Significant Unavoidable Population and Housing Impact**

- **Impact 4.K-1:** The Project would induce substantial population growth in the area either directly or indirectly.

#### **Significant Unavoidable Traffic and Circulation Impacts**

- **Impact 4.N-1:** The Project would result in a substantial increase in traffic under Existing plus Project conditions at intersections in the vicinity of the Project Site.
- **Impact 4.N-2:** The Project would contribute to significant existing traffic impacts at freeway mainline segments.
- **Impact 4.N-3:** The Project would result in a significant increase in traffic under Cumulative With Project conditions at the study intersections.
- **Impact 4.N-4:** The Project's contribution to future cumulative traffic impacts at freeway mainline segments would be cumulatively considerable.
- **Impact 4.N-7:** The Project would cause an increase in transit demand that could not be accommodated by San Francisco Muni or SamTrans transit capacity.
- **Impact 4.N-8:** The Project would cause an increase in delays or operating costs resulting in substantial adverse effects on transit service levels (i.e., additional buses or trains could be required due to Project transit trips).

#### **Significant Unavoidable Utilities Impacts (DSP-V only)**

- **Impact 4.O-3:** The Project result in the construction of new water, wastewater treatment, and/or stormwater drainage facilities or expansion of existing facilities, the constructions of which could cause significant environmental effects.

### ***Community Proposed Plan (CPP) and Community Proposed Plan – Recology Expansion Variant (CPP-V)***

#### **Significant Unavoidable Aesthetics and Visual Resources Impact**

- **Impact 4.A-4:** The Project would create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

#### **Significant Unavoidable Air Quality Impacts**

- **Impact 4.B-2:** The Project would generate construction emissions that would result in a cumulatively considerable net increase of criteria pollutants and precursors for which the

air basin is in nonattainment under an applicable federal or state ambient air quality standard.

- **Impact 4.B-4:** The Project would generate operational emissions that would result in a cumulatively considerable net increase of criteria pollutants and precursors for which the air basin is in nonattainment under an applicable federal or state ambient air quality standard.
- **Impact 4.B-9:** The Project would conflict with or obstruct implementation of the applicable air quality plan.

#### **Significant Unavoidable Greenhouse Gas Emissions Impacts**

- **Impact 4.F-1:** The Project (CPP and CPP-V scenarios) would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
- **Impact 4.F-2:** The Project could conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

#### **Significant Unavoidable Population and Housing Impact**

- **Impact 4.K-1:** The Project would induce substantial population growth in the area either directly or indirectly.

#### **Significant Unavoidable Traffic and Circulation Impacts**

- **Impact 4.N-1:** The Project would result in a substantial increase in traffic under Existing plus Project conditions at intersections in the vicinity of the Project Site.
- **Impact 4.N-2:** The Project would contribute to significant existing traffic impacts at freeway mainline segments.
- **Impact 4.N-3:** The Project would result in a significant increase in traffic under Cumulative With Project conditions at the study intersections.
- **Impact 4.N-4:** The Project's contribution to future cumulative traffic impacts at freeway mainline segments would be cumulatively considerable.
- **Impact 4.N-7:** The Project would cause an increase in transit demand that could not be accommodated by San Francisco Muni or SamTrans transit capacity.
- **Impact 4.N-8:** The Project would cause an increase in delays or operating costs resulting in substantial adverse effects on transit service levels (i.e., additional buses or trains could be required due to Project transit trips).

## **2.7 Alternatives**

Chapter 5 of this EIR analyzes a range of reasonable alternatives to the Project Site development. The alternatives that are analyzed in detail in that Chapter are described below.

## 2.7.1 No Project Alternatives

### No Project-No Build Alternative

The No Project-No Build Alternative assumes that no Baylands concept plan scenario is approved, and that there would be no further development on the Project Site. Existing conditions would continue, and future infrastructure development would not occur under this alternative. Existing, continuing uses in the Baylands include Sierra Point Lumber and Van Arsdale-Harris, the Recology resource recovery facility, Brisbane Bayshore Industrial Park, Lazzari Fuel Company, Brisbane Soils Processing, and the Brisbane Recycling rock crushing facility. Insofar as the Geneva Avenue extension is included in the San Francisco Bay Area Regional Transportation Plan and is assumed in the Candlestick Point-Hunters Point Shipyard Phase II Development Plan Project EIR, the roadway extension could still occur under a no-build scenario if it is funded and built solely by others. However, because the roadway extension and associated interchange improvements at U.S. Highway 101 are unlikely to occur in the absence of any development within the Baylands, it is assumed that the Geneva Avenue extension would not occur under the No Project-No Build Alternative.

### No Project-General Plan Buildout Alternative

This alternative assumes that none of the Baylands project scenarios are approved and that buildout of the Project Site would occur pursuant to the existing adopted provisions of Brisbane General Plan, which assumed existing uses would remain in the Northeast Bayshore and Beatty Subareas, and that new development would occur only within the Baylands Subarea. The General Plan designates the Baylands Subarea as *Planned Development-Trade Commercial* and *Marsh/Lagoon/Bayfront*. Allowable uses under these designations include retail sales, offices, residential uses, bulk sales, open space, recreational facilities, statuary, public and quasi-public facilities, services and utilities, commercial services, hotels, research and development, educational institutions, and lagoon/bayfront.

Presuming that “the realistic capacity of the land would be revealed with analysis of the specific plans required before any development could proceed,” the General Plan EIR calculated the hypothetical carrying capacity of the Baylands Subarea by defining the range of square footage of development that “could be accommodated without producing more traffic than could reasonably be mitigated to within the City’s level-of-service standard LOS D. The low end of the range of square footage, one million square feet, related to high trip generating land use, such as certain types of retail, and the high end, 4.2 million square feet to a low trip-generating land use such as warehouse-type commercial. The actual trip generation and corresponding allowable square footage of development would lie somewhere between the hypothetical ‘high’ and ‘low’ and would reflect a mix of land use on the Baylands, as reflected in all three of the hypothetical long-term land use alternatives.”

As noted above, the General Plan EIR sets forth three conceptual land use scenarios for the Baylands Subarea, each reflecting a mix of retail and light industrial uses. The scenarios differ from each other in the type of commercial use, ranging from small shops to a major shopping

center, and inclusion of a hotel/golf course resort facility in two of the alternatives. The General Plan EIR also identified an initial 10-year buildout of the Baylands Subarea, indicating 650,000 square feet of development, including 450,000 square feet of retail and commercial services, as well as 200,000 square feet of laboratory space and miscellaneous related uses.

## **2.7.2 Alternatives Intended to Avoid Significant Impacts of the Proposed Project**

### **Renewable Energy Generation Alternative**

The Renewable Energy Generation Alternative is based on a proposal by the Committee for Renewable Energy for the Baylands (CREBL) to develop utility-scale renewable energy generation facilities at the Baylands. CREBL's goal for this alternative was to not only offset the energy demand that would be generated by development of the Baylands, but to also produce additional electricity for consumption by Brisbane homes, businesses, and City-owned facilities. The City worked with the CREBL to develop a preliminary land use plan reflecting this goal. The preliminary plan for this alternative defines the approximate acreages and locations for solar PV and wind energy facilities.

To assist in the development of the Renewable Energy Generation Alternative, the City contracted with Energy Solutions to perform an analysis regarding the technical feasibility and energy generation potential of solar photovoltaic (PV) and wind energy generation within the Baylands. This analysis led to a refinement of the preliminary plan as originally conceived in order to optimize energy generation potential. The Renewable Energy Generation Alternative is based on the concept proposed by CREBL as refined following the Energy Solutions study.

Land uses under the Renewable Energy Generation Alternative consist of 170 acres of alternative energy generation facilities, including a combination of small vertical-axis wind turbines, wind turbines placed within development areas, and solar PV panels; 654,900 square feet of research and development facilities on 59 acres; and 173,800 square feet of retail/entertainment uses on 26 acres. A new water treatment plant would be constructed on seven acres, and the existing lumberyards (142,500 square feet) would be relocated to a three-acre parcel within the Project Site. The Recology expansion (included in the CPP-V) would also occur under this alternative. The remainder of the site would be designated for open space/public uses.

The relocation of the existing lumberyards, Geneva Avenue extension, and water supply agreement would occur as part of this alternative.

### **Reduced Intensity Non-Residential Alternative**

The Reduced Intensity Non-Residential Alternative is intended to eliminate the significant unavoidable greenhouse gas emissions impacts of the CPP and CPP-V scenarios. This was accomplished by reducing development intensity within the Baylands and providing for 25 acres of land dedicated to renewable energy production. The Reduced Intensity Non-Residential Alternative provides for the expansion of the existing Recology facility within the northeast

portion of the Project Site. As with each of the Concept Plan scenarios, relocation of existing lumberyards, adaptive reuse of the Roundhouse and Lazzari Fuel Company buildings, and replacement of the existing 231,400-square-foot Brisbane Bayshore Industrial Park would occur.

Under the CPP-V scenario, total proposed new development would include:

- General Retail: 500,000 square feet
- General Office: 800,000 square feet
- R&D: 2,000,000 square feet
- Industrial/Warehouse: 224,000 square feet
- Public/Civic (community center/community theater): 180,000 square feet
- Recology Expansion (total): 752,000 square feet
- Hotel: 520,000 square feet (650 rooms)
- Institutional (medical office): 80,000 square feet
- Renewable Energy Generation: 25 acres

Including existing lumberyard uses to be relocated, total square footage of development at buildout of the Reduced Intensity Non-Residential Alternative would be 5,245,300 square feet.

Under this alternative, the maximum permitted 2,400 acre-feet of water supply would be reduced to provide for the reduced water demand within the Baylands of the Reduced Intensity Non-Residential Alternative along with 400 acre-feet amount of water to be used for citywide purposes.

## **Reduced Intensity Mixed Use Alternative**

The Reduced Intensity Mixed Use Alternative is intended to substantially reduce the significant unavoidable traffic impacts DSP and DSP-V scenarios, and by doing so, significant unavoidable air quality and noise impacts resulting from project—generated traffic would be reduced. By reducing the overall development intensity of the DSP scenario (including reductions in both residential and non-residential development intensity), the Reduced Intensity Mixed Use Alternative would also reduce the aesthetics impacts of the Project Site development.

As with each of the Concept Plan scenarios, relocation of existing lumberyards, adaptive reuse of the Roundhouse and Lazzari Fuel Company buildings, and replacement of the existing 231,400-square-foot Brisbane Bayshore Industrial Park would occur.

The Reduced Intensity Mixed Use Alternative provides for development of 2,400 dwelling units and 3,750,780 square feet of new non-residential development. This represents approximately 54 percent of the proposed buildout of the DSP Concept Plan scenario. The Reduced Intensity Mixed Use Alternative assumes the existing 44.7-acre area encompassing the Recology site stays in place and is not expanded.

Under this alternative, the buildout density would be greater than under buildout of the existing General Plan, but reduced from that proposed by each of the Project Site development scenarios in order to reduce or avoid impacts while meeting basic Project objectives. Such objectives include creating a dynamic open space network; striving to achieve energy neutrality, or better;

remediating contamination with the Project site; and establishing an integrated business environment that complements Brisbane's existing business community.

The relocation of the existing lumberyards to a site within the Baylands and the expansion of the existing Recology facility would occur under this alternative. As would occur under each of the Project Site development scenarios, existing uses including the Brisbane Bayshore Industrial Park, Brisbane Soils Processing, and the Brisbane Recycling rock crushing facility would be removed over time and replaced with new development under this alternative.

The Reduced Intensity Non-Residential Alternative also assumes that the Geneva Avenue extension, along with implementation of the infrastructure improvements required to serve development on the Project Site, would occur. Implementation of required remedial actions also would occur under this alternative. This alternative would include development of small-scale wind and solar energy generation technologies.

## 2.8 Environmentally Superior Alternative

CEQA requires that the EIR identify an environmentally superior alternative that, when compared to the proposed scenarios and the alternatives considered, would avoid (or reduce to the greatest extent) more of the adverse environmental effects identified for the Project Site development, particularly any significant impacts. Typically, the No Project Alternative is identified as the environmentally superior alternative since it involves retention of baseline conditions and avoids all of the impacts associated with the proposed project. When that occurs, CEQA requires that an alternative other than the No Project Alternative be identified.

In the case of the Baylands, the No Project-No Build Alternative would not be environmentally superior since it allows existing site contamination to remain without remediation. The No Project-General Plan Buildout would also not be environmentally superior since it provides for future development of the site without a reliable water supply. Of the Project Site development scenarios and alternatives evaluated in this EIR, the Renewable Energy Generation Alternative would be the environmentally superior alternative since it is consistent with the Brisbane General Plan, involves minimal impacts compared to other scenarios and alternatives, and meets key project objectives including:

- Remediating the Baylands to appropriate levels of safety, while eliminating ongoing ecological damage.
- Providing for a “green building” approach for future development.
- Preserving, restoring, and enhancing wetlands and natural habitat and promoting physical and visual connectivity between the San Bruno Mountains and the Bay.
- Achieving a positive balance between energy demand and generation through maximum use of passive and active sources of renewable energy.
- Minimizing the net consumption of water supplies.

- Accommodating project traffic in a manner that does not adversely affect Brisbane or adjacent communities.
- Incorporating innovative methods to minimize waste generation.
- Minimizing impacts on Brisbane’s viewshed.
- Helping the region achieve established zero waste goals for solid waste disposal.
- Incorporating significant open space improvements.
- Providing a degree of local employment opportunities.
- Recognizing that Project Site development is of regional significance, providing for the well-being of Brisbane residents and those of surrounding communities by minimizing offsite impacts.
- Providing onsite opportunities for education to contribute to public understanding of the site, including its history, ecology and the Project Site development’s sustainability mission.
- Enhancing the City’s tax base.
- Retaining and accommodating the expansion of existing businesses within the Baylands that contribute to the City’s fiscal health and economic vitality.
- Establishing a project which remains economically viable on a long-term basis.
- Providing greater choices for Brisbane residents establishing a place for uses that provide desired goods and services.

## 2.9 Areas of Controversy and Issues to be Resolved

CEQA Guidelines Section 15123 specifies that the EIR summary shall identify “areas of controversy” known to the Lead Agency, including issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

This section lists the areas of controversy and major concerns raised during environmental scoping, as well as issues to be resolved. Issues to be resolved include those areas of concern that will be addressed either (1) during the permitting and approval processes for Project components and subsequent to the completion of the CEQA process, or (2) during design and implementation of project site-specific development projects (assuming proposed Project Site development is approved).

A summary of the issues that were raised in written and oral comments received in response to the Notices of Preparation (NOPs) for this EIR is presented below. This summary list is compiled based on written comments received (which are included in **Appendix A** of this EIR) and comments stated during the scoping meeting held on January 4, 2011, as well as the five community scoping meetings held between February and June 2006. Each of these topics is addressed in this EIR.

Major areas of controversy include, but are not limited to, the following:

- **Remediation of hazardous materials**, including use of risk-based clean-up goals and the level of hazardous materials clean-up being provided.
- Proposed **development of residential uses** within the Project Site under the DSP and DSP-V scenarios. Development of residential uses within the Baylands is now prohibited by the Brisbane General Plan.
- **Preservation of community character**, in relation to the amount and density of development being proposed within the Project Site under all four scenarios. Proposed development intensity under all four scenarios would be substantially greater than existing development within Brisbane.
- **Preservation of scenic views** of San Bruno Mountain and the San Francisco Bay, which would be affected to varying degrees by each of the Project Site development scenarios.
- **Environmental sustainability**, including the extent to which each development scenario addresses the term “sustainable” as that term is discussed in Chapter 7, *Sustainability*, of this EIR, including the inability of the four Project Site development scenarios to achieve energy neutrality (onsite production of renewable energy meeting or exceeding the energy demands of Project Site development).

**TABLE 2-1  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Aesthetics and Visual Resources</b>			
<p><b>Impact 4.A-1:</b> Project Site development would block or partially block views of scenic vistas, including San Bruno Mountain and the San Francisco Bay, resulting in a substantial adverse effect on a scenic vista.</p>	<p>DSP: Significant                      DSP-V: Significant                      CPP: Significant                      CPP-V: Significant</p>	<p><b>Mitigation Measure 4.A-1a:</b> Development within 350 feet of the eastern boundary of the Project Site (US Highway 101) shall be designed to avoid blockage of views of the Bay shoreline from Viewpoints 1, 2, 3, 7, 8, and 11. Each specific plan approved for development within the Project Site shall include development standards setting forth this requirement. These standards shall require that buildings within 350 feet of US Highway 101 be no taller than 80 feet in height.</p> <p><b>Mitigation Measure 4.A-1b:</b> Development within 350 feet of the eastern boundary of the Project Site (US Highway 101) shall be designed to avoid blockage of views of the Bay shoreline from Viewpoints 1, 2, 8, and 11. Each specific plan approved for development within the Project Site shall include development standards setting forth this requirement. These standards shall include a requirement that buildings within 350 feet of US Highway 101 be no greater than 80 feet in height.</p>	<p>DSP: LTS                      DSP-V: LTS                      CPP: LTS                      CPP-V: LTS</p>
<p><b>Impact 4.A-2:</b> Project site development would not Project substantially damage scenic resources, including but not limited to trees, rock outcroppings, hillsides, and historic buildings.</p>	<p>DSP: LTS                      DSP-V: LTS                      CPP: LTS                      CPP-V: LTS</p>	<p><b>No mitigation is required.</b></p>	
<p><b>Impact 4.A-3:</b> Project Site development would be substantially greater in intensity than existing surrounding development. While such development would not substantially degrade the existing visual character of the site (former railyard and landfill), the substantial difference between the intensity of proposed Project Site development and that of its surroundings would substantially degrade the existing character of surrounding development by introducing a large amount of development that is out of scale with surrounding development.</p>	<p>DSP: Significant                      DSP-V: Significant                      CPP: Significant                      CPP-V: Significant</p>	<p><b>Mitigation Measure 4.A-3:</b> All site-specific development projects within the Project Site shall be subject to the following minimum standards, which shall be set forth in required specific plan(s) prepared for development of the Project Site:</p> <ul style="list-style-type: none"> <li>• <b>Landscaping/Open Space:</b> Landscaping and open space areas shall be designed to provide usable outdoor spaces; to provide a pedestrian orientation within residential (DSP and DSP-V scenarios) and non-residential development areas; and to avoid the appearance of a solid mass of buildings as viewed from within the Project Site, from US Highway 101, from Bayshore Boulevard, and from the representative viewpoints shown in Figure 4.A-1.</li> <li>• <b>Development Intensity, Setbacks, Stepbacks, and Building Heights:</b> Variations, including reductions in the development intensity of site-specific development sites within the Project Site from the maximum allowable development intensity, shall be provided to maintain compatibility with the development intensity of surrounding neighborhoods and community areas. Variations in building heights (including reductions from maximum allowable heights), along with appropriate building setbacks and provision of provision of buildings stepbacks in height, shall be employed to maintain a feeling of openness within Project Site open space areas; to maintain compatibility with the scale of historic structures being preserved onsite; and to reduce the perceived intensity of development as viewed from the Geneva Avenue extension, Bayshore Boulevard, and Viewpoints 1, 2, 3, 7, 8, and 11,</li> <li>• <b>Roofs:</b> Roof design shall be compatible with the building design and articulation, emphasizing color, form, and materials. Rooftop mechanical equipment shall be screened from visibility from the representative viewpoints shown in Figure 4.A-1. Roofs shall incorporate opportunities for solar panels, which when installed need not be screened from view.</li> </ul>	<p>DSP: LTS                      DSP-V: LTS                      CPP: LTS                      CPP-V: LTS</p>

NI = No Impact      LTS = Less than Significant      SU = Significant Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Aesthetics and Visual Resources (cont.)			
<b>Impact 4.A-3 (cont.)</b>		<ul style="list-style-type: none"> <li>• <b>Fenestration:</b> Window patterns shall be well proportioned to the building, shall be varied to achieve diversity in architecture, and shall provide adequate light and air to interiors.</li> <li>• <b>Building Articulation:</b> Facade articulation of a minimum of five feet shall be required at minimum intervals of 80 feet.</li> <li>• <b>Building Materials:</b> Materials shall be high quality with textures and colors that further accentuate building design. Changes in building materials along a building face shall relate to building massing.</li> <li>• <b>Signage:</b> Signage shall complement building design in material, scale, lettering, and lighting and enhance the public realm.</li> <li>• <b>Transparency:</b> In retail buildings along publicly accessible frontages, 40 to 60 percent of ground-floor wall areas shall be transparent.</li> <li>• <b>Building Facades:</b> Building design shall avoid large flat wall areas unbroken by projections, recesses, or other architectural features. Entrances shall be appropriately scaled and easy to find.</li> <li>• <b>Outdoor Storage and Mechanical Equipment:</b> Any permitted outdoor storage or mechanical equipment shall be fully screened from view from areas accessible to the general public, as well as from the representative viewpoints shown in Figure 4.A-1</li> <li>• <b>Parking:</b> Podium or structured parking shall be wrapped with active uses at ground level and not exposed to the street. As part of the approval of specific plan(s) for development within the Project Site, the City shall first make the finding that the design standards and guidelines contained in the specific plan set forth, at a minimum, these standards.</li> </ul> <p>As part of the approval of all subsequent site-specific development within the Project Site, the approving body for such development shall first make the finding that the site-specific development being reviewed meets the standards and guidelines set forth in the applicable specific plan implementing the requirements of this mitigation measure.</p>	
<p><b>Impact 4.A-4:</b> Project Site development would create substantial new sources of daytime glare a part of onsite buildings, along with substantial nighttime lighting from streets, buildings, parking lots, and other outdoor activity areas.</p>	<p>Nighttime Lighting            DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p> <p>Daytime Glare            DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>Mitigation Measure 4.A-4a:</b> All development within the Project Site shall comply with the following lighting design standards in order to minimize project lighting to the extent required for safety and comfort only in order to reduce nighttime lighting effects:</p> <ul style="list-style-type: none"> <li>• Limit light spill across the property lines, such that illumination at the property line of any use within the Project Site that is attributable to the subject property does not exceed 0.1 foot-candles on business properties and 0.05 foot-candles on residential properties and open space areas. Onsite lighting of site-specific development within the Project Site shall result in zero direct-beam illumination leaving the site.</li> <li>• Street lighting shall be comprised of shorter, pedestrian-scaled fixtures, rather than tall cobra head fixtures</li> <li>• Laser source lights and searchlights, and any other high-intensity light for outdoor advertising or entertainment used to attract attention to commercial activities or community events, shall be prohibited.</li> <li>• Light fixtures that produce a warm light and focus the light downward onto the pedestrian zone shall be selected.</li> <li>• Exterior lighting shall be kept to the minimum required for safety; purely decorative lighting displays shall be prohibited.</li> </ul>	<p>Nighttime Lighting            DSP: SU            DSP-V: SU            CPP: SU            CPP-V: SU</p> <p>Daytime Glare            DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>

NI = No Impact

LTS = Less than Significant

SU = Significant Unavoidable

**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Aesthetics and Visual Resources (cont.)</b>			
<b>Impact 4.A-4 (cont.)</b>		<ul style="list-style-type: none"> <li>• All parking lot, recreational area, walkway, and trail lighting shall have no light emitted above 90 degrees.</li> <li>• Project lighting shall be designed to control light energy and ensure that exterior lighting is directed downward and away from adjacent streets and buildings in a manner designed to minimize offsite light spillage.</li> <li>• A master plan for street and parking lot lighting shall be approved by the City prior to final approval of design plans for roadways within the Brisbane portion of the Project Site.                             <ul style="list-style-type: none"> <li>- All streets within the Brisbane portion of the Project Site shall have uniform lighting standards with regard to style, colors, and materials in order to ensure consistency with design.</li> <li>- Parking lot lighting shall be of the same source of illumination as street lighting so as to ensure uniformity of night lighting color.</li> <li>- Due to their high energy efficiency, long life, and spectral characteristics, Narrow-Spectrum Amber LEDs shall be the preferred illumination source throughout the Brisbane portion of the Project Site.</li> </ul> </li> <li>• A photometric analysis and lighting plan shall be prepared for each development project. The photometric analysis shall include an assessment of potential lighting impacts based on the height, location, light fixtures, direction, illumination intensity, and hours of operation. This analysis shall identify any potential light spill beyond the boundary of the specific plan, as well as light spill beyond the boundaries of individual sites within the Project Site Lighting performance standards as described above shall apply. The lighting plan shall demonstrate maintenance, to the maximum extent feasible, of ambient light levels as measured from 100 feet from the individual site. The lighting plan shall be submitted to the Community Development Department and City Engineer for final approval prior to approval of a building permit.</li> </ul> <p><b>Mitigation Measure 4.A-4b:</b> All building exteriors within the Project Site shall be composed of textured and other non-reflective materials, including high-performance tinted non-mirrored glass. Reflective materials on building exteriors that have a light reflectivity factor greater than 30 percent shall be limited to less than 50 percent of any wall area.</p>	
<b>Air Quality</b>			
<b>Impact 4.B-1:</b> Project Site development would result in substantial localized dust during the anticipated 20-year construction period.	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<p><b>Mitigation Measure 4.B-1:</b> To reduce fugitive dust emissions, the following provisions shall be incorporated into construction specifications for all site-specific development projects within the Project Site. These measures would reduce fugitive dust emissions primarily during soil movement, grading and demolition activities but also during vehicle and equipment movement on unpaved project sites.</p> <p><b>Basic Controls that Apply to All Construction Sites</b></p> <ol style="list-style-type: none"> <li>1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> </ol>	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Air Quality (cont.)			
<b>Impact 4.B-1 (cont.)</b>		<ol style="list-style-type: none"> <li>3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>4. All vehicle speeds on unpaved roads shall be limited to 15 mph.</li> <li>5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.</li> <li>7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> <li>8. A publicly visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.</li> </ol>	
<p><b>Impact 4.B-2:</b> Project Site development will generate cumulatively considerable construction emissions of criteria pollutants and precursors for which the air basin is in nonattainment under an applicable federal or state ambient air quality standard from onsite and mobile sources.</p>	<p>DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>Mitigation Measure 4.B-2a:</b> To reduce construction vehicle emissions, the following provisions shall be incorporated into construction specifications for all projects on the Baylands:</p> <ul style="list-style-type: none"> <li>• Idling times shall be minimized either by shutting diesel-powered or gasoline-powered equipment off when not in use or reducing the maximum idling time of diesel-powered equipment to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> <li>• All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. It shall be the contractor's responsibility to ensure that all equipment has been checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> <li>• All construction contract specifications shall include a requirement that on-road diesel trucks used to transport spoils consist of 2007 or newer model-year trucks with factory built engines. All on-road diesel trucks shall be required to have emission control labels as specified in 13 CCR 2183(c) or any subsequent updates to this CARB regulation, whichever is more stringent. The construction contract specifications shall require that the contractor submit to the City a comprehensive inventory of all on-road trucks used to haul spoils. The inventory shall include each vehicle's license plate number, the engine production year, and a notation of whether the truck is in possession of an emission control label as defined in 13 CCR. The contractor shall update the inventory and submit it monthly to the City throughout the duration of the project.</li> </ul> <p><b>Mitigation Measure 4.B-2b:</b> All construction contract specifications shall include a requirement that off-road construction equipment used for site improvements shall be equipped with Tier 3 (Tier 2 if greater than 750 hp) diesel engines or better. All diesel generators used for project construction must meet Tier 4 emissions standards. If new emissions standards are adopted by U.S. EPA during project construction, construction contract specifications shall incorporate whichever standard is more stringent.</p>	<p>DSP: SU            DSP-V: SU            CPP: SU            CPP-V: SU</p>

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Air Quality (cont.)</b>			
<b>Impact 4.B -3:</b> Project Site development would not expose sensitive receptors to substantial concentrations of toxic air contaminants or respirable particulate matter (PM <sub>2.5</sub> ).	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS	<b>No mitigation is required.</b>	
<b>Impact 4.B-4:</b> Operational emissions from Project Site development result in a considerable net increase of criteria pollutants and precursors for which the air basin is in nonattainment under an applicable federal or state ambient air quality standard, primarily from mobile (vehicular) sources.	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<b>Mitigation Measure 4.B-4:</b> The following measures identified in the 2012 BAAQMD <i>CEQA Guidelines</i> shall be implemented for site-specific development projects within the Project Site and shall be included, as applicable, into commercial leases, as well as Covenants, Codes, and Restrictions (CC&Rs) within the Project Site: <ul style="list-style-type: none"> <li>• Provide free transit passes (e.g., Clipper Card for use on Caltrain, San Francisco Municipal Railway [Muni], and SAMTrans) to employees (for employers of 100 or more employees);</li> <li>• Provide and maintain secure bike parking for commercial and industrial uses (at least one space per 20 vehicle spaces) as a condition of occupancy permit/tenancy contract;</li> <li>• Provide and maintain showers and changing facilities for employees as a condition of final building permit;</li> <li>• Provide information on transportation alternatives to employees as a condition of occupancy permit/tenancy contract;</li> <li>• Establish a dedicated employee transportation coordinator for each site-specific development as a condition of occupancy permit/tenancy contract;</li> <li>• Provide and maintain preferential carpool and vanpool parking for non-residential uses;</li> <li>• Increase building energy efficiency by 20 percent beyond Title 24 (reduces NOx related to natural gas combustion);</li> <li>• Require use of electrically powered landscape equipment through CC&amp;Rs;</li> <li>• Require only natural gas hearths in residential units as a condition of final building permit;</li> <li>• Use low VOC architectural coatings in maintaining buildings through CC&amp;Rs;</li> <li>• Require smart meters and programmable thermostats;</li> <li>• Meet Green Building Code standards in all new construction (reduces NOx related to natural gas combustion); and</li> <li>• Install solar water heaters for all uses as feasible.</li> <li>• A majority of these measures could be included in the TDM plan that would be required of all project scenarios. Refer to <b>Mitigation Measure 4.N-13</b> of the Section 4.N, <i>Traffic and Circulation</i>, of this EIR.</li> </ul>	DSP: SU DSP-V: SU CPP: SU CPP-V: SU

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Air Quality (cont.)</b>			
<b>Impact 4.B-5:</b> Sensitive receptors would not be exposed to substantial concentrations of toxic air contaminants or respirable particulate matter (PM <sub>2.5</sub> ) as the result of Project Site development.	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS	<b>No mitigation is required.</b>	
<b>Impact 4.B-6:</b> Persons (new receptors) would not be exposed to substantial levels of toxic air contaminants (TACs), which may lead to adverse health as the result of Project Site development.	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS	<b>No mitigation is required.</b>	
<b>Impact 4.B-7:</b> Sensitive receptors would not be exposed to substantial carbon monoxide concentrations as the result of Project Site development.	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS	<b>No mitigation is required.</b>	
<b>Impact 4.B-8:</b> Objectionable odors would be generated by the proposed onsite recycled water plant, affecting a substantial number of people under all Project site development scenarios. In addition, expansion of the existing Recology facility would also generate objectionable odors affecting a substantial number of people under the CPP-V scenario.	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<p><b>Mitigation Measure 4.B-8: Recycled Water Plant Odor Management Plan.</b> Prior to the start of operation pursuant to issuance of a permit to operate from San Francisco Public Utilities Commission or RWQCB, the recycled water plant shall formulate and implement a progressive Odor Management Plan for review and comment by BAAQMD prior to review and approval by the City. The Odor Management Plan shall select a sufficient number of control measures from the following menu of options identified by BAAQMD to attain a performance standard which meets the odor detection thresholds of BAAQMD Regulation 7 as achieved and verified by the BAAQMD inspector.</p> <ul style="list-style-type: none"> <li>• Activated carbon filter/carbon adsorption</li> <li>• Biofiltration/bio trickling filters</li> <li>• Fine bubble aerator</li> <li>• Hooded enclosures</li> <li>• Wet and dry scrubbers</li> <li>• Caustic and hypochlorite chemical scrubbers</li> <li>• Ammonia scrubber</li> <li>• Energy efficient blower system</li> <li>• Thermal oxidizer</li> </ul>	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Air Quality (cont.)</b>			
<b>Impact 4.B-8 (cont.)</b>		<ul style="list-style-type: none"> <li>• Capping/covering storage basins and anaerobic ponds</li> <li>• Mixed flow exhaust</li> <li>• Wastewater circulation technology</li> <li>• Exhaust stack and vent location with respect to receptors</li> </ul>	
<p><b>Impact 4.B-9:</b> Would the Project conflict with or obstruct implementation of the applicable air quality plan?</p> <p>Because each Project Site development scenario results in significant unavoidable emissions of criteria pollutants during both construction and operations, Project Site development would not support the primary goals of the Clean Air Plan and would therefore conflict with its implementation.</p>	<p>DSP: Significant</p> <p>DSP-V: Significant</p> <p>CPP: Significant</p> <p>CPP-V: Significant</p>	<p><b>Mitigation Measure 4.B-9:</b> The following TDM measures shall be implemented:</p> <ul style="list-style-type: none"> <li>• Promote use of clean fuel-efficient vehicles through preferential parking and/or installation of charging stations.</li> <li>• Promote zero-emission vehicles by providing a neighborhood electric vehicle program to reduce the need to have a car or second car vehicles as one potential element of a TDM program that would be required of all new developments.</li> </ul> <p>See also Table 4.B-21.</p>	<p>DSP: SU</p> <p>DSP-V: SU</p> <p>CPP: SU</p> <p>CPP-V: SU</p>
<b>Biological Resources</b>			
<p><b>Impact 4.C-1:</b> Project Site development would have a substantial adverse effect on candidate, sensitive, or special-status plant and wildlife species, including species which meet the definition of endangered, rare or threatened in CEQA Guidelines Section 15380, through direct injury or mortality from bird and bat strikes on wind turbines and buildings, loss of special status plants, and discouragement of use of other habitat areas due to the close presence of human activities.</p>	<p>DSP: Significant</p> <p>DSP-V: Significant</p> <p>CPP: Significant</p> <p>CPP-V: Significant</p>	<p><b>Mitigation Measure 4.C-1a:</b> Prior to construction, or any other Project Site development-related ground disturbance activities on Icehouse Hill, the applicant shall conduct pre-construction presence/absence surveys for special-status plants.</p> <p>Initial surveys at Icehouse Hill shall be carried out in conjunction with surveys for endangered butterfly host plants as described in <b>Mitigation Measure 4.C-1c</b>. Surveys would be implemented to determine if a special-status plant species has colonized the site in the interim between the determination of baseline conditions for this EIR, and project initiation, as well as to provide site-specific direction for final trail routing and design to avoid sensitive plant species (see <b>Mitigation Measures 4.C-1b</b> and <b>4.C-1c</b>).</p> <p>Surveys shall be conducted in accordance with CNPS and CDFW rare plant survey guidelines and shall be conducted during the flowering period when each species is most readily identifiable.</p> <p>In order to capture variability of special-status plant species distribution, three special-status plant surveys shall be conducted at two-week intervals during the appropriate flowering period (April to June), before commencement of any development activities on Icehouse Hill.</p> <p>Any special-status plant populations shall be mapped in the field (see <b>Mitigation Measure 4.C-1b</b>). If the presence of any special-status plant species is confirmed, a copy of the survey results shall be forwarded to CDFW, and <b>Mitigation Measure 4.C-1b</b> shall be implemented.</p> <p>In the event that special-status plants are not identified within development areas, including areas used for construction, the additional mitigation identified in <b>Mitigation Measure 4.C-1b</b> is not required.</p>	<p>DSP: LTS</p> <p>DSP-V: LTS</p> <p>CPP: LTS</p> <p>CPP-V: LTS</p>

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Biological Resources (cont.)			
<b>Impact 4.C-1 (cont.)</b>		<p><b>Mitigation Measure 4.C-1b:</b> Documented plant occurrences on Icehouse Hill shall be avoided by establishing a buffer zone of no less than 25 feet prior to Project trail construction, or other ground-disturbing activities having the potential to disturb or result in mortality of special-status plant populations. This buffer zone shall be demarcated using flagging, orange fencing, or any other visual barrier between plant populations and the active disturbance footprint. Buffer distances may be increased if hydrology features would be altered as a result of trail construction.</p> <p>If the City determines that disturbance or mortality is unavoidable, special-status plants shall be restored onsite in either the annual grassland or coastal scrub habitat located on Ice House Hill. Restoration would be at a 1:1 ratio consistent with typical CDFW requirements in areas that are to remain as post-development open space, as is Icehouse Hill. The 1:1 replacement ratio shall be met at the end of five years, and may therefore require initial plantings at a greater than 1:1 ratio, as determined by a qualified botanist. If feasible, special-status plants and/or seeds shall be salvaged from on-site plants and used for any replacement plantings.</p> <p>To reduce impacts from off-trail use, and increased horse use, trail head signage shall be required to educate the public regarding sensitive resources and restoration that would be affected by off-trail use. Mitigation areas shall be fenced or marked for three years. Trail use rules shall be developed prior to construction, and in addition to limiting use to identified trails, may include other requirements to limit the possibility that sensitive species would be impacted.</p> <p>To avoid indirect impacts to special status plant species that could occur if slope drainage or surface hydrology is modified as a result of trail construction <b>Mitigation Measure 4.C1-g</b> shall also be applied.</p> <p>Prior to issuance of project approvals, and in coordination with state and federal permitting requirements, a five-year restoration mitigation and monitoring program shall be developed and implemented for any planting areas established to mitigate impacts to special-status species plants. Restoration success criteria shall include:</p> <ol style="list-style-type: none"> <li>1) Establishment of mitigation site(s) at or near the location of impacts where plant restoration will occur.</li> <li>2) A qualified botanist shall identify an appropriate plant palette and restoration methodology compatible with the specific impacted special status species. Mitigation sites could include existing annual grassland or coastal scrub habitat areas on Icehouse Hill, depending on site conditions and locations of special status plants found.</li> <li>3) No loss in total number of individual plants in a special status plant population found on Project Site shall be verified at the end of the five-year monitoring period established in coordination with state and federal agencies with jurisdiction over these resources.</li> </ol> <p><b>Mitigation Measure 4.C-1c:</b> Prior to any trail-related construction, vegetation management, development, or any other ground disturbing activities taking place on Icehouse Hill, pre-construction surveys for butterfly larval host plants (<i>Viola pedunculata</i>, <i>Lupinus albifrons</i>, <i>L. formosus</i>, and <i>L. versicolor</i>) shall be conducted by a qualified invertebrate biologist with demonstrated experience working with the species to ensure avoidance of such host plants. Required surveys may be conducted in conjunction with the rare plant surveys required under <b>Mitigation Measure 4.C-1a</b>. The timing for these preconstruction surveys is further specified, below.</p>	

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Biological Resources (cont.)			
<p><b>Impact 4.C-1 (cont.)</b></p>		<p>All populations of butterfly host plants located on Icehouse Hill shall be mapped and trails shall be designed to avoid them, whether or not they are being used by butterflies at the time of the initial surveys. All populations of butterfly host plants located on Icehouse Hill shall be inspected by a qualified invertebrate biologist, at an appropriate time of year, to determine whether or not they are being used by endangered butterflies for reproduction. If it is determined that they are being used for reproductive purposes by endangered butterflies, the specific project applicant shall contact USFWS to identify the appropriate consultation process prior to proceeding further with any activities on Icehouse Hill. Consultation may indicate that an Incidental Take Permit is required pursuant to the FESA.</p> <p>If populations of callippe silverspot or Mission blue butterflies are determined to be reproducing on Icehouse Hill, the property owner shall prepare and implement a Butterfly Protection Plan in coordination with the USFWS and the habitat managers for the SBMHCP prior to any ground-disturbing activities on or adjacent to Icehouse Hill. The plan shall include, but not be limited to, the following elements:</p> <ul style="list-style-type: none"> <li>• Pre-construction surveys shall be conducted during the period of identification for larval host plants and butterfly larvae in the flowering and/or breeding season immediately prior to trail construction or any other work scheduled to occur on Icehouse Hill.</li> <li>• Trail construction on Icehouse Hill shall avoid populations of larval host plants.</li> <li>• All trails, or alternately, sensitive habitats, shall be fenced to minimize the establishment of “informal” trails through habitats supporting special-status plants.</li> <li>• Dogs shall be allowed on Icehouse Hill trails on leash only.</li> <li>• Interpretative signage shall be posted at trailheads explaining the presence of endangered butterflies and/or their habitat and the importance of preserving Icehouse Hill as habitat for endangered species.</li> <li>• Grassland habitat on Icehouse Hill shall be restored and enhanced to maintain and expand healthy populations of butterfly host plants. This shall include regular and ongoing management of non-native invasive species, such as French broom and fennel, as well as revegetation with native grassland species and establishment of new populations of butterfly host plants for callippe silverspot and Mission blue butterfly species, particularly lupine host species and Veolia species. These efforts shall be planned in coordination with similar SBMHCP efforts and according to the butterfly habitat restoration and vegetation management guidelines that have been established for the SBMHCP (San Mateo County, 2007). The criteria for successful implementation of habitat restoration shall be no loss of butterfly habitat and at least 50 percent cover (includes at least two of the lupine species used by butterflies) in restored areas after five years.</li> </ul> <p><b>Mitigation Measure 4.C-1d:</b> The following steps shall be taken to avoid direct losses of nests, eggs, and nestlings and indirect impacts to special status avian species.</p> <p>Vegetation removal including removal of trees and shrubs as part of site development shall be confined to the non-breeding season, except as provided for below. Grading or ground disturbance activities associated with site development including site remediation activities shall occur after pre-construction protocol burrowing owl surveys are conducted as described below and in the 2012 CDFW Staff Report on Burrowing Owls.</p>	

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Biological Resources (cont.)			
<b>Impact 4.C-1 (cont.)</b>		<ul style="list-style-type: none"> <li>• If removal of trees and shrubs or disturbance to trees and shrubs (i.e., tree removal, tree trimming) is proposed to occur between January 1 and September 15, a qualified avian biologist shall survey any trees proposed to be removed or trimmed during the nesting season (i.e., January 1 through September 15) to determine if active nests are present. Surveys shall occur not more than 14 days prior to tree removal or trimming. If active nests are found, tree removal and/or tree trimming shall be conducted only after the young have left the nest and the nest is no longer in use. Confirmation that the nest is no longer in use shall be provided by a qualified biologist familiar with the species.</li> </ul> <p>If the qualified avian biologist identifies active nests, a no disturbance buffer of 150 feet shall be established and monitored by a qualified avian biologist, with authority to stop work in the event construction activities encroach within the disturbance buffer thus ensuring that impacts to nesting birds would not occur.</p> <p>Survey and monitoring reports shall be submitted to City staff for review: preconstruction survey reports shall be submitted prior to initiating construction activities; monitoring reports shall be submitted weekly until activities associated with nest habitat removal or disturbance activities are completed.</p> <ul style="list-style-type: none"> <li>• Prior to initiating <b>grading or ground disturbance activities</b> associated with remediation activities required prior to site development, the following shall occur: <ul style="list-style-type: none"> <li>- Not less than 45 days prior to site grading, a qualified biologist shall survey the site to determine the presence of active burrowing owl nests. If active nests are found passive relocation of the individuals would be accomplished according to the CDFW standards in effect at the time of the survey including the 2012 CDFW Staff Report on Burrowing Owls.</li> <li>- Results of the burrowing owl survey will be forwarded to CDFW.</li> <li>- Should the results of the survey include positive finding for occupied burrows, the location and condition of the burrows shall be reported to the CDFW and an on-site mitigation plan shall be prepared for review and approval by the CDFW. Onsite mitigation shall include construction of artificial burrows at a ratio of not less than 1:1 with the burrows located away from areas permitted for use by dogs and hikers. Following construction of the artificial burrows, the existing owls shall be passively removed from their burrows using one-way trap doors. The artificial burrows shall be monitored for a period of five years to confirm occupation by the species. Monitoring reports shall be forwarded to the CDFW to document compliance with this mitigation measure.</li> </ul> </li> </ul> <p><b>Mitigation Measure 4.C-1e:</b> Prior to construction of any wind turbines within the Project Site, the applicant for such wind turbines shall prepare a site-specific micro-siting report in designing the proposed turbine layout that incorporates modeling of raptor species' flight patterns, hovering or kiting patterns, bat roosting habitat areas and foraging areas. The report shall provide micro-siting recommendations to reduce avian collision and impacts to bat species that shall be implemented in the final design and placement of wind turbines. Utilization data; digital elevation modeling; slope attributes; techniques to identify saddles, notches, and benches; and associations between bird utilization and topography may be included, for example. The report shall include adaptive management during and after Project Site construction using information gathered in the pre-construction assessment to guide possible Project modifications, mitigation, or the need for and</p>	

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Biological Resources (cont.)			
<p><b>Impact 4.C-1 (cont.)</b></p>		<p>design of post-construction studies; post-construction studies can test design modifications and operational activities to determine their effectiveness in avoiding or minimizing significant adverse impacts (USFWS, 2010b). The design of wind turbines shall minimize the use of above ground electrical cabling; be designed with solid surfaces that are not conducive to perching; not run when visibility is poor, such as at night and during periods of heavy fog; and be designed with low rotor speeds (20 rpm maximum).</p> <p><b>Mitigation Measure 4.C-1f:</b> Prior to construction or operation of wind turbines within the Project Site, the applicant shall implement the following mitigation measure, which is based upon the California Bat Working Group <i>Guidelines for Assessing and Minimizing Impacts to Bats at Wind Energy Development Sites in California</i> (CBWG, 2006). These measures will help to mitigate the Project's effects on bats by addressing the data gaps that prevent adequate assessment of the Project's effects on bats, such as what bat species are using the site and how they are using the Project area.</p> <p>The applicant shall contribute to the body of knowledge on bat/turbine interactions by performing pre-construction and post-construction surveys, and post-construction monitoring within the Project area at each discrete location of a wind turbine or solar facility.</p> <p><b>Mitigation Measure 4.C-1g:</b> Construction and operation of proposed recreational and open space areas along Visitation Creek or adjacent to the northern lagoon edge shall include implementation of erosion control and water pollution control measures consistent with Storm Water Pollution Prevention Program (SWPPP) requirements, and implementation of an on-going maintenance plan to ensure no reduction in water and environmental quality as a result of recreational uses adjacent to the Creek and lagoon.</p> <p>Project applicants shall provide the City with proof that appropriate stormwater permits have been obtained pursuant to the City of Brisbane's NPDES stormwater discharge permit, the San Francisco Regional MS4 Permit. This shall include construction site inspection and control programs at all construction sites, with follow-up and enforcement consistent with each Permittee's respective Enforcement Response Plan, to prevent construction site discharges of pollutants and impacts on beneficial uses of receiving waters. The goal of Provision C.3 of the MS4 Permit is for the Permittee, such as the City of Brisbane, to use their planning authorities to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address both soluble and insoluble stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects. This goal is to be accomplished primarily through the implementation of low impact development techniques.</p> <p>Project applicants shall comply with local municipal requirements and the local storm water program as mandated under the Municipal Stormwater Permit, including, at minimum, the following measures:</p> <ul style="list-style-type: none"> <li>• Plan the development to fit the topography, soils, drainage pattern and natural vegetation of the Project Site.</li> <li>• Delineate clearing limits, easements, setbacks, sensitive or critical areas, trees, drainage courses, and buffer zones to prevent excessive or unnecessary disturbances and exposure.</li> <li>• Phase grading operations to reduce disturbed areas and time of exposure.</li> <li>• Avoid excavation and grading during wet weather.</li> </ul>	

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Biological Resources (cont.)			
<b>Impact 4.C-1 (cont.)</b>		<ul style="list-style-type: none"> <li>• Limit on-site construction routes and stabilize construction entrance(s) and exit(s).</li> <li>• Any increase in impervious surface area shall include establishment of vegetated swales, permeable pavement materials, preserve vegetation, re-plant with native vegetation and appropriate measures should be evaluated and implemented where appropriate.</li> <li>• Whenever practicable, native vegetation buffer areas shall be provided as part of a project to control pollutants from entering the Bay, and vegetation shall be substituted for rock riprap, concrete, or other hard surface shoreline and bank erosion control methods where appropriate and practicable.</li> <li>• Construct diversion dikes and drainage swales to channel runoff around the site and away from bodies of water.</li> <li>• Use berms and drainage ditches to divert runoff around exposed areas.</li> <li>• Place diversion ditches across the top of cut slopes.</li> <li>• No use of fertilizers or pesticides.</li> </ul> <p>Applicants shall prepare a maintenance program for approval by the City that includes maintenance of water quality pollution-control features such as swales, sediment traps or other passive applications of pollution-prevention measures required as part of NPDES permitting. The maintenance program shall address the management of open space adjacent to the Brisbane lagoon and Visitation Creek and, at minimum, shall include the following requirements, to be performed to the satisfaction of the City:</p> <ul style="list-style-type: none"> <li>• Identify the entity responsible for ongoing maintenance of the lagoon perimeter and recreational facilities within the perimeter area (e.g., property owners' association, landscape maintenance district), along with provisions permitting the City to enforce maintenance requirements and recoup costs for such enforcement.</li> <li>• Provide trash receptacles at appropriate locations and regular litter removal.</li> <li>• Maintain all improvements within the lagoon perimeter in a safe and working condition.</li> <li>• Identify a funding mechanism to ensure site maintenance and implementation of environmental quality monitoring at the creek and lagoon as part of the open space interpretive center. Monitoring parameters may include but would not be limited to water quality monitoring, vegetation monitoring, and passive observation and recording of fish species present.</li> </ul> <p>See also Mitigation Measures 4.H-1a, 4.H-1b and 4.H-4.</p>	
<b>Impact 4.C-2:</b> Project Site development would have a substantial adverse effect on riparian habitat resulting from proposed site remediation and grading operations.	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<b>Mitigation Measure 4.C-2a:</b> The applicant shall avoid or minimize adverse effects on sensitive natural communities and restored wetland mitigation areas created to comply with remediation permit requirements or any restored habitat that may have been created as part of site clean-up actions. After Project Site remediation has concluded, measures shall be implemented to avoid impacts to sensitive natural communities or restored habitat areas, including the installation of silt fencing, straw wattles, or other appropriate erosion and sediment control methods or devices to prevent runoff and construction debris from	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Biological Resources (cont.)			
<p><b>Impact 4.C-2 (cont.)</b></p>		<p>entering these areas. Such measures shall also be employed where pre-construction grading and post-remediation development may require work adjacent to sensitive natural communities, either prior to or after restoration of those areas occurs. Where construction activities occur in the vicinity of sensitive natural communities onsite, the following shall be implemented to ensure no loss of restored mitigation sites:</p> <ul style="list-style-type: none"> <li>• Fencing shall be erected adjacent to the areas where construction is occurring to avoid unintended impacts to sensitive natural area that occur just outside the construction area. Construction workers will be educated about local resources and instructed to avoid sensitive habitats during construction including limiting any human intrusion into natural areas.</li> <li>• If work in the vicinity of natural communities cannot be avoided, work within these areas shall be conducted during the dry season, typically between May 1 and October 15, and shall occur under permit authority of CDFW, Corps and RWQCB pursuant to the CWA Section 404 requirements for avoidance, mitigation and monitoring. <b>Mitigation Measures 4.2-2b</b> and <b>4.C-2c</b> shall also apply if work cannot be avoided in or directly adjacent to sensitive natural areas or restored habitats created as part of site cleanup actions.</li> </ul> <p><b>Mitigation Measure 4.C-2b:</b> The measures described below shall be employed to avoid degradation of natural communities or sensitive natural communities by maintaining water quality and controlling erosion and sedimentation during construction as required by compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities and as established by <b>Mitigation Measures 4.H-1a</b> and <b>4.H-1b</b> (see Section 4.H, <i>Hydrology and Water Quality</i>, of this EIR) to address impacts on water quality. In addition, measures shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> <li>• Installing silt fencing between aquatic sensitive natural communities and Project-related activities;</li> <li>• Locating fueling stations away from potentially jurisdictional areas and features; and</li> <li>• Otherwise isolating construction work areas from any identified jurisdictional features.</li> </ul> <p><b>Mitigation Measure 4.C-2c:</b> Where disturbance to sensitive natural communities cannot be avoided, compensation shall be provided for temporary impacts and permanent loss to ensure that there is no overall loss of sensitive natural communities as a result of Project Site development. Onsite, in kind replacement of sensitive natural communities including coastal scrub, willow scrub, tidal marsh, freshwater emergent wetlands, and lined manmade drainages that have developed bed and bank characteristics shall be a condition of development. Compensation shall be detailed on an impact-specific basis and shall include development of an onsite wetland mitigation and monitoring plan, which shall be developed prior to Project Site development or in coordination with permit applications and/or conditions. Alternately, offsite mitigation may be pursued through an approved mitigation bank, although this option may result in a higher ratio for compensation. At a minimum, such plans shall include:</p> <ul style="list-style-type: none"> <li>• Baseline information, including a summary of findings for the most recent wetland delineation conducted at the Project Site;</li> <li>• Anticipated habitat enhancements to be achieved through compensatory actions, including mitigation site location (onsite enhancement or offsite habitat creation) and hydrology;</li> </ul>	

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Biological Resources (cont.)			
<b>Impact 4.C-2 (cont.)</b>		<ul style="list-style-type: none"> <li>• Performance and success criteria for wetland creation or enhancement including, but not limited to, the following:               <ul style="list-style-type: none"> <li>- At least 70 percent survival of installed plants for each of the first three years following planting.</li> <li>- Performance criteria for vegetation percent cover in Years 1-4 as follows: at least 10 percent cover of installed plants in Year 1; at least 20 percent cover in Year 2; at least 30 percent cover in Year 3; at least 40 percent cover in Year 4.</li> <li>- Performance criteria for hydrology in Years 1-5 as follows: 14 or more consecutive days of flooding, ponding, or a water table 12 inches or less below the soil surface during the growing season at a minimum frequency of three of the five monitoring years; OR establishment of a prevalence of wetland obligate plant species.</li> <li>- Invasive plant species that threaten the success of created or enhanced wetlands should not contribute <u>relative</u> cover greater than 35 percent in Year 1, 20 percent in Years 2 and 3, 15 percent in Year 4, and 10 percent in Year 5.</li> <li>- If necessary, supplemental water shall be provided by a water truck for the first two years following installation. Any supplemental water must be removed or turned off for a minimum of two consecutive years prior to the end of the monitoring period, and the wetland must meet all other criteria during this period. At the end of the five-year monitoring period, the wetland must be self-sufficient and capable of persistence without supplemental water.</li> <li>- At least 75 percent cover by hydrophytic vegetation at the end of the five-year monitoring period. In addition, wetland hydrology and hydric soils must be present and defined as follows:                   <ul style="list-style-type: none"> <li>▪ <i>Hydrophytic vegetation</i> – A plant community occurring in areas where the frequency and duration of inundation or soil saturation produce permanently or periodically saturated soils of sufficient duration to exert a controlling influence on the plant species present.</li> <li>▪ <i>Wetland hydrology</i> – Identified by indicators such as sediment deposits, water stains on vegetation, and oxidized rhizospheres along living roots in the upper 12 inches of the soil, or satisfaction of the hydrology performance criteria listed above.</li> <li>▪ <i>Hydric soils</i> – Soils that are saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions, which are often characterized by features such as redox concentrations, which form by the reduction, translocation, and/or oxidation of iron and manganese oxides. Hydric soils may lack hydric indicators for a number of reasons. In such cases, the same standard used to determine wetland hydrology when indicators are lacking can be used.</li> </ul> </li> <li>- Five years after any wetland creation, a wetland delineation shall be performed to determine whether created wetlands are developing according to the success criteria outlined in the project permits. If they are not, remedial measures such as re-planting and or re-design and construction of the created wetland shall be taken to ensure that the Project's mitigation obligations are met.</li> </ul> </li> </ul>	

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Biological Resources (cont.)</b>			
<b>Impact 4.C-2 (cont.)</b>		<ul style="list-style-type: none"> <li>Monitoring and reporting requirements. If permanent and temporary impacts on jurisdictional waters cannot be compensated onsite through the restoration or enhancement of wetland features incorporated within proposed open space areas, the specific project applicant shall provide additional compensatory mitigation for these habitat losses. Potential options include the creation of additional wetland acreage onsite or the purchase of offsite mitigation. Offsite compensatory mitigation would be required to fulfill the performance standards described above.</li> </ul>	
<b>Impact 4.C-3:</b> Project Site development would have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal as part of Project Site remediation and grading activities.	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<b>See Mitigation Measures 4.C-2a, 4.C-2b, and 4.C-2c</b>	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS
<b>Impact 4.C-4:</b> Project Site development would restrict movement of wildlife species (primarily avian species) through the construction and lighting of mid-rise buildings that will directly restrict movement (collision impacts) and hinder nighttime navigation as the result of Project Site lighting.	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<p><b>Mitigation Measure 4.C-4a:</b> Development in the Baylands shall be subject to a requirement for a Project wide Open Space Plan to be prepared by a landscape architect in coordination with a qualified habitat restoration biologist and included as a component of the Specific Plan. The Plan shall incorporate designs to provide for wildlife movement corridors and to enhance habitat for native wildlife species. Specific requirements shall include the following:</p> <ul style="list-style-type: none"> <li>Landscaped areas shall contain a mosaic of native habitat types that support fauna of the surrounding area, including coastal scrub, grassland, and willow scrub habitats. Tree plantings shall be limited to native species whenever possible, as these species could create more nesting and roosting habitat for native birds and bats.</li> <li>Landscape plans shall incorporate both east-west and north-south open space areas, to promote both linkages between upland habitats and San Francisco Bay and linkages between upland habitats along the Bay shoreline.</li> <li>Removed trees shall be replaced at a minimum ratio of 1:1 (native trees shall be substituted for non-native trees whenever possible). The minimum ratio of 1:1 shall be met five years after planting; initial plantings may require greater than 1:1 ratio to achieve this standard.</li> </ul> <p>Nest boxes for bats and cavity-nesting bird species shall be installed in passive recreational areas.</p> <p><b>Mitigation Measure 4.C-4b:</b> Development in the Baylands shall be subject to a requirement for a Marsh Wildlife and Habitat Protection Plan for the Project to be prepared as part of the specific plan process prior to approval of any development projects. The Habitat Protection Plan shall be prepared by a qualified biologist and subject to approval by the Brisbane Community Development Department. The Plan shall include (but not be limited to), the following components:</p> <ul style="list-style-type: none"> <li>To minimize the effect of night lighting on wetland habitats adjacent to Project Site development, the following shall apply in the vicinity of wetlands located north of the lagoon, development north and south of the Visitacion Creek channel, and any development adjacent to freshwater wetlands in the western portion of the Project Site:</li> </ul>	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Biological Resources (cont.)			
<b>Impact 4.C-4 (cont.)</b>		<ul style="list-style-type: none"> <li>- Street lighting shall be provided only at intersections.</li> <li>- Low-intensity street lamps and low elevation lighting poles shall be provided.</li> <li>- Internal silvering of the globe or external opaque reflectors shall be provided to direct light away from preserved wetland or open water habitats.</li> <li>- In addition, private sources of illumination around homes (<b>for DSP and DSP-V only</b>) shall also be directed and/or shaded to minimize glare into these habitats.</li> </ul> <ul style="list-style-type: none"> <li>• Residential and commercial leases within the Project Site shall prohibit building occupants from creating outdoor feeding stations for feral cats to prevent feral cat colonies from establishing and to prevent the attraction of other predatory wildlife such as red fox, raccoon, or opossums. Such restrictions shall be monitored by a property owners association which shall have the right to impose fines for violation of this requirement.</li> <li>• If a buffer cannot be accommodated between development and habitat areas, cyclone fencing with vinyl slats (or an equivalent screening barrier) at a minimum height of three feet for screening shall be installed outside of wetland habitat and between any preserved wetland or open water habitat and all residential or commercial development. Appropriate native vegetation shall be planted both inside and outside of the fence to provide further screening. This fencing would provide a barrier to exclude cats, dogs, and other household pets, which are not effectively deterred by buffers.</li> <li>• An education program for residents shall be developed including posted interpretive signs and informational materials regarding the sensitivity of preserved habitats, the dangers of unleashed domestic animals in this area. Such restrictions shall be monitored by a property owners association which shall have the right to impose fines for violation of the pet policy. Such information shall be provided in the vicinity of onsite marshes where public access is provided.</li> </ul> <p><b>Mitigation Measure 4.C-4c:</b> All development on the Baylands that includes a residential component shall include a pet policy that requires residents to adhere to the measures of this policy to prevent impacts on wildlife from domestic animals. The policy shall become a part of the Covenants, Conditions, and Restrictions (CC&amp;Rs) attached to each property deed for for-sale residential properties and enforced through the homeowners association or other entity specified in the CC&amp;Rs, and made part of leases for residential rental properties and commercial leases within the Project Site. The pet policy shall limit the number of animals per residence and require adult cats, dogs, and rabbits to be spayed or neutered. Cats and dogs shall be required to be kept inside the residences and allowed outside residences only if on a leash and under the tenant's control and supervision, except within areas specifically designed as dog parks. To provide effective predator control, feral animal trapping may be necessary.</p> <p><b>Mitigation Measure 4.C-4d:</b> During design of any building greater than 100 feet tall, the applicant and architect shall consult with a qualified biologist experienced building/lighting design issues (as approved by the City of Brisbane Planning Department) to identify lighting related measures to minimize the effects of the building's lighting on birds. Such measures, which may include the following and/or other measures, shall be incorporated into the building's design and operation.</p>	

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Biological Resources (cont.)			
<p><b>Impact 4.C-4 (cont.)</b></p>		<ul style="list-style-type: none"> <li>• Use strobe or flashing lights in place of continuously burning lights for obstruction lighting. Use flashing white lights rather than continuous light, red light, or rotating beams.</li> <li>• Install shields onto light sources not necessary for air traffic to direct light towards the ground.</li> <li>• Extinguish all exterior lighting (i.e., rooftop floods, perimeter spots) not required for public safety.</li> <li>• When interior or exterior lights must be left on at night, the operator of the buildings shall examine and adopt alternatives to bright, all-night, floor-wide lighting, which may include:                         <ul style="list-style-type: none"> <li>- Installing motion-sensitive lighting.</li> <li>- Using desk lamps and task lighting.</li> <li>- Reprogramming timers.</li> <li>- Use of lower-intensity lighting.</li> </ul> </li> <li>• Windows or window treatments that reduce transmission of light out of the building will be implemented to the extent feasible.</li> <li>• Educational materials will be provided to building occupants encouraging them to minimize light transmission from windows, especially during peak spring and fall migratory periods, by turning off unnecessary lighting and/or closing drapes and blinds at night.</li> <li>• A report of the lighting alternatives considered and adopted shall be provided to the City of Brisbane Planning Department for review and approval prior to construction. The City of Brisbane Planning Department shall ensure that lighting-related measures to reduce the risk of bird collisions have been incorporated into the design of such buildings to the extent practicable.</li> </ul> <p><b>Mitigation Measure 4.C-4e:</b> During design of any building greater than 100 feet tall, the applicant and architect shall consult with a qualified biologist experienced with urban building bird strikes design issues (as approved by the City of Brisbane Planning Department) to identify measures related to the external appearance of the building to minimize the risk of bird strikes. Such measures, which may include the following and/or other measures, shall be incorporated into the building's design:</p> <ul style="list-style-type: none"> <li>• Use non-reflective tinted glass.</li> <li>• Use window films to make windows visible to birds from the outside.</li> <li>• Use external surfaces/designs that break up reflective surfaces.</li> <li>• Place bird attractants, such as bird feeders and baths, at least three feet and preferably 30 feet or more from windows in order to reduce collision mortality.</li> <li>• A report of the design measures considered and adopted shall be provided to the City of Brisbane Planning Department for review and approval prior to construction. The City of Brisbane Planning Department shall ensure that building design related measures to reduce the risk of bird collisions have been incorporated to the extent practicable.</li> </ul>	

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Biological Resources (cont.)			
<b>Impact 4.C-4 (cont.)</b>		<p><b>Mitigation Measure 4.C-4f:</b> Prior to tree removal, trimming of trees or shrubs or soil disturbance for site grading, a survey of suitable nesting habitat shall be conducted by a avian biologist familiar with Bay Area species and habitats to map the location of vegetation that could support avian species. If ground-disturbing activities or vegetation removal are proposed during the breeding bird season (January 1 through September 15), to avoid direct losses of nests, eggs, and nestlings and indirect impacts on avian breeding success, a qualified avian biologist shall survey active sites for nesting raptors and passerine birds not more than 14 days prior to the ground-disturbing activity or vegetation removal. Surveys shall include all trees in line-of-sight and within 500 feet of construction for raptors, and all vegetation (including bare ground within 250 feet) for all other species. If active nests are found, tree removal or tree trimming and construction activities, including soil disturbance, construction noise, increased human presence, would be halted and the nest would be monitored by a qualified biologist who shall verify when the nestlings have fledged and left the nest.</p> <p><b>Mitigation Measure 4.C-4g:</b> Applicants for site specific development projects pursuant to an approved specific plan within the Project Site shall take the following measures to avoid direct mortality of roosting special-status bats and disturbance of maternity roosts or winter hibernacula:</p> <ul style="list-style-type: none"> <li>• A bat biologist familiar with Bay Area species shall conduct surveys of all potential bat habitat, including areas suitable for maternity roosts and/or winter hibernacula within a site proposed for development prior to initiation of construction activities, including initial grading. Surveys shall be conducted within one year prior to construction to capture current bat habitats at the site, as presence of bats could vary yearly and survey results several years before impacts occur could be inaccurate. Potentially suitable habitat shall be located visually. Bat emergence counts shall be made at dusk as the bats depart from any suitable habitat. In addition, an acoustic detector shall be used to determine any areas of bat activity. At least four nighttime emergence counts shall be undertaken on nights that are warm enough for bats to be active. The bat biologist shall determine the type of each active roost (i.e., maternity, winter hibernacula, day or night).</li> <li>• Removal or trimming of trees or demolition of buildings showing evidence of bat activity shall occur during the period least likely to affect the bats as determined by a qualified bat biologist (generally between February 15 and October 15 for winter hibernacula and between August 15 and April 15 for maternity roosts). If active day or night (non-maternity) roosts are found, the bat biologist shall take action to allow individual bats to depart prior to tree removal or building demolition.</li> <li>• During construction, a no-disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with CDFW. Bat roosts initiated during construction are presumed to be unaffected, and no buffer is necessary.</li> </ul>	
<b>Impact 4.C-5:</b> Because of the Project Site development will be required to comply with the provisions of the Brisbane Tree Ordinance, although trees will be removed for needed remediation and grading activities, mitigation required by the Ordinance will be provided, and impacts on trees protected by that ordinance will be less than significant.	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS	<b>No mitigation is required.</b>	

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Biological Resources (cont.)</b>			
<p><b>Impact 4.C-6:</b> Because the Project Site is not within or subject to any adopted habitat conservation plans or natural community conservation plans, proposed development will not conflict with such plans. While San Bruno Mountain is subject to a conservation plan, proposed Project Site development is compatible with the provisions of that conservation plan.</p>	<p>DSP: LTS                      DSP-V: LTS                      CPP: LTS                      CPP-V: LTS</p>	<p><b>No mitigation is required.</b></p>	
<b>Cultural Resources</b>			
<p><b>Impact 4.D-1:</b> The historically significant Roundhouse will be restored, as will the Lazzari Fuel building as part of Project site development. However, because of the existing condition of the Roundhouse, short term protection of the building is needed prior to its adaptive reuse. In addition, substantial new development is proposed in close proximity to these two structures, affecting the character of their historic setting.</p>	<p>DSP: Significant                      DSP-V: Significant                      CPP: Significant                      CPP-V: Significant</p>	<p><b>Mitigation Measure 4.D-1a:</b> Within 90 days of Specific Plan adoption or prior to the issuance of the first grading or building permit within the Project Site (whichever occurs first), the property owner shall prepare and implement a stabilization plan subject to review and approval by the Brisbane Planning Department to protect and stabilize the Roundhouse from further deterioration and future vandalism. Such a plan may include, but is not limited to, additional protective fencing, signage, installation of temporary roof coverings to protect the interior from rainwater intrusion, and covering of all window and door openings with plywood. In preparation of the stabilization plan, the property owner shall use the National Park Service's <i>Preservation Brief #31, Mothballing Historic Buildings</i>.</p> <p>Within 90 days of the issuance of any planning or development approval (e.g., site remediation, grading, site development plan, building permit) encompassing the area of the historic Roundhouse, the property owner shall also submit a rehabilitation plan for the historic Roundhouse to the City for review and approval by the Brisbane Planning Commission. Implementation of the rehabilitation plan shall be completed prior to the first occupancy permit for the area subject to the planning or development permit approved encompassing the area of the historic Roundhouse.</p> <p>The rehabilitation plan shall be consistent with the performance standards contained in the following documents:</p> <ul style="list-style-type: none"> <li>• The Secretary of the Interior's Standards for Rehabilitation. Such standards call for the retention of significant, character-defining features of the building while finding a new use for the structure that is compatible with its historic character;</li> <li>• The National Park Service's <i>Preservation Brief #17, Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving Their Architectural Character</i>; and</li> <li>• The National Park Service's <i>Preservation Brief #18, Rehabilitating Interiors in Historic Buildings - Identifying and Preserving Character-Defining Elements</i>.</li> </ul> <p>To ensure compliance with the Secretary of the Interior's Standards for Rehabilitation, rehabilitation plans shall also be reviewed by a qualified consulting architectural historian who meets the Secretary of the Interior's Standards for Architectural History prior to action by the Planning Commission. The rehabilitation plans shall meet a minimum of 7 out of 10 of the Standards.</p>	<p>DSP: LTS                      DSP-V: LTS                      CPP: LTS                      CPP-V: LTS</p>

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Cultural Resources (cont.)			
<b>Impact 4.D-1 (cont.)</b>		<ul style="list-style-type: none"> <li>The Secretary of the Interior's Standard #6, specifically, requires that replacement of missing features will be substantiated by documentary and physical evidence. As nearly 50 percent of the building is missing due to fires and vandalism, such evidence is key to its successful rehabilitation. Original plans and early photographs of the Roundhouse are available at the Library and Collections Department of the California State Railroad Museum in Sacramento. These original plans and early photographs shall be used when preparing the rehabilitation plan for this building to ensure that rehabilitation efforts will adequately preserve the historic architectural and structural integrity of the building.</li> </ul> <p><b>Mitigation Measure 4.D-1b:</b> All Project Site development within 50 feet of the Roundhouse or the Machinery &amp; Equipment building be designed to ensure their architectural compatibility with the historic Roundhouse, and to ensure that new buildings do not overwhelm or unnecessarily contrast with these historic buildings. To this end, all development projects shall incorporate a minimum 50-foot structural setback and appropriate heights, volumes, and materials for any proposed new buildings in the immediate vicinity to ensure compatibility with the Roundhouse and the Machinery &amp; Equipment building. Appropriate heights of new construction adjacent to the Roundhouse would be the same as (about 25 feet), or slightly greater than (i.e., up to 15 feet greater than), the existing height of the building. Appropriate heights of new construction adjacent to the Machinery &amp; Equipment building would be the same as (about 40 feet) or slightly greater than (up to 10 feet greater than), the existing height of the building. Appropriate materials for new construction in the immediate vicinity of either building would be brick cladding and/or cementitious materials painted a similar dark red color, as well as Spanish tile roof cladding. Appropriate volumes for new development that would face the Roundhouse should mirror the curve of the existing structure. Appropriate volumes for new development in the vicinity of the Machinery &amp; Equipment building would be rectilinear in massing.</p> <p>All development projects within 50 feet of the Roundhouse or the Machinery &amp; Equipment building shall be subject to City design permit review and approval prior to development.</p>	
<p><b>Impact 4.D-2:</b> While there is no surface evidence of a significant archaeological resource, Project Site remediation and grading could uncover previously unidentified archaeological resources, thereby causing a substantial adverse change in the significance of an archaeological resource.</p>	<p>DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>Mitigation Measure 4.D-2:</b> If any previously unidentified archaeological resources are discovered during ground-disturbing activities associated with development on the Baylands, all work within 100 feet of the resources shall be halted. The City, in consultation with a City-approved qualified consulting archaeologist, shall assess the significance of the find according to CEQA Guidelines Section 15064.5. Prehistoric materials subject to this measure might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials subject to this measure might include in-situ (in place) stone, concrete, or adobe footings and walls; filled wells or privies; and in-situ deposits of metal, glass, and/or ceramic refuse.</p> <p>If any find is determined to be a historical resource or a unique archaeological resource, the City and the consulting archaeologist shall meet to determine the appropriate avoidance measures or other appropriate mitigation. The City shall make the final determination. All archaeological resources recovered shall be subject to scientific analysis, professional museum curation, and documentation according to current professional standards.</p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Cultural Resources (cont.)</b>			
<b>Impact 4.D-2 (cont.)</b>		Preservation in place, i.e. avoidance, is the preferred method of mitigation for impacts to cultural resources and shall be required unless there are other equally effective methods. Preservation in place would include planning construction to avoid archaeological sites; deeding archaeological sites into a conservation easement, park, or green space; or capping/covering archaeological sites with a layer of soil before building. Other methods to be considered shall include archeological testing, archeological monitoring, and/or an archeological data recovery program that would include sample excavation, artifact collection, site documentation, and historical research. All archaeological work shall be completed in accordance with a Cultural Resources Management Plan prepared by the City-approved qualifying archaeological consultant. Work may commence upon completion of treatment, as approved by the City.	
<b>Impact 4.D-3:</b> There are no unique paleontological resources or unique geologic features within the Project site. No impact will therefore result.	DSP: NI DSP-V: NI CPP: NI CPP-V: NI	<b>No mitigation is required.</b>	
<b>Impact 4.D-4:</b> While there is no surface evidence or historic record of use of the Project Site as a cemetery, Project Site remediation and grading could uncover human remains, including those interred outside of formal cemeteries.	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<b>Mitigation Measure 4.D-4:</b> If human skeletal remains are uncovered during Project construction, work shall immediately be halted within 100 feet of the find and the San Mateo County Coroner shall be contacted to evaluate the remains as required by the protocols set forth in Section 15064.5(e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the coroner has 24 hours to contact the Native American Heritage Commission (NAHC), in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code Section 5097.98 (as amended by Assembly Bill 2641). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains. In accordance with Public Resources Code Section 5097.98, the specific project applicant/landowner shall ensure that, according to generally accepted cultural or archaeological standards or practices, the immediate vicinity where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in Public Resources Code Section 5097.98, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS
<b>Geology, Soils, and Seismicity</b>			
<b>Impact 4.E-1:</b> Because there are no known earthquake faults within the Project Site, proposed development will not expose people or structures to substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault.	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS	<b>No mitigation is required.</b>	

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Geology, Soils, and Seismicity (cont.)</b>			
<p><b>Impact 4.E-2:</b> Because all structures within the Project Site will be required to meet all applicable building codes and seismic design standards based on site-specific geotechnical analyses, Project Site development will not expose people or structures to substantial adverse effects from strong seismic groundshaking.</p>	<p>DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>Mitigation Measure 4.E-2a:</b> Prior to the issuance of a grading permit, applicants for all site-specific development and infrastructure projects within the Project Site, including structures, utilities, and roadways shall submit to the City Engineer a final design-level geotechnical report prepared by a licensed geotechnical or soil engineer experienced in construction methods on fill materials in an active seismic area. The report shall provide site-specific construction methods and recommendations regarding grading activities, fill placement, soil corrosivity/expansion/erosion potential, compaction, foundation construction, drainage control (both surface and subsurface), and avoidance of settlement, liquefaction, differential settlement, and seismic hazards in accordance with current California Building Code requirements including Chapter 16, Section 1613. The report shall also require that all subsurface improvements such as utilities that include any materials susceptible to corrosive effects would be engineered in conformance with the most recently adopted California Building Code requirements including the use of engineered backfill. The report shall also include stability analyses of final design cut and fill slopes, including recommendations for avoidance of slope failure(s). The final grading plan and associated development elements including the landfill cap layer shall be designed and constructed in accordance with requirements of the final design-level geotechnical investigation as approved by the City Engineer prior to the issuance of any building permits. Designers and contractors shall comply with recommendations of the design-level geotechnical investigation during project construction including any modifications required by the City Engineer. A licensed geotechnical or soil engineer shall monitor earthwork and construction activities to ensure that recommended site-specific construction methods are followed during Project construction. These recommendations shall be incorporated into all development plans submitted and approved for the Project Site development as conditions of approval.</p> <p><b>Mitigation Measure 4.E-2b:</b> To address recovery from damage to future structures and to the landfill itself that may be caused by future earthquakes, a Post-Earthquake Inspection and Corrective Action Plan (Plan) for the site-specific development projects within the former landfill portion of the Project Site shall be prepared and implemented by all Project applicants in accordance with Title 27 landfill closure requirements as approved by the RWQCB and the San Mateo County Department of Environmental Health prior to issuance of a building permit. The plan shall be implemented in the event of a magnitude 7.0 or greater earthquake centered within 30 miles of the former Brisbane Landfill. Results of the inspection of containment features and groundwater and leachate control facilities potentially affected by any static or seismic deformations of the landfill shall be reported to the RWQCB within 72 hours of the event. Immediately following an earthquake event causing damage to the landfill structures, the Plan shall be implemented and the RWQCB notified of any damage. Plan activities following a triggering event shall include assessing perimeter dikes and shoreline erosion protection measures, the surface locations of underground utilities, landfill cover including roads and parking areas, groundwater monitoring systems, leachate monitoring systems, and surface-water drainage and outlet facilities. Any restorative measures as required under Order 01-041 shall be implemented in accordance with RWQCB requirements.</p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Geology, Soils, and Seismicity (cont.)</b>			
<b>Impact 4.E-3:</b> Because all structures within the Project Site will be required to meet all applicable building codes and engineering design standards based on site-specific geotechnical analyses, Project Site development will not expose people or structures to potential substantial adverse effects from seismic-related ground failure including liquefaction.	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<b>Mitigation Measure 4.E-3:</b> The final design-level geotechnical investigation recommended in Mitigation Measure 4.E-2a above, to be prepared by a licensed professional and submitted to the City for review and approval, shall address liquefaction potential. The geotechnical investigation shall include recommendations for foundation design to address site specific potential liquefaction issues. The recommendations of the investigation shall be in accordance with the most recent California Building Code requirements for building design and incorporated into all development plans submitted for the Project Site development. All final design and engineering plans submitted by the applicant shall be subject to review and approval by the City of Brisbane Building Official.	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS
<b>Impact 4.E-4:</b> Although the Project Site is generally flat, manmade slopes are present at the former landfill and existing railroad grade separation. Others manmade slopes will be created as the result of site grading and construction of railroad grade separations. Such constructed slopes will be required to meet applicable engineering design standards to avoid landslide impacts.	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<b>Mitigation Measure 4.E-4a:</b> Site-specific development projects within the Project Site shall not place new fill materials within 600 feet of Brisbane Lagoon. All manufactured slopes shall require certification by a licensed geotechnical engineer to the satisfaction of the City Engineer that a factor of safety of at least 1.5 for static conditions and 1.2 under dynamic conditions will be achieved.  <b>Mitigation Measure 4.E-4b:</b> Site-specific development projects within the Project Site shall comply with Brisbane General Plan policy requirements and the most recent California Building Code requirements for slope stability, including Chapters 16 and 18 that require geotechnical investigations. The recommendations of the investigation shall be in accordance with the most recent California Building Code requirements for building design and incorporated into all development plans submitted for Project Site development. All final design and engineering plans submitted by the Project applicant shall be subject to review and approval by the City of Brisbane Building Official prior to issuance of a building permit.	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS
<b>Impact 4.E-5:</b> Project Site development, including grading and remediation, as well as building and landscape construction, will require removal of existing groundcover, resulting in substantial soil erosion hazards.	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<b>See Mitigation Measures 4.H-1a and 4.H-1b</b>	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS
<b>Impact 4.E-6:</b> The former landfill portion of the Project Site has been subject to substantial differential settlement. Future development within that area will be subject to continuing settlement hazards.	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<b>See Mitigation Measure 4.E-2a</b>	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS
<b>Impact 4.E-7:</b> Because corrosive subsurface soils may exist in places within the Project Site and are especially likely along Bayshore Boulevard, where Bay Mud is present, as well as beneath the landfill, depending on the chemistry of the leachate, corrosive soils could have a detrimental effect on concrete and metals.	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<b>See Mitigation Measure 4.E-2a</b>	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Geology, Soils, and Seismicity (cont.)</b>			
<p><b>Impact 4.E-8:</b> Bay Mud and other clay-rich deposits are located primarily beneath the groundwater level, and therefore have a relatively low corresponding expansiveness. However, the depth of these deposits in the former railyard area is somewhat poorly constrained, and in one boring near Icehouse Hill, Bay Mud is located above the groundwater table, suggesting a possible higher shrink-swell potential.</p>	<p>DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>See Mitigation Measure 4.E-2a</b></p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>
<p><b>Impact 4.E-9:</b> Project Site development will utilize be provided with a full sewer system, and will not use septic tanks or alternative wastewater disposal systems for the disposal of wastewater.</p>	<p>DSP: NI            DSP-V: NI            CPP: NI            CPP-V: NI</p>	<p><b>No mitigation is required.</b></p>	
<b>Greenhouse Gas Emissions</b>			
<p><b>Impact 4.F-1:</b> Project Site development will generate greenhouse gas emissions primarily as the result of motor vehicle use, but also through stationary sources (e.g., building energy use). Because of the proposed onsite mix of residential and commercial/office development in the DSP and DSP/V scenarios, per capita vehicle miles travelled are less for those two scenarios and the CPP and CPP-V scenarios. As a result, greenhouse gas emissions impacts for the DSP and DSP-V scenarios will be less than significant, while significant impacts will result for the CPP and CPP-V scenarios.</p>	<p>DSP: LTS            DSP-V: LTS            CPP: Significant            CPP-V: Significant</p>	<p><b>Mitigation Measure 4.F-1:</b> All new development within the Project Site shall be required to develop and implement a Greenhouse Gases Emissions Reduction Plan (GHG Plan) containing strategies to increase energy efficiency and reduce GHG emissions to the greatest extent feasible with a minimum performance standard of five percent (as reflected in Table 4.F-3). The GHG Plan shall be submitted to the City for approval as part of the initial application process for building permits so that the measures will be verified as present in building specifications. The GHG Plan, as implemented, shall include strategies that exceed those already identified in the project description or required by law. The GHG Plan shall include strategies designed to reduce emissions generated by motor vehicles, as well as strategies to reduce stationary source emissions from energy consumption. Strategies shall include, but not be limited to, the following types of GHG reduction measures:</p> <ul style="list-style-type: none"> <li>• <b>Motor Vehicle Emissions</b> <ul style="list-style-type: none"> <li>- Provide free transit passes to employees and onsite residences;</li> <li>- Provide secure bike parking (at least one space per 20 vehicle spaces);</li> <li>- Provide showers and changing facilities for employees;</li> <li>- Provide information on transportation alternatives to employees;</li> <li>- Establish a dedicated employee transportation coordinator; and</li> <li>- Include preferential carpool and vanpool parking.</li> </ul> </li> </ul>	<p>DSP: LTS            DSP-V: LTS            CPP: SU            CPP-V: SU</p>

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Greenhouse Gas Emissions (cont.)</b>			
<b>Impact 4.F-1 (cont.)</b>		<ul style="list-style-type: none"> <li>• <b>Stationary Source Emissions</b></li> <li>- Provide stand-alone or rooftop solar, wind, or other renewable energy generation facilities (e.g., co-generation) to accommodate at least 3,600 MT per year of GHG offset within the Project Site;</li> <li>- Upgrade buildings within the Project Site to achieve a LEED Gold rating, rather than the LEED Silver rating now required by the Brisbane Municipal Code;</li> <li>- Increase solid waste diversion from landfills by 10 percent beyond state and local diversion requirements;</li> <li>- Employ “cool roof” technology for buildings; and</li> <li>- Use electrically powered landscape equipment.</li> </ul>	
<p><b>Impact 4.F-2:</b> As noted in Impact 4.F-1, above, greenhouse gas emissions impacts for the DSP and DSP/V scenarios will be less than significant, while significant impacts will result for the CPP and CPP-V scenarios. As a result, the CPP and CPP-V scenarios would impair attainment of GHG reduction goals established pursuant to AB 32 in the <i>Climate Change Scoping Plan</i> and would therefore be considered to conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Mitigation Measure 4.F-1 is recommended for the CPP and CPP-V scenarios. The DSP and DSP-V scenarios would have a less-than-significant impact with regard to GHG reduction planning efforts, as emissions per service population would be below thresholds developed based on attainment of AB 32 goals.</p>	<p>DSP: LTS                      DSP-V: LTS                      CPP: Significant                      CPP-V: Significant</p>	<p><b>See Mitigation Measure 4.F-1</b></p>	<p>DSP: LTS                      DSP-V: LTS                      CPP: SU                      CPP-V: SU</p>

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Hazards and Hazardous Materials</b>			
<p><b>Impact 4.G-1:</b> Project Site construction activities for each of the four development scenarios would require the use and transportation of hazardous materials. In addition, vehicles used in construction activities could accidentally release hazardous materials such as oils, grease or fuels. Accidental releases of hazardous materials during demolition and construction activities could impact soil and/or groundwater quality, which could result in adverse health effects. However, contractor's compliance with federal, state and local requirements related to use, storage, and disposal of hazardous materials during construction would reduce impacts related to inadvertent release of hazardous materials to less-than-significant levels.</p>	<p>DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>See Mitigation Measure 4.H-1a</b></p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>
<p><b>Impact 4.G-2:</b> While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations would not pose health risks, improper use, storage, transportation and disposal of hazardous materials and wastes could result in accidental spills or releases. Encountering contaminated soils or groundwater either during or following remediation could result in significant adverse effects. If temporary dewatering occurs in areas of shallow groundwater and groundwater contamination is still present, exposure if dewatering is not handled appropriately. While current regulations and procedures would minimize the potential for accidental damage to existing underground fuel pipelines within the Project Site, the possibility remains that underground excavations would still damage a pipeline, with a resulting release of hazardous materials. With compliance with federal, state,</p>	<p>DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>Mitigation Measure 4.G-2a (Confirm Achievement of Remediation Goals):</b> Prior to approval of a specific plan for any parcel within the Project Site, the project applicant shall provide confirmation to the City that the Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), and/or the San Mateo County Environmental Health Division as the Local Enforcement Agency, as applicable, have reviewed and are prepared to approve a Remedial Action Plan or final closure and post-closure maintenance plans upon certification of appropriate environmental documentation for that action.</p> <p>Prior to issuance of a building or grading permit (other than for grading needed for remediation activities) for any parcel within the Project Site, the applicant shall provide the City with evidence that the Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), and/or the San Mateo County Environmental Health Division as the Local Enforcement Agency in relation to the landfill have approved applicable Remedial Action Plan(s) or final closure and post-closure maintenance plans.</p> <p>Prior to commencement of building construction or site grading for any parcel within the Project Site, the project applicant shall obtain regulatory approval from the Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), and/or the San Mateo County Environmental Health Division as the Local Enforcement Agency in relation to the landfill for the proposed land use, in the form of a Remediation Action Completion Report or equivalent closure letter stating that remediation goals have been achieved for proposed land uses.</p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Hazards and Hazardous Materials (cont.)</b>			
<p><b>Impact 4.G-2 (cont.)</b> and local regulations pertaining to the handling and disposal of hazardous waste; implementation of a Soil and Groundwater Management Plan and a Master Deconstruction and Demolition Plan; and Mitigation Measures 4.G-2a, 4.G-2b, 4.G-2c, 4.G-2d significant impacts would be avoided.</p>		<p><b>Mitigation Measure 4.G-2b (Soil and Groundwater Management Plan):</b> Prior to issuance of a building or grading permit for any parcel within the Project Site a Soil and Groundwater Management Plan (SGMP) shall be prepared by a qualified environmental consulting firm, reviewed and approved by DTSC and the RWQCB and implemented by the project applicant.</p> <p>The Soil and Groundwater Management Plan shall also include a requirement for development and implementation of site-specific safety plans to be prepared prior to commencement of construction consistent with Occupational Safety and Health Administration (OSHA) Safety and Health Standards 29 CFR 1910.120 as well as management of groundwater produced through temporary dewatering activities.</p> <p>Such site-specific safety plans shall include necessary training, operating and emergency response procedures, and reporting requirements to regulate all activities that bring workers in contact with potentially contaminated soil or groundwater, landfill gas, or leachate to ensure worker safety and avoid impacts to the environment. Further, the Soil and Groundwater Management Plan shall include protocols for any areas of the site that require excavation and relocation of refuse material (e.g., building foundations and utility infrastructure) in accordance with the Title 27 of the California Code of Regulations to ensure that the integrity of the low-hydraulic-conductivity layer (LHCL) requirements are maintained.</p> <p><b>Mitigation Measure 4.G-2c (Master Deconstruction and Demolition Plan):</b> Prior to issuance of a demolition permit for any parcel within the Project Site, a Master Deconstruction and Demolition Plan shall be submitted by the project applicant to the City Building Official. The plan shall be reviewed and approved by the Building Official prior to issuance of the requested demolition permit. This plan shall include documentation of hazardous materials determinations (surveys) and demolition or deconstruction recommendations in accordance with local and state requirements. If the surveys conducted by licensed professionals prior to issuance of a demolition permit per the requirements above hazardous building materials, demolition or deconstruction shall proceed in accordance with applicable BAAQMD, OSHA, and CalOSHA requirements, which may include air permits or agency notifications, worker awareness training, exposure monitoring, medical examinations and a written respiratory protection program.</p> <p><b>Mitigation Measure 4.G-2d (NPDES Permit):</b> Prior to issuance of a building or grading permit for any parcel within the Project Site, preparation and implementation of an industry standard spill prevention and protection procedure plan shall be conducted by a licensed professional selected or approved by the City in accordance with NPDES General Construction Permit requirements, and reviewed and approved by the City Building Official. The plan shall include implementation of Best Management Practices for the storage and use of hazardous materials in accordance with California Stormwater Quality Association Construction guidelines, including emergency procedures for hazardous materials releases for materials that shall be brought onto the site as part of site development and construction activities. The plan shall include standard emergency procedures for hazardous materials releases that would be implemented during Project construction activities, identification of required personal protective equipment, proper housekeeping, spill containment procedures, training of workers to respond to accidental spills/releases, most direct route to a hospital, and requirements for a site safety officer. These measures shall be included within a construction management plan required to be reviewed by all workers.</p>	

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Hazards and Hazardous Materials (cont.)			
Impact 4.G-2 (cont.)		<p><b>Mitigation Measure 4.G-2e (Hazardous Materials Business Plan).</b> Prior to receipt of a Certificate of Occupancy, any business that would handle, store, transport, or dispose of hazardous materials or wastes shall prepare and implement a Hazardous Materials Business Plan (HMBP) that shall include at a minimum, the following components:</p> <ul style="list-style-type: none"> <li>• Details, including floor plans, of the facility and business conducted at the site;</li> <li>• An inventory of the type and quantity of hazardous materials that are handled or stored onsite;</li> <li>• Spill prevention procedures;</li> <li>• An emergency response plan that provides emergency notification procedures; and</li> <li>• A safety and emergency response training program for new employees with annual refresher courses.</li> </ul> <p>The HMBP shall be submitted to and approved by the San Mateo Department of Environmental Health prior to site occupancy.</p> <p><b>Mitigation Measure 4.G-2f:</b> Prior to issuance of a building permit for any development within the Project Site, proposed underground utilities and utility vaults located on or within 500 feet of the landfill footprint shall be constructed with soil vapor barriers and constructed of intrinsically safe and/or explosion-proof equipment in accordance with City Building Division requirements and overseeing agency (DTSC or RWQCB) as well as the San Mateo County Environmental Health Division as necessary.</p> <p><b>Mitigation Measure 4.G-2g:</b> Prior to issuance of a grading permit, all grading specifications for OU-1 and OU-2 shall be developed in accordance with RWQCB and DTSC requirements regarding soil vapor barriers, and incorporated into the final grading plan. Any installation of utilities in areas that have adopted soil capping remediation strategies shall be located above the contaminated soil and groundwater areas in accordance with RWQCB and DTSC requirements. Where gravity and utility force mains require encroachment into contaminated areas, special construction details and mitigation measures shall be developed during the preparation of the final RAPs for OU-1 and OU-2 as approved by the RWQCB and DTSC and in accordance with Soil and Groundwater Management Plans. Final RAPs shall include overseeing agency (DTSC or RWQCB) approved Human Health Risk Assessments which include inhalation risks and are based on proposed land uses.</p> <p><b>Mitigation Measure 4.G-2h</b> Construction of all new structures within the former landfill footprint and within OU-1 and OU-2, as well as on site areas within 1,000 feet of the waste material footprint shall incorporate sub-slab vapor barriers to minimize potential vapor intrusion into buildings. Further, all structures built on within 1,000 feet of the landfill footprint shall be equipped with automatic combustible gas sensors in sub-floor areas and in the first floor of occupied interior spaces of buildings. A centralized sensor monitoring and recording system shall also be provided. Gas monitoring for trace gases shall be conducted in accordance with the requirements of Title 27, for 30 years or until the operator receives authorization from the local enforcement agency (LEA) and CalRecycle to discontinue monitoring upon demonstration by the operator that there is no potential for trace gas migration into onsite structures.</p>	

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Hazards and Hazardous Materials (cont.)</b>			
<p><b>Impact 4.G-3:</b> Each Project Site development scenario includes a charter high school; the DSP and DSP-V scenarios also include an elementary school in the same area. Under the CPP and CPP-V scenarios, a charter high school would be developed at the base of Icehouse Hill within 0.25 mile of the Kinder Morgan site. In addition, all development scenarios would entail the storage, handling, transport, and disposal of hazardous materials in association with the R&amp;D, institutional, and commercial uses. If not managed appropriately, schoolchildren may be exposed to accidental spillage or leakage of the common hazardous materials (fuels, oils, lubricants, paints, cleaning chemicals, and other petroleum products) used onsite.</p>	<p>DSP: Significant                      DSP-V: Significant                      CPP: Significant                      CPP-V: Significant</p>	<p><b>Mitigation Measure 4.G-3:</b> Grade K-12 school facilities constructed on the Project Site shall not be located within 0.25 miles of a facility with hazardous emissions or that handles hazardous or acutely hazardous materials, substances or waste, unless approved by School Facilities Planning Division of the California Department of Education in conformance with California Code of Regulations (CCR) Title 5, Section 14010 which sets forth California Department of Education criteria for school site locations:</p> <ul style="list-style-type: none"> <li>• “If the proposed [school] site is within 1,500 feet of a railroad track easement, a safety study shall be done by a competent professional trained in assessing cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type and condition of track need for sound or safety barriers, need for pedestrian and vehicle safeguards at railroad crossings, presence of high pressure gas lines near the tracks that could rupture in the event of a derailment, preparation of an evacuation plan. In addition to the analysis, possible and reasonable mitigation measures must be identified in accordance the referenced code.” California Code of Regulations (CCR) Title 5, Section 14010 (d)</li> <li>• “The [school] site shall not be located near an above-ground water or fuel storage tank or within 1,500 feet of the easement of an above ground or underground pipeline that can pose a safety hazard as determined by a risk analysis study, conducted by a competent professional, which may include certification from a local public utility commission.” CCR Title 5, Section 14010 (h):</li> </ul> <p>Grade K-12 school facilities shall also comply with California Education Code Sections 17210 through 17224 and related statutory provisions related to risk to human health or the environment at proposed school properties as overseen by the Department of Toxic Substances Control (DTSC). In accordance with California Education Code Sections 17210 through 17224 and related statutory provisions, the school district must prepare a Phase I Environmental Site Assessment and/or a Preliminary Endangerment Assessment (PEA) to identify potential contamination and evaluate whether it presents a risk to human health or the environment at proposed school properties as overseen by the Department of Toxic Substances Control (DTSC). The environmental investigation and any required remediation of properties to be developed for use as schools shall be overseen by DTSC in coordination with the California Department of Education and the School Facilities Planning Division.</p> <p>Final design plans shall be approved by the School Facilities Planning Division of the California Department of Education prior to commencement of construction.</p> <p>All required remediation within 0.25 miles of a proposed K-12 school site within the Project Site shall be completed prior to occupancy of the school.</p> <p><b>See also Mitigation Measure 4.G-2e</b></p>	<p>DSP: LTS                      DSP-V: LTS                      CPP: LTS                      CPP-V: LTS</p>
<p><b>Impact 4.G-4:</b> The Project Site includes a number of different sites that are included on databases listing hazardous materials pursuant to Government Code Section 65962.5 including the former Brisbane Landfill, OU-1 and OU-2, and the Schlage</p>	<p>DSP: Significant                      DSP-V: Significant                      CPP: Significant                      CPP-V: Significant</p>	<p><b>See Mitigation Measures 4.G-1a and 4.G-1b</b></p>	<p>DSP: LTS                      DSP-V: LTS                      CPP: LTS                      CPP-V: LTS</p>

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Hazards and Hazardous Materials (cont.)</b>			
<p><b>Impact 4.G-4 (cont.)</b></p> <p>Lock facility. These sites have a long history of environmental investigation and cleanup efforts with additional remediation activities occurring in the future, and are actively overseen by regulatory agencies (DTSC and RWQCB) to ensure that all remediation is completed to levels that protect human health and the environment.</p>			
<p><b>Impact 4.G-5:</b> The Project Site is located more than 2 miles from the nearest public airport (SFO) or airstrip, and is not located within an airport land use plan. Development under any of the proposed scenarios would not conflict with an airport land use plan nor present any other impact related to a public airport use or private airstrip.</p>	<p>DSP: NI            DSP-V: NI            CPP: NI            CPP-V: NI</p>	<b>No Mitigation is required.</b>	
<p><b>Impact 4.G-6:</b> Circulation plans are designed to ensure appropriate emergency access to and egress from the Project Site under all four scenarios. The DSP and DSP-V scenarios reserve a specific site for a centrally located fire facility. The CPP and CPP-V scenarios would include a similar fire facility in a similar location. Adequate access to and from this facility would be provided by the roadway and circulation improvements proposed for each scenario. Additionally, all site-specific development site designs, including private internal circulation and building site plans, will be subject to review and approval by the City, as well as emergency service providers under each of the four development scenarios.</p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>	<b>No Mitigation is required.</b>	

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Hazards and Hazardous Materials (cont.)</b>			
<p><b>Impact 4.G-7:</b> The Project Site is located in an urban setting, has been developed with urban uses in the past, and does not adjoin any wildlands that are at risk for wildfires. Project Site development under any of the development scenarios would be required to adhere to applicable fire and building codes, which provide safety measures that would be incorporated into all building designs. No impact related to wildland fire hazards would result.</p>	<p>DSP: NI                      DSP-V: NI                      CPP: NI                      CPP-V: NI</p>	<p><b>No Mitigation is required.</b></p>	
<b>Surface Water Hydrology and Water Quality</b>			
<p><b>Impact 4.H-1:</b> With the substantial amount of earthwork, grading, and remediation activities required for construction under any of the four Project Site development scenarios, water quality standards would be violated, resulting in a significant impact. In addition, Project Site development would result in changes to existing drainage patterns that could affect water quality of stormwater runoff.</p>	<p>DSP: Significant                      DSP-V: Significant                      CPP: Significant                      CPP-V: Significant</p>	<p><b>Mitigation Measure 4.H-1a:</b> Prior to issuance of a grading permit, an applicant for any site specific development project to be constructed within the Project Site shall file a Notice of Intent to the RWQCB to comply with the statewide General Permit for Discharges of Storm Water Associated with Construction Activities and shall prepare and implement a SWPPP for construction activities on the Project Site in accordance with the NPDES General Construction Permit and the demonstrate compliance with the City of Brisbane’s Municipal Regional Stormwater Permit Order No. 2011-0083 Provision C.3. The SWPPP shall include all provisions of the Erosion and Sediment Control Plan submitted as part of grading and construction permits. In addition to meeting the regulatory requirements for the SWPPP, the site-specific SWPPP shall include provisions for the minimization of sediment disturbance (i.e., production of turbidity) and release of chemicals to the Bay.</p> <p><b>Mitigation Measure 4.H-1b:</b> Prior to issuance of a grading permit, an applicant for any site specific development project to be constructed within the Project Site shall comply with any site-specific NPDES permit requirements for dewatering activities, as administered by the RWQCB. The RWQCB could require compliance with certain provisions in the permit, such as treatment of the flows prior to discharge, depending on the particular site conditions. Discharge of the groundwater generated during dewatering to the sanitary sewer or storm drain system shall only occur with authorization of and required permits from the applicable regulatory agencies, including the Bayshore Sanitary District or the RWQCB.</p> <p><b>Mitigation Measure 4.H-1c.</b> Applicants for site-specific development projects to be constructed within the Project Site shall prepare and implement a Final Stormwater Management Plan (SMP) in accordance with the most recent NPDES C.3 requirements to be reviewed and approved by the City Engineer prior to approval of final design plans. The SMP shall be prepared by licensed professionals and act as the guiding document detailing best management practices for mitigating water quality impacts in the post-construction phase. Industrial uses shall prepare a SMP in accordance with NPDES permit requirements for Industrial Activity. Industrial applicants shall include management measures that will achieve the performance standard of best available technology economically achievable and best conventional pollutant control technology in accordance with the General Industrial Permit as approved by the RWQCB and shall demonstrate compliance within an annual report be submitted each July 1. The SMP shall provide operations and</p>	<p>DSP: LTS                      DSP-V: LTS                      CPP: LTS                      CPP-V: LTS</p>

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Surface Water Hydrology and Water Quality (cont.)</b>			
<b>Impact 4.H-1 (cont.)</b>		maintenance guidelines for all of the BMPs identified in the SMP, including LID measures and other BMPs designed to mitigate potential water quality degradation of runoff from all portions of the completed development, and shall clearly identify the funding sources for the required ongoing maintenance. The SMP shall be developed in conjunction with the Storm Drain Master Plan to ensure that the treatment designs support the hydraulics and hydrology of the proposed storm drainage system.	
<b>Impact 4.H-2:</b> Project site development would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS	<b>No mitigation is required.</b>	
<b>Impact 4.H-3:</b> The DSP and DSP-V scenarios retain the existing drainage pattern of the Bayshore and Brisbane Lagoon drainage areas, but alter the Beatty Avenue drainage area by redirecting runoff from approximately 47 acres away from Beatty Avenue to a proposed storm drain discharging to the Central Drainage Channel. The CPP and CPP-V scenarios propose similar substantial changes to existing drainage patterns, but preserve a larger amount of open space, reducing the amount of impervious surface area. Project Site development would not alter the actual existing course (location) of Visitacion Creek east of the railroad right of way, but would daylight the currently subsurface portion of the creek from the railroad right of way east and extending to the Roundhouse.  Development under each development scenario would collect and convey onsite runoff through a modified storm drainage system constructed in accordance with the City's requirements and regional MS4 NPDES permit requirements to accommodate the increase in runoff and changes to existing drainage patterns.	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<b>See Mitigation Measures 4.H-1a, 4.C-1g and 4.C-2a and 4.C-2c.</b>	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Surface Water Hydrology and Water Quality (cont.)</b>			
<p><b>Impact 4.H-4:</b> Each Project Site development scenario would add a substantial amount of new impervious area that would reduce the rate of infiltration of precipitation and increase the amount of runoff generated during a rain event. The CPP and CPP-V scenarios would add a lesser amount of new impervious area than the DSP and DSP-V scenarios, although the amount would still be substantial and increase runoff generated onsite. Thus, if not properly designed, development would exacerbate existing flooding onsite and offsite.</p>	<p>DSP: Significant                      DSP-V: Significant                      CPP: Significant                      CPP-V: Significant</p>	<p><b>Mitigation Measure 4.H-4a:</b> Prior to issuance of a building permit, all site-specific development plans within the Project Site shall include systemwide drainage improvements that shall accommodate all increased runoff in accordance with City requirements and correct known existing deficiencies (e.g., Levinson Overflow Area and the PG&amp;E property). On-site storm drainage collection facilities shall be sized to convey the peak flow rate from a 25-year storm event entirely within the piping system. Drainage improvements shall accommodate the 100-year peak storm event within the piping system and streets such that building finished floor elevations provide a minimum of 1-foot of freeboard above the 100-year storm event hydraulic grade line water elevation with tidal flow and 100 years of estimated sea level rise. The proposed system design shall be submitted to the City Engineer for approval and shall hydraulically isolate existing drainage inlets fronting Levinson Overflow Area and the PG&amp;E property from existing Brick Arch Sewer system.</p> <p><b>Mitigation Measure 4.H-4b:</b> Prior to issuance of a building permit, all site-specific development plans within the Project Site shall include additional conveyance capacity by incorporating new storm drain facilities along Bayshore Boulevard north of Industrial Avenue. Development plans shall also require addition of a new inlet near the Bayshore Boulevard and Industrial Way intersection that is large enough to intercept surface flows from Levinson Overflow Area and the PG&amp;E property in accordance with and as approved by the City. Review and approval by the City engineer shall be required to confirm that conveyance capacity is sufficient to accommodate the 100-year peak storm event within the piping system and streets such that building finished floor elevations provide a minimum of 1-foot of freeboard above the 100-year storm event hydraulic grade line water elevation with tidal flow and 100 years of estimated sea level rise.</p> <p><b>Mitigation Measure 4.H-4c:</b> Prior to issuance of a building permit, all development plans in the Baylands shall include conveyance improvements to existing Visitacion Creek in the final drainage plan design and extend it further west of Tunnel Road to the Roundhouse area as approved by the City and in accordance with Army Corps of Engineers and California Department of Fish and Wildlife requirements. Improvements to tidal portions of Visitacion Creek will be made in accordance with requirements stipulated in permits from the BCDC. Project Site development and infrastructure design shall also incorporate a detention zone within the newly extended channel. Project Site development shall remove the existing Timber Box Culvert between Tunnel Road and the Caltrain mainline tracks and replace it with an open channel system prior to Project site development completion. The design shall accommodate increases in peak runoff during 100-year design storm event with tidal flow, and with consideration of estimated sea level rise over the next century and provide protection of new structures for human occupancy from the 100-year design storm event throughout and after Project Site development.</p>	<p>DSP: LTS                      DSP-V: LTS                      CPP: LTS                      CPP-V: LTS</p>
<p><b>Impact 4.H-5:</b> Each scenario would substantially increase impervious surfaces and increase stormwater runoff volumes. There is a lack of adequate capacity in the Project Site's existing storm drainage system. While the CPP and CPP-V scenarios would result in a lesser increase in stormwater runoff than the DSP and DSP-V scenarios, they</p>	<p>DSP: Significant                      DSP-V: Significant                      CPP: Significant                      CPP-V: Significant</p>	<p><b>Mitigation Measure 4.H-5:</b> Prior to issuance of an occupancy permit for site-specific development within the Project Site, an integrated pest management plan shall be prepared and implemented, subject to City review and approval, to set forth a preventative, long-term, low toxicity program to control pests. The plan shall provide guidelines for landscape and building maintenance with the emphasis on minimizing the use of pesticides while controlling pests. At a minimum, the integrated pest management plan shall include:</p> <ul style="list-style-type: none"> <li>• <b>Identification of acceptable pest levels</b> (action thresholds) with an emphasis on <i>control</i>, not <i>eradication</i>, identifying site and pest specific action thresholds, and the controls to be used if those thresholds are exceeded.</li> </ul>	<p>DSP: LTS                      DSP-V: LTS                      CPP: LTS                      CPP-V: LTS</p>

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Surface Water Hydrology and Water Quality (cont.)</b>			
<p><b>Impact 4.H-5 (cont.)</b></p> <p>would still exceed the capacity of the existing system. Thus, development under each development scenarios would result in changes to existing drainage patterns that would result in flooding impacts onsite and offsite.</p> <p>Project Site development would introduce new impervious surfaces that would be the source of new stormwater runoff pollutants typical of urban settings, which, if not managed appropriately, would violate water quality standards. The management of landscaped areas would also present the potential for runoff and/or infiltration of herbicides and pesticides. These common urban pollutants could be transported in runoff, potentially adversely affecting the surface and ground water quality.</p>		<ul style="list-style-type: none"> <li>• <b>Preventive practices:</b> Design, construction, and maintenance of landscape facilities, and buildings, as well as operation of uses that prevent or minimize pest problems.</li> <li>• <b>Monitoring:</b> Regular observation, including inspection and identification.</li> <li>• <b>Mechanical controls:</b> Should a pest reach an unacceptable level, provide for mechanical methods as the first options, including include simple hand-picking, erecting insect barriers, using traps, vacuuming, and tillage to disrupt breeding.</li> <li>• <b>Biological Controls:</b> Provide for use of natural biological processes and materials for control, including promoting beneficial insects that prey on eat target pests and biological insecticides derived from naturally occurring microorganisms.</li> <li>• <b>Responsible Pesticide Use:</b> Provide for use of synthetic pesticides generally only as required when preferred methods are infeasible or ineffective, including use of the least toxic pesticide that will do the job and is the safest for other organisms and for air, soil, and water quality; use of pesticides in bait stations rather than sprays; or spot-spraying rather than general application.</li> </ul> <p><b>See also Mitigation Measures 4.H-1c, 4.H-4a, 4.H-4.b, 4.H-4c.</b></p>	
<p><b>Impact 4.H-6:</b> The DSP and DSP-V scenarios propose housing in areas that have been mapped as 100-year flood hazard areas based on existing topography. These areas are prone to flooding primarily due to insufficient capacities in the existing drainage system. The CPP and CPP-V scenarios do not propose residential use.</p>	<p>DSP: Significant            DSP-V: Significant            CPP: NI            CPP-V: NI</p>	<p><b>See Mitigation Measures 4.H-1c, 4.H-4a, 4.H-4.b, and 4.H-4c</b></p>	<p>DSP: LTS            DSP-V: LTS            CPP: NI            CPP-V: NI</p>
<p><b>Impact 4.H-7:</b> Development under all four development scenarios would allow development of structures in areas between Bayshore Boulevard and the Caltrain tracks that, as described under Impact 4.H-6 above, could become flooded during a 100-year storm event. As also discussed under Impact 4.H-4 above, Project Site development would be required to improve the existing system conveyance capacity to reduce flooding onsite and offsite.</p>	<p>DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>See Mitigation Measures 4.H-1c, 4.H-4a, 4.H-4.b, and 4.H-4c</b></p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Surface Water Hydrology and Water Quality (cont.)</b>			
<p><b>Impact 4.H-7 (cont.)</b> Mitigation Measures 4.H-1c, 4.H-4a, 4.H -4b, and 4.H -4c would require a Final Stormwater Management Plan and improvements to existing system deficiencies as mentioned above. Implementation of these mitigation measures is recommended under all four proposed development scenarios to reduce impacts related to the placement of structures within the flood zone.</p>			
<p><b>Impact 4.H-8:</b> The Project Site is not located in any inundation area for any dams or reservoirs. Therefore, impact due to failure of a levee or dam would be less than significant for all four scenarios.</p> <p>Increases in sea level, if sustained for 50-100 years or more, could create or exacerbate existing coastal flooding hazards for the Project Site. While it is not possible to project exactly what the future effects of sea level rise will be within the Project site, over time, Project Site development would be subject to impacts related to sea level rise.</p>	<p>DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant</p>	<p><b>Mitigation Measure 4.H-8:</b> Concurrent with submittal of development applications, site-specific development projects within the area south of the proposed Geneva extension shall submit design plans along with a Sea Level Rise Risk Assessment Report to the City. Site specific development projects within portion of the Project Site under BCDC jurisdiction shall submit design plans and a Sea Level Rise Risk Assessment Report to BCDC in accordance with the most current San Francisco Bay Plan policies. Site-specific development within the Project Site shall incorporate protection measures that demonstrate ability to handle the flood levels expected by mid-century in accordance with the San Francisco Bay Plan. Any BCDC requirements after review of the Sea Level Rise Risk Assessment report shall also be incorporated into Project design prior to issuance of a building permit. Sea level rise analyses shall be based on the California Climate Action Team's sea level rise projections for the West Coast, unless otherwise substantiated to the satisfaction of BCDC. For site-specific development projects within the area subject to BCDC jurisdiction, discretionary permits from the City such as grading or building permits shall be obtained prior to final approval of the BCDC permit.</p>	<p>DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS</p>
<p><b>Impact 4.H-9:</b> The Project Site is located in the western part of San Francisco Bay, which is not subject to potential flooding by wind-induced seiches because of the predominant eastward winds. In addition, no seismically induced seiche waves have been documented in the Bay.</p> <p>The Project Site is located in a relatively low-lying area in a developed urbanized region that is not susceptible to mudflows, and therefore Project Site development impacts would be less than significant.</p> <p>In addition, the Project Site t is not susceptible to mudflows, and therefore impacts would be less than significant.</p>	<p>DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS</p>	<p><b>No mitigation is required.</b></p>	

NI = No Impact      LTS = Less than Significant      SU = Significant Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Land Use and Planning Policy</b>			
<p><b>Impact 4.I-1:</b> Each of the Project site development scenarios is inconsistent with several provisions of the City's existing General Plan, including exceeding its permitted development intensity for the Baylands subarea, proposing residential development within the Baylands that is prohibited by the existing General Plan and other issues described in Table 4.I-1 and Mitigation Measure 4.I-1.</p>	<p>DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>Mitigation Measure 4.I-1:</b> As noted in Chapter 3, Project Description, one of the components of the Project Site development is a General Plan Amendment that would ensure consistency with the Brisbane General Plan. Each of the inconsistencies identified in Table 4.I-1 shall be resolved prior to selection of a Concept Plan or approval of a Specific Plan for development within the Baylands through either modification(s) to the Concept Plan or Specific Plan or amendments to the Brisbane General Plan, as follows:</p> <ul style="list-style-type: none"> <li>• <b>Policy 38.1 (roadway level of service standards)</b> – Recognizing that current roadway level of service standards (LOS D) will be exceeded due to future development in other cities even if no development within the Project Site occurs, modify General Plan roadway level of service standards to accommodate the level of Project Site development approved for development of the Brisbane Baylands Project Site. (DSP, DSP-V, CPP, and CPP-V scenarios)</li> <li>• <b>Overall Project Site Development Intensity</b> – Either (1) reduce the proposed intensity of Project Site development to the level described in the 1994 General Plan EIR, or (2) provide clear development intensity standards for buildout of the Baylands, Northeast Bayshore, and Beatty Subareas that would accommodate the development of a Concept Plan or Specific Plan (which could include reducing currently proposed development intensities), or (3) provide a combination of reducing proposed development intensity in certain subarea(s) while increasing the development intensity set forth in the General Plan for other subarea(s). (DSP, DSP-V, CPP, and CPP-V scenarios)</li> <li>• <b>Policy 81.1 (establishment of educational opportunities consistent with the sensitivity of onsite resources)</b> – Modify the Specific Plan for the DSP and DSP-V scenarios to clearly require future development within the Project Site to implement educational opportunities consistent with the sensitivity of onsite resources. (DSP and DSP-V scenarios only)</li> <li>• <b>Policy 87 and Policy 95 (parks standards)</b> – Should residential development be permitted within the Project Site, either (1) require such development to provide actual park land meeting General Plan standards for the provision of parks, or (2) modify the park standards set forth in the General Plan to reflect the park land ratios required in the Brisbane Municipal Code pursuant to the provisions of the Quimby Act (see Section 4.M, Recreational Resources). (DSP and DSP-V scenarios only)</li> <li>• <b>Policy 330.1 (prohibition of housing within the Baylands)</b> – Delete the policy or modify the Concept Plan and Specific Plan to comply with the prohibition. (DSP and DSP-V scenarios only)</li> <li>• <b>Policy 337 (phasing schedule for Baylands development)</b> – Either (1) amend the General Plan to include public services and facilities performance standards and concurrency requirements (DSP, DSP-V, CPP, and CPP-V scenarios); or (2) modify the proposed Specific Plan to include an infrastructure phasing program that ties the rate of land development within the Project Site to the availability of needed public services and facilities. (DSP and DSP-V scenarios only)</li> <li>• <b>Policy 340.1 (demonstration of feasibility of the Geneva Avenue extension and provision of cost estimates with the first specific plan for the Baylands)</b> – Either (1) require preparation of preliminary cost estimates for the Geneva Avenue extension to be completed along with a demonstration of the engineering and financial feasibility of the extension as part of the required Specific Plan (DSP and DSP-V scenarios only), or (2) modify the policy to call for demonstration of the engineering feasibility of the</li> </ul>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>

NI = No Impact

LTS = Less than Significant

SU = Significant Unavoidable

**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Land Use and Planning Policy</b>			
<b>Impact 4.I-1 (cont.)</b>		extension along with establishment of the infrastructure phasing program required by General Plan Policy 337 (DSP, DSP-V, CPP, and CPP-V scenarios) <ul style="list-style-type: none"> <li>• <b>Policy 374 (Beatty Subarea Land Use)</b> – Modify the policy to accommodate the land uses proposed in the Concept Plan (CPP and CPP-V scenarios only)</li> </ul>	
<b>Noise and Vibration</b>			
<p><b>Impact 4.J-1:</b> Residents of multi-family housing proposed by the DSP and DSP-V scenarios would be exposed to noise levels that exceed Brisbane General Plan noise standards, resulting in a significant impact. Exterior noise exposure at hotel uses would also be considered significant. Impacts related to schools and recreational areas in the DSP and DSP-V scenarios would be less than significant.</p> <p>Noise impacts to schools under the CPP and CPP-V scenarios would be less-than-significant. Impacts associated with hotel exposure to noise would be significant.</p>	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<p><b>Mitigation Measure 4.J-1a:</b> All residential development within the Project Site shall minimize the exposure of people within the Project Site to noise from Caltrain operations through construction of noise barriers or maintenance of buffer distances, and shall adhere to the following noise performance standards:</p> <ul style="list-style-type: none"> <li>• Exterior noise level of below 65 dBA, DNL for outdoor common areas within any approved residential use; and</li> <li>• Interior noise standard of 45 dBA, DNL.</li> </ul> <p>These noise levels shall be attained through use of appropriate building materials as required by state of California Title 24 standards. Compliance with these performance standards shall be verified by an acoustical professional prior to issuance of a building permit. Specific measures to achieve these performance standards shall include all or any combination of the following options:</p> <ul style="list-style-type: none"> <li>• Site design measures, including use of building orientation to minimize window exposure toward noise sources, avoid placing balcony areas in high noise areas, and use of buildings as noise barriers.</li> <li>• Use of acoustically rated building materials (insulation and windows);</li> <li>• Construction of architectural noise barriers between sources and receptors; and</li> <li>• Provision of landscaping or other non-noise-sensitive buffer zones between sources and receptors.</li> </ul> <p><b>Mitigation Measure 4.J-1b:</b> All hotel projects within the Project Site shall minimize the exposure of people within the Project Site to noise from Caltrain operations through construction of noise barriers or maintenance of buffer distances, and shall adhere to the following noise performance standards:</p> <ul style="list-style-type: none"> <li>• Exterior noise level of below 65 dBA, DNL for outdoor common areas within any approved residential use or hotel; and</li> <li>• Interior noise standard of 45 dBA, DNL</li> </ul> <p>These noise levels shall be attained through use of appropriate building materials as required by state of California Title 24 standards. Compliance with these performance standards shall be verified by an acoustical professional prior to issuance of a building permit. Specific measures to achieve these performance standards shall include all or any combination of the following options:</p> <ul style="list-style-type: none"> <li>• Site design measures, including use of building orientation to minimize window exposure toward noise sources, avoid placing balcony areas in high noise areas, and use of buildings as noise barriers;</li> </ul>	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS

NI = No Impact      LTS = Less than Significant      SU = Significant Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Noise and Vibration (cont.)			
<b>Impact 4.J-1 (cont.)</b>		<ul style="list-style-type: none"> <li>• Use of acoustically rated building materials (insulation and windows);</li> <li>• Construction of architectural noise barriers between sources and receptors; and</li> <li>• Provision of landscaping or other non-noise-sensitive buffer zones between sources and receptors.</li> </ul>	
<p><b>Impact 4.J-2:</b> Under the DSP and DSP-V scenarios, Project site development would expose onsite residents to vibration from rail operations, representing a significant impact. Construction activities in the vicinity of onsite historic buildings would also result in significant vibration impacts on the structures depending on construction methods that are employed.</p>	<p>DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>Mitigation Measure 4.J-2a:</b> All development in the Baylands shall be designed to avoid vibration from Caltrain operations in excess of 72 VdB for residences. Prior to issuance of any building permit for structures intended for human occupancy within 200 feet of the mainline track, a detailed vibration design study shall be completed by a qualified acoustical engineer to confirm the ground vibration levels and frequency content along the Caltrain tracks and to determine appropriate design to limit interior vibration levels to 72 VdB for residences. Implementation of the recommended measures of the acoustical study into project design elements shall be verified by the Brisbane Building Department as part of the plan-check process.</p> <p>Specific measures to achieve the performance standards set forth above shall include all or any combination of the following methods:</p> <ul style="list-style-type: none"> <li>• Use of vibration isolation techniques such as supporting the new building foundations on elastomer pads similar to bridge bearing pads;</li> <li>• Installation of vibration wave barriers. Wave barriers would consist of control trenches or sheet piles, which are analogous to controlling noise with sound barrier. The applicability of this technique depends on the characteristics of the vibration waves.</li> </ul> <p><b>Mitigation Measure 4.J-2b:</b> Pre-Construction Assessment to Minimize Structural Pile-Driving Vibration Impacts on Adjacent Historic Buildings and Structures and Vibration Monitoring. Any development within 85 feet of the Roundhouse that would require pile driving or other construction techniques that could result in vibrations of 0.25 in/sec shall engage a qualified geotechnical engineer subject to City approval to conduct a pre-construction assessment of existing subsurface conditions and the structural integrity of the nearby historic structures subject to pile-driving or other vibration-inducing activity before a building permit is issued to demonstrate that the proposed construction activities would not result in vibration-induced damage to the Roundhouse building.</p> <p>If recommended by the pre-construction assessment, groundborne vibration monitoring of nearby historic structures shall be required. Such methods and technologies shall be based on the specific conditions at the construction site such as, but not limited to, the pre-construction surveying of potentially affected historic structures and underpinning of foundations of potentially affected structures, as necessary. The pre-construction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of pile-driving activities. Monitoring shall be maintained while construction occurs within 85 feet of historic structures, and results shall be submitted to the City Engineer. In the event of unacceptable ground with the potential to cause structural damage movement (in excess of 0.25 in/sec PPV at historic structures), as determined by the City Engineer, all impact work shall cease until corrective measures (e.g., installation of vibration wave barriers) are implemented to reduce ground movement to below 0.25 inches PPV.</p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>

NI = No Impact      LTS = Less than Significant      SU = Significant Unavoidable

**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Noise and Vibration (cont.)</b>			
<p><b>Impact 4.J-3:</b> Under all four scenarios, Project site develop-generated operational noise would result in substantial permanent increases in ambient noise levels from a variety of stationary and mobile sources, representing a significant impact.</p>	<p>DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>Mitigation Measure 4.J-3a:</b> All development within the Project Site shall incorporate the following design features into the final site plans prior to issuance of a building permit:</p> <ul style="list-style-type: none"> <li>• Building equipment (e.g., heating, ventilation, and air conditioning units) shall be located away from nearby residences, on building rooftops, or adequately shielded within an enclosure that effectively blocks the line of sight of the source from receivers in order to meet a performance standard of 5 dBA over existing ambient noise levels (generally perceptible increase to most persons) for this source which would potentially operate more than 20 minutes in a given hour.</li> <li>• Formal truck delivery areas (e.g. loading bays) shall be located at least 100 feet from residences to maintain noise levels of less than 5 dBA over existing monitored levels. Truck delivery bays and waste collection areas shall be located so that they are blocked by Project buildings or designed with noise reduction barriers to reduce noise impacts on residences or other sensitive receptors.</li> </ul> <p><b>Mitigation Measure 4.J-3b:</b> Small wind turbines shall be cited a minimum of 50 feet from the property line of noise sensitive land uses (e.g., residential, schools, religious institutions), and utility scale wind turbines shall be sited a minimum of 100 feet from the property line of noise sensitive land uses.</p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>
<p><b>Impact 4.J-4:</b> Project construction would occur in multiple phases and involve demolition, remediation, transport of soils, excavation, grading, trenching, paving, concrete work for foundations, and building erection. Noise from these activities could impact nearby existing (off-site) receptors as well as future (on-site) receptors developed in earlier increments of construction. Construction-related noise levels at and near locations on the Project Site would fluctuate depending on the particular type, number, and duration of use of various pieces of construction equipment. The effect of construction noise would depend upon the level of construction activity on a given day and the related noise generated by that activity, the distance between construction activities and the nearest noise-sensitive uses, and the existing noise levels at those uses. Under all four scenarios, construction would create substantial temporary or intermittent noise.</p>	<p>DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>Mitigation Measure 4.J-4a:</b> All applicants for site-specific development within the Project Site shall implement site-specific noise attenuation measures during all construction-related activities under the supervision of a qualified acoustical consultant as a pre-requisite to issuance of site grading(s). These measures shall be included in a Noise Control Plan that shall be submitted for review and approval by the City of Brisbane Building Department to ensure that construction noise does not exceed the standards set forth in the City's Noise Ordinance. These attenuation measures shall include all or any combination of the following control strategies:</p> <ul style="list-style-type: none"> <li>• Limit standard construction activities to between 7:00 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. and 7:00 p.m. on weekends and holidays. Pile driving and/or other extreme noise-generating activities (greater than 90 dBA) would be limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday, with no extreme noise-generating activity permitted between 12:30 p.m. and 1:30 p.m. No extreme noise-generating activities would be allowed on weekends and holidays;</li> <li>• Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds;</li> <li>• Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA. Quieter procedures, such as use of drills rather than impact tools, shall be used;</li> </ul>	<p>DSP: SU            DSP-V: SU            CPP: LTS            CPP-V: LTS</p>

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Noise and Vibration (cont.)			
<b>Impact 4.J-4 (cont.)</b>		<ul style="list-style-type: none"> <li>• Stationary noise sources shall be located as far as possible from adjacent receptors, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures;</li> <li>• Erect temporary plywood noise barriers around the construction site when adjacent occupied sensitive land uses are present within 75 feet;</li> <li>• Implement “quiet” pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;</li> <li>• Use noise control blankets on building structures as buildings are erected to reduce noise emission from the site; and</li> <li>• Use cushion blocks to dampen impact noise.</li> </ul> <p><b>Mitigation Measure 4.J-4b:</b> Prior to City issuance of grading permits, applicants for site-specific development projects within the Project Site shall submit to the Brisbane Building Department, a list of measures that will be undertaken to respond to and track complaints pertaining to construction noise, including:</p> <ul style="list-style-type: none"> <li>• A procedure for notifying the Building Department staff of complaints;</li> <li>• A plan for posting onsite signs pertaining to permitted construction days and hours, complaint procedures, and the contact person who should be notified in the event of a problem;</li> <li>• A listing of telephone numbers (during regular construction hours and off-hours);</li> <li>• Designation of an onsite construction complaint manager for Project site development;</li> <li>• Notification of neighbors within 300 feet of the Project site development construction area about the estimated duration of the pile-driving activity at least 30 days in advance of the activity; and</li> <li>• A preconstruction meeting with the job inspectors and the general contractor/onsite project manager to confirm that noise mitigation and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.</li> </ul>	
<b>Impact 4.J-5:</b> While aircraft noise contributions on the Project Site would be below the federal noise abatement criterion of 65 CNEL, and impacts would be less than significant with regard to exposing people to long-term excessive noise levels related from operations at the nearest airport, nuisance noise impacts from airport operations may be experienced by future receptors of the Project Site. While there is a potential for aircraft	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS	<b>No mitigation required.</b>	

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Noise and Vibration (cont.)</b>			
<p><b>Impact 4.J-5 (cont.)</b> noise to be a nuisance to future Project Site residents in the DSP and DSP-V scenarios, impacts would not be significant noise since the Project Site is located outside of the airport's 65 CNEL noise contour, which is the significance threshold for airport-related noise impacts.</p>			
<b>Population and Housing</b>			
<p><b>Impact 4.K-1:</b> The growth in employment and households that would result from either the DSP or DSP-V scenario, as well as the employment growth from either the CPP or CPP-V scenario represent a substantial portion of housing (DSP and DSP-V scenarios only) and employment needs projected by ABAG for Brisbane and surrounding cities, but would exceed ABAG projections for Brisbane. The result is manifested in significant unavoidable traffic and air quality impacts. Because the DSP and DSP-V scenarios scenario propose a mix of housing and employment, per capita vehicle miles traveled would be less than for the CPP and CPP-V scenarios, leading to significant but mitigable greenhouse gas impacts for the DSP and DSP-V scenarios (compared to significant unavoidable GHG impacts for the CPP and CPP-V scenarios). Employment and housing (DSP and DSP-V scenarios) would be consistent with ABAG projections only if Project site development drew projected growth from what is now projected for surrounding communities or elsewhere within the Bay Area.</p>	<p>DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant</p>	<p><b>No feasible mitigation available.</b></p>	<p>DSP: SU DSP-V: SU CPP: SU CPP-V: SU</p>

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Public Services</b>			
<p><b>Impact 4.L-1:</b> Because desired response times could not be maintained under each development scenario, given the location of the Project Site in relation to existing police facilities, addition of one or more new 24/7 police shifts would be required along with construction of new facilities within the Project site. To ensure that centrally located police facilities are provided to serve the Project site while maintaining adequate response times throughout the City, specific plan(s) for development within the Project Site will be required as part of the planning review process to prepare and implement a Police Services and Facilities Plan, subject to City approval, to define specific timing requirements for establishment of additional police shifts based on the progression of development within the Project Site.</p> <p>The mitigation measures noted to the right address the physical impacts of police facility construction.</p>	<p>DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>Mitigation Measure 4.L-1:</b> A site for a storefront substation that is easily visible and accessible to the general public and sized large enough to accommodate operations described in the Police Services and Facilities Plan shall be provided as required by the Brisbane Police Department.</p> <p><b>See Mitigation Measures 4.B-2a, 4.B-2b, 4.B-3, 4.C-1a through 4.C-1c, 4.C-2a through 4.C-2c, 4.C-4d, 4.C-4e, 4.D-2, 4.D-4, 4.E-2a, 4.G-2a, 4.G-2b, 4.G-2d, 4.G-2f through 4.G-2h, 4.J-4a, 4.J-4b, and 4.N-12</b></p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>
<p><b>Impact 4.L-2:</b> Project Site development under the DSP or DSP-V scenario is expected to more than double current fire service demands within the City, while development of the CPP or CPP-V scenario will nearly double fire service demands within the City. Because existing NCFA facilities and staffing are not meeting current response goals, increased demand of such a magnitude will require a new fire station or expansion of the existing station adjacent to the Project site to provide adequate fire protection service to the Project site.</p> <p>To ensure adequate fire protection services and facilities for the Project site while maintaining adequate response times throughout the City, specific plan(s) for development within the Project Site will be required as part of the planning review</p>	<p>DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>See Mitigation Measures 4.B-2a, 4.B-2b, 4.B-3, 4.C-1a through 4.C-1c, 4.C-2a through 4.C-2c, 4.C-4d, 4.C-4e, 4.D-2, 4.D-4, 4.E-2a, 4.G-2a, 4.G-2b, 4.G-2d, 4.G-2f through 4.G-2h, 4.J-4a, 4.J-4b, and 4.N-12</b></p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>

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SU = Significant Unavoidable

**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Public Services (cont.)			
<p><b>Impact 4.L-2 (cont.)</b></p> <p>process to prepare and implement a Fire Protection Services Plan that provides for the timely provision of fire protection facilities, equipment, and staffing. The Fire Protection Services Plan will specify the means and methods that will be employed, over time, to ensure that the fire service performance standards.</p> <p>The mitigation measures noted to the right address the physical impacts of police facility construction.</p>			
<p><b>Impact 4.L-3:</b> The DSP and DSP-V scenarios would more than double the combined current enrollment of the Brisbane ESD and the Bayshore ESD along with an 11-percent increase in the enrollment of the JUHSD. Even though the CPP and CPP-V scenarios do not propose residential use, students enrolled in school based on their parents' place of employment would represent a 35-percent increase in the combined current enrollment of both Brisbane ESD and Bayshore ESD, along with a 7-percent increase in the enrollment of the JUHSD.</p> <p>Pursuant to the requirements of State law (SB 50), payment of the school facilities impact fees mandated under SB 50 is the mitigation measure prescribed by the statute, and payment of such fees is the exclusive method available to the City to mitigate the direct impacts on school facilities. Further, payment of such fees is presumed under the law to be mitigation in full for direct impacts to school facilities caused by increasing student enrollment.</p> <p>The mitigation measures noted to the right address the physical impacts of school facility construction and operation.</p>	<p>DSP: Significant                      DSP-V: Significant                      CPP: Significant                      CPP-V: Significant</p>	<p><b>Mitigation Measure 4.L-3:</b> A site for an elementary/middle school of sufficient size to accommodate development-related enrollment under the CPP and CPP-V scenarios shall be reserved as part of the specific plan required by the Brisbane General Plan for development within the Project Site.</p> <p><b>See also Mitigation Measures 4.B-2a, 4.B-2b, 4.B-3, 4.C-1a through 4.C-1c, 4.C-2a through 4.C-2c, 4.C-4d, 4.C-4e, 4.D-2, 4.D-4, 4.E-2a, 4.G-2a, 4.G-2b, 4.G-2d, 4.G-2f through 4.G-2h, 4.J-4a, 4.J-4b, and 4.N-12</b></p>	<p>DSP: LTS                      DSP-V: LTS                      CPP: LTS                      CPP-V: LTS</p>

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Public Services (cont.)</b>			
<p><b>Impact 4.L-4:</b> Each of the proposed development scenarios would require expansion of library space to avoid impacting the capacity of existing facilities. Because the increase in library use will primarily result from proposed residential development in the DSP and DSP-V scenarios, significant environmental effects related to the provision of library services will occur in those scenarios. This impact would be less than significant for the CPP and CPP-V scenarios which do not propose residential development.</p>	<p>DSP: Significant            DSP-V: Significant            CPP: LTS            CPP-V: LTS</p>	<p><b>Mitigation Measure 4.L-4:</b> To avoid existing and proposed library facilities in surrounding communities, a library facility shall be developed within the Project Site that is of sufficient size to serve Project Site population. The onsite library shall be constructed and operational prior to issuance of the occupancy permits for more than 50 percent of the residential dwelling units permitted under the DSP and DSP-V scenarios, thereby ensuring an onsite resident population to use onsite library facilities at the time of its opening. This requirement shall be reflected in the specific plan(s) required to be prepared and approved prior to Project Site development.</p>	<p>DSP: LTS            DSP-V: LTS            CPP: --            CPP-V: --</p>
<b>Recreational Resources</b>			
<p><b>Impact 4.M-1:</b> The DSP and DSP-V scenarios provide for park and recreational land in excess of Brisbane Municipal Code requirements, and would therefore not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.</p> <p>The CPP and CPP-V scenarios do not propose residential units; therefore, there would be no resident population within the Project Site, although the employee population would increase. The CPP and CPP-V scenarios provide substantial park land and, and impacts would be less than significant.</p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>	<p><b>No mitigation required.</b></p>	
<p><b>Impact 4.M-2:</b> Each development scenario provides for the construction of new parks and recreational facilities. This construction would vary depending upon the location, type, and size of the park, open space, or recreation facility proposed. Construction the proposed parks and recreational facilities has been evaluated as part of Project site development. Due to its time-limited nature, construction-</p>	<p>DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>See Mitigation Measures 4.B-2a, 4.B-2b, 4.B-3, 4.C-1a through 4.C-1c, 4.C-2a through 4.C-2c, 4.C-4d, 4.C-4e, 4.D-2, 4.D-4, 4.E-2a, 4.G-2a through 4.G-2c and 4.G-2f through 4.G-2h, 4.J-4a, 4.J-4b, and 4.N-12</b></p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Recreational Resources (cont.)</b>			
<p><b>Impact 4.M-2 (cont.)</b> related impacts in any single location would be temporary. Construction of new recreational facilities on the Project Site would result in significant environmental impacts. However, the impacts of such facilities have been considered throughout this EIR in the analysis of construction-related impacts.</p>			
<p><b>Impact 4.M-3:</b> None of the Project scenarios would reduce wind speeds enough to substantially impair windsurfing in prime windsurfing areas on San Francisco Bay or substantially impair access to or from those areas from the Candlestick Point State Recreation Area launch site.</p>	<p>DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS</p>	<p><b>No mitigation required.</b></p>	<p>DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS</p>
<b>Traffic and Circulation</b>			
<p><b>Impact 4.N-1:</b> A total of 12 of the intersections analyzed would continue to operate acceptably under Existing plus Project conditions. Intersection that would not operate at acceptable levels of service under continue to operate acceptably under Existing plus Project conditions include:</p> <ul style="list-style-type: none"> <li>• San Bruno Ave. &amp; Bayshore Blvd.</li> <li>• <b>Geneva Ave &amp; Bayshore Blvd.</b></li> <li>• Old County Rd. &amp; Bayshore Blvd.</li> <li>• <b>Alana Way, Beatty Road, &amp; US 101 Southbound Ramps</b></li> <li>• <b>Alana Way/Harney Way/Thomas Mellon Drive</b></li> <li>• <b>Tunnel Ave. &amp; Bayshore Blvd.</b></li> </ul> <p>Mitigation Measures are available to achieve acceptable levels of service; however, the intersections shown in <b>bold</b>, above, are</p>	<p>DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant</p>	<p><b>Mitigation Measure 4.N-1a:</b> Prior to issuance of the first building occupancy permit for new development within the Project Site other than relocation or improvement of an existing use, the eastbound approach on Geneva Avenue to Bayshore Boulevard shall be restriped to create one additional through lane. One of the existing two right-turn lanes shall also be modified to become a shared through/right-turn lane. In addition, existing AM signal timing setting shall be modified by shifting 8 seconds of green time from the protected eastbound left and westbound left phases to the protected southbound left and southbound through phases. For the PM signal timing settings, 6 seconds of green time shall be shifted from the protected eastbound left and westbound left phases to the protected northbound left and southbound left phases.</p> <p><b>Mitigation Measure 4.N-1b:</b> Prior to issuance of the first building occupancy permit for new development other than improvement or relocation of an existing use, the intersection of Bayshore Boulevard and Old County Road shall be improved, including modifications to the tunnel to provide additional lanes and modify signal timing to improve intersection operations to achieve, at a minimum, LOS C during both AM and PM peak hours under the DSP and DSP-V scenarios and ensure that LOS remains at LOS D or better under the CPP and CPP-V scenarios.</p> <p><b>Mitigation Measure 4.N-1c:</b> Prior to issuance of the first building occupancy permit for new development other than for improvement or relocation of an existing use, the intersection of Alana Way/Beatty Road/US 101 Southbound Ramps shall be signalized and longer green time shall be allowed for the eastbound/westbound traffic than for the northbound/southbound traffic. In addition, the southbound (Alana Way) approach shall be restriped to provide an additional exclusive right-turn pocket, and the westbound (off-ramp) approach shall be restriped to provide an additional through lane to increase the capacity at the off-ramp.</p>	<p>DSP: SU DSP-V: SU CPP: SU CPP-V: SU</p>

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Traffic and Circulation (cont.)			
<p><b>Impact 4.N-1 (cont.)</b></p> <p>maintained by agencies other than Brisbane, and the City does not have the authority to impose mitigation measures; therefore significant impacts would be unavoidable.</p> <p>With the inclusion of Mitigation Measure 4.N-1b, operational impacts at Old County Road &amp; Bayshore Boulevard would be less than significant under the DSP and DSP-V scenarios and significant and unavoidable under the CPP and CPP-V scenarios.</p>		<p><b>Mitigation Measure 4.N-1d:</b> Prior to issuance of the first building occupancy permit for new development other than for relocation or improvement of an existing use, the eastbound approach to the Alana Way/Harney Way/Thomas Mellon Drive intersection shall be restriped to provide an additional right-turn lane. Harney Way shall be widened to the south of its existing alignment to accommodate this change.</p> <p><b>Mitigation Measure 4.N-1e:</b> Prior to issuance of the first building occupancy permit for new development other than for relocation or improvement of an existing use, a signal phase shall be provided for the westbound right approach at the intersection of Tunnel Avenue &amp; Bayshore Boulevard, and signal timing settings for the AM and PM peak periods shall be modified by changing the southbound left phase from the existing permitted to protected phase, and shifting 20 seconds of green time from the northbound and southbound movements to each of the southbound left and westbound right phases.</p> <p><b>Mitigation Measure 4.N-1f:</b> Prior to issuance of the building occupancy permit for an arena within the Project Site, the arena operator shall develop a Transportation Management Plan (TMP) for coordination with the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Police Department, and the City of Brisbane, developing incentives to increase transit ridership to the arena, and deploying traffic control officers at the unsignalized intersection of Blanken Avenue and Tunnel Avenue to approximate traffic control with traffic signals of LOS C.</p> <p>The final arena TMP shall be approved by the City of Brisbane and developed in cooperation with SFMTA. Preparation of the TMP shall be fully funded by the arena operator and shall be completed in time for implementation on opening night of the arena.</p> <p><b>Mitigation Measure 4.N-1g:</b> Approval of any tentative map providing for spacing of less than 1,200 feet between full-access intersections along the Geneva Avenue extension shall require that the interactions of green and red signal timing at any one intersection along the Geneva Avenue extension shall not affect operations at any other intersection along the extension, by backing traffic waiting for a green signal at one intersection along the Geneva Avenue extension into another intersection along the extension. Should full-access intersections along the Geneva Avenue extension with spacing of less than 1,200 feet be proposed, a microsimulation of all proposed intersections along the extension (e.g., Synchro, VISSUM) shall be undertaken to analyze interactions of green and red signal timing and demonstrate that operations at any one intersection along the Geneva Avenue extension would not affect operations at any other intersection along the extension.</p> <p><b>Mitigation Measure 4.N-1h:</b> Access via public street(s) to non-Recology lands east of the Caltrain tracks shall be maintained at all times prior to the completion of the proposed Geneva Avenue extension.</p>	
<p><b>Impact 4.N-2:</b> Project site development would cause the following freeway mainline segments to degrade from an acceptable LOS condition (LOS E or better) to an unacceptable LOS F under one or more of the development scenarios:</p>	<p>DSP: Significant</p> <p>DSP-V: Significant</p> <p>CPP: Significant</p> <p>CPP-V: Significant</p>	<p><b>See Mitigation Measure 4.N-13</b></p>	<p>DSP: SU</p> <p>DSP-V: SU</p> <p>CPP: SU</p> <p>CPP-V: SU</p>

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Traffic and Circulation (cont.)</b>			
<p><b>Impact 4.N-2 (cont.)</b></p> <ul style="list-style-type: none"> <li>• US 101 southbound mainline from Third Street / Bayshore Boulevard (AM peak hour) to Harney Way under all four development scenarios.</li> <li>• US 101 northbound mainline from Sierra Point to Harney Way (PM peak hour) under the CPP and CPP-V development scenarios.</li> <li>• US 101 northbound mainline from Harney Way to Third Street / Bayshore Boulevard (PM peak hour) under all four development scenarios.</li> </ul>			
<p><b>Impact 4.N-3:</b> Project site development would result in substantial increases in traffic under Cumulative With Project conditions at the study intersections compared to Cumulative Without Project conditions for the AM and PM peak hours. The following intersections would not operate acceptably under Cumulative With Project conditions:</p> <ul style="list-style-type: none"> <li>• <i>San Bruno Ave/Bayshore Blvd.</i></li> <li>• <b><u>Geneva Ave/Bayshore Blvd</u></b></li> <li>• <b><u>Old County Rd/Bayshore Blvd</u></b></li> <li>• <b><u>Tunnel Ave/Bayshore Blvd</u></b></li> <li>• <b><u>Sunnydale Ave/Bayshore Blvd</u></b></li> <li>• <u>Sierra Point Pkwy/US 101 Ramps</u></li> <li>• <u>Lagoon Way/Tunnel Ave</u></li> <li>• <u>Lagoon Way/Sierra Point Pkwy</u></li> <li>• <b><u>Geneva Ave/US 101 SB Ramps</u></b></li> <li>• <b><u>Jamestown Ave/Third St</u></b></li> <li>• <b><u>Carter St/Geneva Ave</u></b></li> </ul>	<p>DSP: Significant                      DSP-V: Significant                      CPP: Significant                      CPP-V: Significant</p>	<p><b>Mitigation Measure 4.N-3a:</b> Prior to issuance of the first building occupancy permit for new development other than improvement or relocation of an existing use within the Project Site, the improvements required by Mitigation Measure 4.N-1a (which addressed Existing Plus Project conditions) shall be supplemented to account for cumulative traffic conditions. Thus, the full extent of improvements shall include the following:</p> <p>The eastbound approach at the signalized intersection of Geneva Avenue &amp; Bayshore Boulevard shall be restriped to create one additional through lane and to modify one of the existing two right-turn lanes to become a shared through/right-turn lane. In addition, the southbound approach shall be restriped to provide an additional exclusive left-turn pocket. Finally, the northbound approach shall be restriped to provide two additional lanes: an additional left-turn pocket and an added right-turn lane.</p> <p>As a condition of approval for the first discretionary action taken for development within the Project Site, the applicant shall be required to initiate a corridor plan for Bayshore Boulevard in cooperation with Daly City and San Francisco to determine the suite of improvements necessary to resolve long-term cumulative traffic issues along the corridor. Because the effectiveness of such a corridor plan would necessitate participation by Daly City and San Francisco in recognition of increases in traffic along the Bayshore corridor that will be generated by future development within those two jurisdictions, Brisbane will also make its best efforts to assist the developer in securing the agreement of Daly City and San Francisco to participate in the corridor study and its implementation.</p>	<p>DSP: SU                      DSP-V: SU                      CPP: SU                      CPP-V: SU</p>

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Traffic and Circulation (cont.)			
<p><b>Impact 4.N-3 (cont.)</b></p> <ul style="list-style-type: none"> <li>• <b><u>Geneva Ave/Mission St</u></b></li> <li>• <b><u>E. Market St/Orange St</u></b></li> </ul> <p>Mitigation identified for the intersections in <i>italics</i> above include a corridor plan for Bayshore Boulevard as the appropriate venue for determining long-term improvements needed for cumulative traffic, including traffic generated in Brisbane, Daly City, and San Francisco, necessitating the participation of those agencies, which Brisbane cannot, however, require.</p> <p>While Mitigation Measures may be available to achieve acceptable levels of service; however, the intersection shown in <b>bold</b>, above, are maintained by agencies other than Brisbane, and the City does not have the authority to impose mitigation measures; therefore significant impacts would be unavoidable.</p> <p>While Mitigation Measures may be available to reduce cumulative traffic impacts, those intersections shown above in <u>underline</u> cannot be mitigated to achieve acceptable levels of service in both the AM and PM peak hour for all scenarios. In other instances, there are no feasible mitigation measures for shown intersections above shown in <u>underline</u>.</p>		<p><b>Mitigation Measure 4.N-3b:</b> At the signalized intersection of Old County Road &amp; Bayshore Boulevard, the eastbound approach shall be restriped to create one additional exclusive through lane. In addition, the southbound approach shall be restriped to create two additional lanes: an added exclusive left-turn pocket and an added through lane for the southbound approach. Eastbound Tunnel Avenue shall be widened to the east of its existing alignment to accommodate two receiving lanes for the southbound left and eastbound through traffic. These improvements shall be completed prior to issuance of the first building occupancy permit for new development other than improvement or relocation of an existing use within the Project Site.</p> <p><b>Mitigation Measure 4.N-3c:</b> Installation of a traffic signal at the intersection of Sierra Point Parkway and the US 101 freeway ramps shall be required when the peak hour signal warrant is met in the AM or PM peak hour.</p> <p><b>Mitigation Measure 4.N-3d:</b> A traffic signal shall be installed when the peak hour signal warrant is met in either the AM or PM peak period. In addition, widening and restriping of the intersection approaches to provide one through lane and one left-turn lane in the southbound direction, one through lane and one right-turn lane in the northbound direction, and one shared left/through and one right-turn lane in the westbound direction shall be provided.</p> <p><b>Mitigation Measure 4.N-3e:</b> A traffic signal shall be installed when the peak hour signal warrant is met in either the AM or PM peak period. In addition, the Lagoon Way/Sierra Point Parkway intersection shall be widened and intersection approaches shall be restriped to provide two through lanes and one right-turn lane in the southbound direction, one through lane and two left-turn lanes in the northbound direction, and two left-turn lanes and one right-turn lane in the eastbound direction. Additional road widening on Lagoon Road &amp; Sierra Point Parkway would also be required.</p> <p><b>Mitigation Measure 4.N-3f:</b> The City of Brisbane shall work with the San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Authority (SFMTA), and Caltrans to ensure that projected traffic volumes are accounted for in the design of the Geneva Avenue &amp; US 101 SB Ramps intersection as part of the Geneva Avenue extension project.</p> <p>Mitigations and associated fair-share funding measures for cumulative regional roadway system impacts will be formulated through the current inter-jurisdictional Bi-County Transportation Study effort being led by the SFCTA. Development within the Project Site shall contribute its fair share to the Geneva Avenue &amp; US 101 SB Ramps intersection and improvements.</p> <p><b>Mitigation Measure 4.N-3g:</b> Prior to the issuance of the first building occupancy permit for new development other than relocation or improvement of an existing use within the Project Site, signal timing settings at the Carter Street/Geneva Avenue intersection shall be modified by the City and County of San Francisco to provide longer green time on eastbound/westbound permitted movements and longer cycle length.</p> <p><b>Mitigation Measure 4.N-3h:</b> A traffic signal shall be installed if determined to be safe when the hour signal warrant for the E. Market Street/Orange Street intersection is met in the PM peak hour.</p>	

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Traffic and Circulation (cont.)</b>			
<p><b>Impact 4.N-4:</b> Project Site development would contribute cumulatively considerable amounts of traffic to freeway mainline segments expected to operate at LOS E or LOS F:</p> <p><b>Weekday AM peak hour:</b></p> <ul style="list-style-type: none"> <li>• US 101 northbound from Sierra Point Parkway to Harney Way/Geneva Avenue (LOS E to LOS E; DSP, DSP-V, CPP, and CPP-V scenarios)</li> <li>• US 101 northbound from Harney Way/ Geneva Avenue to Third Street/Bayshore Boulevard (LOS F to LOS F; all scenarios)</li> <li>• US 101 southbound from Harney Way/Geneva Avenue to Sierra Point Parkway (LOS F to LOS F; all scenarios)</li> </ul> <p><b>Weekday PM peak hour:</b></p> <ul style="list-style-type: none"> <li>• US 101 northbound from Sierra Point Parkway to Harney Way/Geneva Avenue (LOS F to LOS F; all scenarios)</li> <li>• US 101 northbound from Harney Way/ Geneva Avenue to Third Street/Bayshore Boulevard (LOS F to LOS F; all scenarios)</li> <li>• US 101 southbound from Harney Way/Geneva Avenue to Sierra Point Parkway (LOS F to LOS F; all scenarios)</li> </ul>	<p>DSP: Significant                      DSP-V: Significant                      CPP: Significant                      CPP-V: Significant</p>	<p><b>Mitigation Measure 4.N-4:</b>The City of Brisbane, as part of the Geneva Avenue extension project, shall account for existing traffic, background traffic growth, and the most recent forecasts of traffic expected to be associated with each of several adjacent development projects, including development of the Project Site. Brisbane shall work with the San Francisco County Transportation Authority (SFCTA) and San Francisco Municipal Transportation Agency (SFMTA) to ensure projected traffic volumes are accounted for in the design of the Geneva Avenue Extension.</p> <p>Mitigation measures and associated fair-share funding measures for cumulative regional roadway system impacts, including freeway segment impacts, will be formulated through the current inter-jurisdictional Bi-County Transportation Study update effort being led by the SFCTA. Development within the Project Site shall contribute its fair share to the Geneva Avenue extension project, based upon the SF-CHAMP model or such other model used by the SFCTA in the Bi-County Study. If the Bi-County Study is terminated prior to identification of required mitigations and adoption of fair share funding obligations, the City and County of San Francisco, the SFCTA, and the City of Brisbane shall meet and confer to establish an alternative method for determination of the respective fair shares of project costs, including amounts to be contributed by Project Site development, using the SF-CHAMP model or such other model agreed upon by the agencies.</p> <p><b>See also Mitigation Measure 4.N-13.</b></p>	<p>DSP: SU                      DSP-V: SU                      CPP: SU                      CPP-V: SU</p>
<p><b>Impact 4.N-5:</b> Project site development (DSP-V scenario) would result in a substantial increase in PM peak hour traffic at study intersections and freeway mainline segments and would operate unacceptably due to weekday evening events at the proposed arena.</p>	<p>DSP: NI                      DSP-V: Significant                      CPP: NI                      CPP-V: NI</p>	<p><b>Mitigation Measure 4.N-5:</b> Prior to issuance of building occupancy permits for the arena, the operator shall develop and submit to the City a Transportation Management Plan for deploying traffic control officers in the Project Site vicinity to increase efficiency of pre- and post-event traffic, and for developing incentives to increase transit ridership to the arena, such as parking pricing policies, customer information strategies, and/or ticket/other related discounts with proof of payment for transit. Implementation of this plan shall be designed to speed vehicle entrance to and exit from the arena site, as well as maintain orderly traffic operations and prevent turning movements that would intrude onto minor routes to and from the arena. Traffic control officers shall be provided on event dates to, at a minimum, facilitate traffic flow at the intersection of Valley Drive &amp; Bayshore Boulevard, which would otherwise operate at LOS E conditions without manual traffic control by officers at the intersection with a sold-out arena event. Preparation and implementation of the plan shall be fully funded by the arena operator and shall be completed to the satisfaction of the City prior to opening day of the arena.</p>	<p>DSP: --                      DSP-V: SU                      CPP: --                      CPP-V: --</p>

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Traffic and Circulation (cont.)</b>			
<p><b>Impact 4.N-6:</b> None of the proposed development scenarios would cause an increase in transit demand that could not be accommodated by train transit capacity (BART and Caltrain), nor would any of the proposed scenarios require changes to Caltrain operations at the Bayshore Station or on the Bayshore / Brisbane four-track rail segment. The baseline and cumulative impacts would be less than significant under all four development scenarios.</p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>	<p><b>No mitigation required.</b></p>	
<p><b>Impact 4.N-7:</b> Transit ridership under all four proposed development scenarios would contribute to cumulatively significant impacts on Muni operations at San Francisco transit screenline locations and would result in significant impacts on San Francisco Muni transit service on the Geneva Avenue corridor. Increase ridership on SamTrans would not cause capacity on buses to be exceeded. While impact fees would be paid to mitigate impacts on Muni services, because Brisbane does not have the authority to direct the use of those fees, significant impacts would be unavoidable.</p>	<p>DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>Mitigation Measure 4.N-7:</b> Prior to issuance of the first building occupancy permit for new development other than improvement of relocation of an existing use within the Project Site, the developer(s) of Project Site land uses shall work with the San Francisco Municipal Transportation Agency (SFMTA) to provide a fair-share contribution to capital costs for providing additional transit service to accommodate Project Site development-related ridership demand on San Francisco Muni transit corridors. In addition, provision shall be made for implementation of shuttle service between the Project Site and the Balboa Park BART Station in the Geneva Avenue corridor.</p>	<p>DSP: SU            DSP-V: SU            CPP: SU            CPP-V: SU</p>
<p><b>Impact 4.N-8:</b> Project Site development would cause an increase in delays or operating costs such that significant adverse impacts on Muni transit service levels could result (i.e., additional buses or trains could be required due to Project transit trips). This impact is addressed by Mitigation Measure 4.N-7. However, while payment of such mitigation fees is common within San Francisco, how SFMTA would actually use such funds would be beyond Brisbane's ability to control. Therefore, the implementation of this measure is uncertain, and the impact would be significant and unavoidable.</p>	<p>DSP: Significant            DSP-V: Significant            CPP: Significant            CPP-V: Significant</p>	<p><b>See Mitigation Measure 4.N-7</b></p>	<p>DSP: SU            DSP-V: SU            CPP: SU            CPP-V: SU</p>

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Traffic and Circulation (cont.)</b>			
<p><b>Impact 4.N-9:</b> Project Site development would cause an onsite transit demand that would not be adequately served by adjacent transit service for those proposed land uses that would be located more than one-third mile from the Caltrain and Muni T-line stations. This would result in significant baseline and cumulative impacts under all four proposed development scenarios.</p>	<p>DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant</p>	<p><b>Mitigation Measure 4.N-9:</b> Prior to issuance of the first building occupancy permit for any new development other than improvement or relocation of an existing use within the Project Site, a shuttle bus service plan shall be developed and approved by the City that provides convenient transit service between Project Site land uses located more than one-third mile from the Bayshore Caltrain Station or Sunnydale Muni Station to those stations. Shuttle service shall be implemented as described in the plan prior to occupancy of any qualifying Project Site land use other than improvement or relocation of an existing use within the Project Site.</p> <p>This requirement shall also be included in any specific plan approved for development within the Project Site.</p>	<p>DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS</p>
<p><b>Impact 4.N-10:</b> Pedestrian circulation within the Project Site would be improved under all four development scenarios and Project Site development would not disrupt existing pedestrian facilities outside the Project Site. However, on the periphery of the Project Site, baseline and cumulative pedestrian accessibility would be limited under each development scenario due to the lack of existing pedestrian facilities in some areas (including segments of Bayshore Boulevard with no sidewalks south of Geneva Avenue).</p>	<p>DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant</p>	<p><b>Mitigation Measure 4.N-10:</b> Prior to issuance of the first building occupancy permit for new development other than improvement or relocation of an existing use within the Project Site, at a minimum, the following measures shall be implemented to improve pedestrian accessibility:</p> <ul style="list-style-type: none"> <li>• The Bay Trail in the northern portion of the Project Site shall be realigned to provide a more direct route to the east side of US 101, following Geneva Avenue through the US 101 interchange.</li> <li>• Sidewalks or equivalent pedestrian paths shall be provided to safely permit pedestrian access to all uses within the Project Site intended for human occupancy and use, including provision of through pedestrian routes to minimize pedestrian travel distances between uses.</li> <li>• Specific provisions shall be made for safe pedestrian movement within and through parking areas to access buildings</li> <li>• Sidewalks shall be provided along the Project Site frontage on Bayshore Boulevard between Sunnydale Avenue and Tunnel Avenue.</li> </ul> <p>These minimum requirements, along with the equivalent of the facilities shown in Table 4.N-8, shall also be included within each specific plan approved within the Project Site.</p>	<p>DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS</p>
<p><b>Impact 4.N-11:</b> Bicycle circulation within the Project Site would be improved under existing and cumulative conditions, and development would not disrupt existing bicycle facilities outside the Project Site. None of the proposed development scenarios would interfere with planned bicycle facilities, or create inconsistencies with adopted bicycle system plans. However, because the Specific Plan for the DSP and DSP-V scenarios does not include detailed requirements to enhance the bicycling environment and maximize bicycle accessibility and the CPP and CPP-V</p>	<p>DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant</p>	<p><b>Mitigation Measure 4.N-11:</b> Prior to issuance of the first building occupancy permit for new development other than improvement or relocation of an existing use within the Project Site, roadways and trails shall provide for safe accessibility for bicycles to buildings and recreational areas throughout the Project Site, including connections to offsite bicycle routes and trails. In addition, Project Site land uses shall provide bicycle parking in appropriate areas (i.e., where they will get the most use, where security is maximized, and where pedestrian circulation is minimally affected by their presence).</p> <p>The minimum standards contained in this mitigation measure, along with the equivalent bicycle access as that shown in Table 4.N-7, shall be included in any specific plan approved for development within the Project Site. In addition, details of Project Site development-provided bicycle parking spaces (number and location) shall be determined at the time when site-specific development projects are proposed pursuant to the adopted Specific Plan, and shall adhere to the following guidelines which shall also be included in any specific plan adopted for development within the Project Site:</p>	<p>DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS</p>

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Traffic and Circulation (cont.)</b>			
<p><b>Impact 4.N-11 (cont.)</b>            Concept Plan scenarios do not include a detailed bicycle circulation plan at this time, significant impacts to bicycle accessibility could occur.</p>		<ul style="list-style-type: none"> <li>Bicycle parking shall be placed within 50 feet of building and facility entrances, where it can be well-lit, clearly visible, and out of the primary travel path of pedestrians. Retail shopping centers and supermarkets shall include one Class I rack (covered bicycle locker for long-term parking) per 30 employees, and one Class II rack (able to secure both the frame and at least one wheel of a bicycle for short-term parking) per 6,000 square feet of retail space.</li> <li>Parks and recreational fields normally shall include one Class I rack per 30 employees and one Class II rack per 9 users (during peak daylight times of peak season).</li> <li>Transit centers normally shall include individual parking spaces equal to 2 percent of daily boardings (75 percent Class I and 25 percent Class II).</li> </ul>	
<p><b>Impact 4.N-12:</b> Development would result in temporary traffic increases during the site's 20-year construction period (with periods of no activity). Traffic impacts associated with construction would be temporary and intermittent related to the delivery of materials and equipment, removal of debris, and daily commute trips for construction workers. Construction traffic coinciding with peak hour traffic could exacerbate adverse effects on traffic, transit services, and pedestrian and bicycle circulation.</p>	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<p><b>Mitigation Measure 4.N-12:</b> In conjunction with all construction permits, site-specific development projects shall develop, submit for City review and approval, and implement Construction Management Plans that specify measures that would reduce impacts on motor vehicle, bicycle, pedestrian, and transit circulation. The Construction Management Plans shall include, but not necessarily be limited to, the following:</p> <ul style="list-style-type: none"> <li>Location of construction staging areas for materials, equipment, and vehicles.</li> <li>Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.</li> <li>Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety; and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant.</li> <li>Provisions for removal of trash generated by construction activity.</li> <li>A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager.</li> </ul>	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS
<p><b>Impact 4.N-13:</b> Proposed development would generate more than 100 vehicle trips during the AM and PM peak hours, resulting in significant existing and cumulative impacts and triggering the C/CAG requirement to mitigate the impacts of these trips.</p>	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<p><b>Mitigation Measure 4.N-13:</b> Prior to issuance of the first building occupancy permit for new development other than improvement or relocation of an existing use within the Project Site, the developer(s) and/or tenants of Project Site land uses shall prepare, submit to the City/County Association of Governments of San Mateo County (C/CAG) for approval, and establish a Transportation Demand Management (TDM) program to mitigate the C/CAG project impact of generating more than 100 net new vehicle trips during the peak traffic hours. Implementation of TDM programs shall be made a condition of approval for all new development within the Project Site that generates 100 or more net new trips during the AM or PM peak hour. A summary of recommended TDM strategies can be found in <b>Table 4.N-45</b>.</p>	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS
<p><b>Impact 4.N-14:</b> Project site development would not result in a change in air traffic patterns.</p>	DSP: NI DSP-V: NI CPP: NI CPP-V: NI	<p><b>No mitigation required.</b></p>	

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Traffic and Circulation (cont.)</b>			
<b>Impact 4.N-15:</b> Project site development would be required to meet applicable roadway design standards, and would therefore not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS	<b>No mitigation required.</b>	
<b>Impact 4.N-16:</b> Project site development would provide internal circulation systems meeting City and NCFA requirements, and would therefore not result in inadequate emergency access, defined as physical or traffic congestion impediments that would prevent emergency vehicles from traveling to and from an emergency situation.	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS	<b>No mitigation required</b>	
<b>Impact 4.N-17:</b> Project site development would substantially increase loading demand during the peak hour of activities. There are not sufficient details (e.g., number and location of parking spaces) at this time to assess loading conditions in this Program EIR, but as site-specific development projects are proposed under the selected development scenario and required specific plan, loading (demand and supply) would be reviewed to ensure that demand would be met. Because there are no specific loading requirements in the Brisbane Municipal Code, a significant impact could result.	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<b>Mitigation Measure 4.N-17:</b> Each site-specific development project shall provide sufficient loading areas in appropriate locations such that loading activities, including loading vehicle queuing, will not block roadway or onsite parking area travel lanes, or bicycle or pedestrian facilities.	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS
<b>Utilities, Service Systems, and Water Supply</b>			
<b>Impact 4.O-1:</b> Brisbane does not have adequate existing water supplies to serve proposed development. Thus, a new supplemental water supply – a proposed surface water transfer of 2,400 AFY from Oakdale Irrigation District (OID) to Brisbane, and extensive water conservation including	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<b>Mitigation Measure 4.O-1a:</b> The City shall issue building permits for habitable structures only after it determines that sufficient water storage is available and connected to the Project Site's water delivery system. Water storage facilities shall be constructed either by the Brisbane Baylands developer or by the City, as mutually agreed. Should the City construct facilities, site-specific development projects shall reimburse the City for their fair share of costs, as determined by the City of Brisbane Public Works Department, for the development of water storage to provide fire flows and peak daily water demands to serve Project Site development. Prior to issuance of the first permit of occupancy, site-specific development	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Utilities, Service Systems, and Water Supply (cont.)</b>			
<p><b>Impact 4.O-1 (cont.)</b></p> <p>demand management and provision of recycled water via an onsite recycled water plant, are included as part of proposed development. The proposed water transfer coupled with the proposed water conservation and recycled water actions would provide adequate water supply to meet long-term water supply needs. Thus, while Project Site development would require new water supply, this supply would be provided as part of proposed development.</p> <p>Existing water storage facilities would not provide adequate peak day/peak hour water flow to the Project in the event of an emergency. Additional storage capacity within the City is needed to provide adequate fire flows and meet peak daily water demands.</p> <p>The proposed OID water transfer would contribute to a potential impact on the Tuolumne River associated with SFPUC's reservoir release pattern from Hetch Hetchy Reservoir that, in some years, could lead to flow changes and adversely affect streamside meadows and other alluvial deposits. The SFPUC is implementing an adopted mitigation measure to reduce potential impacts to streamside meadows and other alluvial deposits below the reservoir to a less than significant level.</p>		<p>projects shall verify the availability of adequate water storage capacity to provide fire flows and meet peak daily water demands to serve Project Site development. Each required specific plan for development within the Project Site shall include this mitigation measure as a requirement for future development.</p> <p><b>Mitigation Measure 4.O-1b: Controlled Releases to Recharge Groundwater in Streamside Meadows and Other Alluvial Deposits.</b> As part of this measure the SFPUC will gather baseline data regarding the extent, species composition and condition of the existing meadow vegetation within the Poopenaut Valley. Some of these environmental baseline data may be available as a result of current study efforts in the Poopenaut Valley. As needed, the SFPUC will augment this information by carrying out vegetation composition surveys in the meadow before implementing the WSIP and at 5 year intervals after WSIP implementation to assess the efficacy of mitigation releases in maintaining or improving the percentage cover of meadow species as described by Ratliff (1985). The basic methodology for baseline vegetation survey and subsequent mitigation monitoring will be generally accepted quantitative vegetation sampling methods to permit statistical comparison of vegetation composition over time, as well as mapping the meadow vegetation in the Poopenaut Valley. The SFPUC will retain the services of a qualified biologist to assist in shaping the releases from Hetch Hetchy Reservoir in consideration of baseline and future meadow vegetation data. If a significant decline in the extent or diversity of native meadow vegetation occurs, releases will be modified as needed to achieve the mitigating effect of sustaining the existing meadow communities.</p> <p>The SFPUC will manage reservoir releases for this purpose by releasing the expected available volume of water in the reservoir in a pattern that provides flows of a magnitude that inundate the meadows and streamside alluvial deposits for as long as possible. For example, rather than making releases at a constant rate each day (e.g., releasing 1,000 cfs for seven days), the SFPUC could release the same volume of water but with varying cfs rates, creating flow pulses to meet the objective. As part of this measure the SFPUC will gather baseline data regarding the extent, species composition and condition of the existing meadow vegetation within the Poopenaut Valley. Some of these environmental baseline data may be available as a result of current study efforts in the Poopenaut Valley. As needed, the SFPUC will augment this information by carrying out vegetation composition surveys in the meadow before implementing the WSIP and at 5 year intervals after WSIP implementation to assess the efficacy of mitigation releases in maintaining or improving the percentage cover of meadow species as described by Ratliff (1985).</p> <p>The basic methodology for baseline vegetation survey and subsequent mitigation monitoring will be generally accepted quantitative vegetation sampling methods to permit statistical comparison of vegetation composition over time, as well as mapping the meadow vegetation in the Poopenaut Valley. The SFPUC will retain the services of a qualified biologist to assist in shaping the releases from Hetch Hetchy Reservoir in consideration of baseline and future meadow vegetation data. If a significant decline in the extent or diversity of native meadow vegetation occurs, releases will be modified as needed to achieve the mitigating effect of sustaining the existing meadow communities.</p>	

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Utilities, Service Systems, and Water Supply (cont.)</b>			
<p><b>Impact 4.O-2:</b> Based on existing and projected wastewater flows from the BSD and the City to the SFPUC, development of the Project Site with or without the onsite recycled water plant would not exceed the BSD's or the City's contractual capacity for wastewater treatment by the SFPUC. Recology's wastewater discharge to the SFPUC would only increase by approximately 0.002 mgd. Therefore, adequate treatment capacity at the SFPUC would be available for wastewater discharge.</p> <p>Wastewater generated by proposed development would be discharged into the BSD system for treatment at the SFPUC SEP. Midway through the Project Site development buildout (about year 15), an onsite recycled water plant would be constructed to produce recycled water for Project site non-potable water needs. Adequate conveyance and treatment capacity are available in the BSD and SFPUC SEP systems under existing contract arrangements to handle wastewater flows from Project Site development. As a result, wastewater flows from Project Site development would be properly treated and disposed of through facilities that comply with SFRWQCB wastewater treatment requirements.</p>	<p>DSP: LTS                      DSP-V: LTS                      CPP: LTS                      CPP-V: LTS</p>	<p><b>No mitigation is required.</b></p>	
<p><b>Impact 4.O-3:</b> Project site development would require the construction of new or expanded local water storage and conveyance infrastructure. While the City has future plans to build a water storage tank to provide fire flow demand and peak demand equalization to lower pressure zones, including the Project Site, funding has not been identified, nor has a specific site or schedule for construction been developed. A new storage tank would need to be located at an elevation higher than the Project Site, most likely in a hillside</p>	<p>DSP: Significant                      DSP-V: Significant                      CPP: Significant                      CPP-V: Significant</p>	<p><b>See Mitigation Measure 4.A-3, Mitigation Measures 4.B-2a and 4.B-2b, Mitigation Measures 4.C-1a through 4.C-1c, Mitigation Measures 4.C-2a through 4.C-2c, Mitigation Measures 4.C-4d and 4.C-4e, Mitigation Measures 4.D-2 and 4.D-4, Mitigation Measures 4.G-2a, 4.G-2b, 4.G-2d through 4.G-2h, and 4.G-3, Mitigation Measures 4.J-1a, 4.J-4a and 4.J-4b, and Mitigation Measure 4.N-12.</b></p>	<p>DSP: SU                      DSP-V: SU                      CPP: SU                      CPP-V: SU</p>

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Utilities, Service Systems, and Water Supply (cont.)</b>			
<p><b>Impact 4.O-3 (cont.)</b></p> <p>location. Construction of a new storage tank could result in impacts due to (1) siting, which could affect slope stability or visual, biological, land use, and/or cultural resources; and (2) construction, which could result in noise, dust, other air pollutant emissions, soil erosion, and possible water quality effects. While it is likely that impacts of siting and constructing could be avoided or mitigated through a combination of siting options and mitigation measures, at this time without site-specific information these impacts are considered to be significant unavoidable.</p> <p>The proposed recycled water plant and stormwater drainage facilities included in the Project would have significant impacts in relation to aesthetic resources, air quality, biological resources, cultural resources, and other areas.</p>			
<p><b>Impact 4.O-4:</b> Construction and operation of an onsite recycled water plant would require detailed engineering design, development, and approval of wastewater treatment requirements by the SFRWQCB, and further project-level environmental evaluation specific. The facility would be designed and engineered to produce tertiary-treated effluent that conforms to California Code of Regulations Title 22 requirements for unrestricted reuse of recycled water to replace the use of potable water onsite for non-potable uses. Operation of the plant would include the ability to modulate the amount of recycled water produced for serving the Project Site development, thereby allowing for excess raw sewage to be pumped directly to the SFPUC SEP for treatment, and only treating enough raw sewage onsite for recycled water demands.</p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>	<p><b>No mitigation is required.</b></p>	

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Utilities, Service Systems, and Water Supply (cont.)</b>			
<p><b>Impact 4.O-4 (cont.)</b></p> <p>The onsite recycled water plant would be required to comply with the SFPUC's SEP pre-treatment requirements and discharge limitations and meet Title 22 standards. Depending on the recycled water demand needed for Project Site development, the recycled water plant may discharge a blend of excess produced recycled water and raw sewage to the SEP for treatment. The SEP is permitted through the U.S. EPA and SFRWQCB to meet required waste discharge criteria. The BSD would notify the SFRWQCB before use delivering recycled water to the Project Site development.</p>			
<p><b>Impact 4.O-5:</b> Solid waste from construction within the Project Site represents a small proportion of remaining landfill capacity, the fact that the solid waste would be generated and disposed of over a period of 30 years, and the fact that one landfill has enough remaining capacity until 2077, there is adequate existing landfill capacity to accept all Project Site construction waste.</p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>	<b>No mitigation is required.</b>	
<p><b>Impact 4.O-6:</b> Solid waste from Project Site development would represent a small portion of remaining landfill capacity, recognizing programs required by Chapter 8.32 of the Brisbane Municipal Code for recycling and recovery to reduce the quantity of waste sent to landfills. One landfill has enough remaining capacity to remain open until 2077. Thus, existing landfills would have adequate capacity to accept all Project Site development-related waste through 2077.</p>	<p>DSP: LTS            DSP-V: LTS            CPP: LTS            CPP-V: LTS</p>	<b>No mitigation is required.</b>	

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**TABLE 2-1 (Continued)**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
<b>Utilities, Service Systems, and Water Supply (cont.)</b>			
<b>Impact 4.O-7:</b> Project site development would comply with existing federal, state, and local statutes and regulations related to solid waste.	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS	<b>No mitigation is required.</b>	
<b>Energy Resources</b>			
<b>Impact 4.P-1:</b> Project Site construction would result in substantial consumption of energy, which is considered to be a significant impact under all four proposed development scenarios. Energy use during Project Site construction would (with the exception of site remediation) be similar on a unit basis to other developments throughout the region. Although the extent of Project Site development is large, construction and development would occur over a 20-year period, and demand for construction-related electricity and fuels would be spread out over that time.	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<b>See Mitigation Measures 4.B-2a, 4.B-2b, Mitigation Measure 4.N-12, and Mitigation Measure 4.P-1, below.</b>  <b>Mitigation Measure 4.P-1:</b> During all Project Site construction activities, construction contractors shall implement the following measures to prevent the wasteful or inefficient use of energy during construction: <ul style="list-style-type: none"> <li>• Implement work schedules and procedures that minimize equipment idle time and double-handling of material;</li> <li>• Minimize equipment idling time either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxic Control Measure Title 13, Section 2485 of California Code of Regulations [CCR]);</li> <li>• Switch off office equipment and lights when not in use;</li> <li>• Use solar power sources for road signs and other applicable equipment that will be required at the construction site;</li> <li>• Design all temporary roads to minimize travel distances; and</li> <li>• Maintain and properly tune all construction equipment in accordance with manufacturer's specifications. It shall be the contractor's responsibility to ensure that all equipment has been checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> </ul>	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS
<b>Impact 4.P-2:</b> Proposed development would substantially increase consumption of electricity and natural gas. While Project Site development-related electrical consumption would be largely offset by renewable energy generation, the total increase in energy consumption would nevertheless remain substantial and is therefore considered to be significant for all four development scenarios.  Brisbane Municipal Code Section 15.80 specifies green building standards for new	DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant	<b>Mitigation Measure 4.P-2a:</b> All new buildings within the Project Site subject to the provisions of Brisbane Municipal Code Section 15.80 shall be required to achieve a LEED Gold rating, rather than the LEED Silver rating now required by the Municipal Code. In addition, all appliances installed within the Project Site as part of original building construction shall be ENERGY STAR rated or equivalent.  <b>Mitigation Measure 4.P-2b:</b> All street and parking lot lighting within the Project Site shall be energy efficient light emitting diode (LED) based lighting.  <b>Mitigation Measure 4.P-2c:</b> Should the CPP scenario be selected, Project Site development shall provide for an equivalent amount of onsite renewable energy generation as the DSP scenario (42,000 to 45,000 megawatt hours). Should the CPP-V scenario be selected, Project Site development shall provide for an equivalent amount of onsite renewable energy generation as the DSP scenario (42,000 to 45,000 megawatt hours) in addition to the renewable energy generation proposed as part of the Recology expansion.	DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS

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**TABLE 2-1 (Continued)  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL IMPACTS**

Environmental Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Energy Resources (cont.)			
<p><b>Impact 4.P-2 (cont.)</b> developments, including meeting a minimum LEED “Silver” rating on the Green Building Project Checklist for all new commercial projects over 10,000 square feet and achieving a “green home” rating on the MultiFamily GreenPoint Checklist for residential developments with 20+ units.</p>			
<p><b>Impact 4.P-3:</b> Proposed development would increase fuel use. Inefficient, wasteful, and unnecessary consumption of fuel would be avoided or reduced with implementation of the mitigation measures to help minimize fuel use associated with Project Site development-related trips.</p>	<p>DSP: Significant DSP-V: Significant CPP: Significant CPP-V: Significant</p>	<p><b>See Mitigation Measure 4.B-4, Mitigation Measure 4.N-1f, Mitigation Measure 4.N-7, Mitigation Measure 4.N-11, and Mitigation Measure 4.N-13</b></p>	<p>DSP: LTS DSP-V: LTS CPP: LTS CPP-V: LTS</p>

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**INSERT TABLE 2-2  
(11 X 17)**