

2.8 Individual Responses to Comments from Municipalities

2.8.1 Brisbane Parks and Recreation Commission

BPRC-1 [See page 5-50 for the original comment] The revisions made to Draft EIR Table 4.M-1 are shown below.

**TABLE 4.M-1
PARKS SERVING BRISBANE**

Park Classification	Park/Resource Name	Approximate Acreage	Park/Resource in Figure 4.M-1
Mini Parks			
Public	Sierra Point Par Course/Picnic Area	0.25	1
	Community Center/Library Park	0.11	2
	Plug Reserve	0.01	3
	Silver Spot Nursery Center Tot Lot (formerly Kids and Things Playground)	0.25	4
	Skateboard Park and Basketball Courts	0.25	5
	<u>Dog Park (behind City Hall)</u>	<u>0.25</u>	<u>6</u>
	<u>Brisbane Community Garden</u>	<u>0.10</u>	<u>7</u>
	<u>Fisherman's Park</u>	<u>0.25</u>	<u>8</u>
Private	Joy Condominium Yard Area	0.60	<u>69</u>
	Northeast Ridge Altamar Tot Lot	0.25	<u>710</u>
	Northeast Ridge Altamar Rec. Bldg. Site	0.23	<u>811</u>
	Northeast Ridge Viewpoint Tot Lot/Park and Rec. Bldg.	0.67	<u>912</u>
Total		2.62 3.22	
Neighborhood Parks			
Public	Lipman School Fields and Playground (<u>including tennis courts</u>)	12.30	<u>4013</u>
	Brisbane Elementary School Fields	4.89	<u>1114</u>
	Firth Park	0.50	<u>1215</u>
Total		17.69	
Linear Parks			
Public	Sierra Point Public Access Trails	7.00	<u>1316</u>
	<u>Independence Walkway (Humboldt – Sierra Point)</u>		<u>1417</u>
	<u>Brisbane Bicentennial Walkways (Sierra Point/Klamath – Solano/Mendocino)</u>	0.37	
	Crocker Park Recreational Trail	10.00	<u>1518</u>
	<u>Mono Walkway (Sierra Point Canyon)</u>		<u>19</u>
	<u>Central Walkway (Sierra Point – Alvarado)</u>		<u>20</u>
	<u>San Francisco Street to Old County Road Walkway</u>		<u>21</u>
	<u>Solano to San Francisco Street Steps</u>		<u>22</u>
Outside City Limits	Old Quarry Road	9.80	<u>1623</u>
Total		27.17	

Park Classification	Park/Resource Name	Approximate Acreage	Park/Resource in Figure 4.M-1
Community Parks			
Public	The Community Park	2.00	1724
	Mission Blue Park (including tennis courts and baseball diamond)	6.50	1825
	Community Swimming Pool	0.66	1926
Total		9.16	

SOURCE: City of Brisbane, 2001; Carpenter, 2013.

BPRC-2 [See page 5-50 for the original comment] Draft EIR Table 4.M-2 has been revised to read as follows:

**TABLE 4.M-2
RECREATIONAL FACILITIES IN BRISBANE**

Name	Location	Operator
Brisbane Elementary School Activity Room and Fields	500 San Bruno Avenue	Brisbane ESD
Community Center	250 Visitacion Avenue	City of Brisbane
Mission Blue Center	475 Mission Blue Drive	City of Brisbane
Brisbane Community Pool	2 Solano Street	City of Brisbane
Lipman Middle School Gym/Field	1 Solano Street	Brisbane ESD
Recreation Activity Room	500 San Bruno Avenue	City of Brisbane
Brisbane Marina/fitness course	400 Sierra Point Parkway	City of Brisbane
Brisbane Senior Center Sunrise Room	2 Visitacion Avenue	City of Brisbane
Brisbane City Teen Center	22 San Bruno Avenue	City of Brisbane
Brisbane Community Garden	Inyo Street and San Francisco Avenue	City of Brisbane

BPRC-3 [See page 5-50 for the original comment] The first sentence on page 4.M-4 of the Draft EIR has been revised to read as follows:

Recreational Facilities

The Brisbane Parks and Recreation Department coordinates the use of recreational facilities for Brisbane residents including a ~~teen center~~, senior center, ~~gymnasium~~, ball field, community pool, and several activity/community rooms.

BPRC-4 [See page 5-50 for the original comment] The reference to gardening in the description of recreational opportunities at Candlestick Point State Recreation Area on page 4.M-5 was removed as follows:

Less than one mile northeast of the Project Site is Candlestick Point State Recreation Area (CPSRA), a 252-acre regional open space. Recreational opportunities include ~~gardening~~, hiking, jogging, bicycling, bird watching, fishing, and picnicking (California State Parks, 2011).

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2.8.2 City of Daly City

CDC-1 [See page 5-51 for the original comment] Project Site development-generated trips may travel through the intersections of (1) E. Market Street/Mission Street/San Pedro Road and (2) Hillside Boulevard/E. Market Street, as both are located on an access route between the Baylands site and Daly City, the Daly City BART station, and I-280.

Under existing conditions, the *Daly City 2030 General Plan EIR* reported that the East Market Street / Mission Street / San Pedro Road intersection operates at LOS D during both the AM and PM peak periods. It also reported that the Hillside Boulevard / E. Market Street intersection operates at LOS C during both AM and PM peak periods. Project Site development-related vehicle trips would be assigned to the eastbound and westbound through movements.

The summary of Baylands Project Site development-generated trips is presented below:

	DSP		DSP-V		CPP		CPP-V	
	AM	PM	AM	PM	AM	PM	AM	PM
EBT	192	71	171	76	195	127	179	120
WBT	75	177	74	159	97	182	91	171

At the intersection of East Market Street / Mission Street / San Pedro Road, the Traffix outputs from the *Daly City 2030 General Plan* indicate that the volume/capacity (v/c) ratios for the eastbound and westbound through movements are at 0.78 during the AM peak period. During the PM peak period, eastbound and westbound through movements have a v/c ratio of 0.61 and 0.81, respectively. Even with the most conservative (highest trip generation) scenario (CPP), the Project Site development-related trips would not degrade the overall LOS of the intersection during the AM peak period. It is possible that during the PM peak period, the intersection LOS may degrade to LOS D, which would not be a significant impact under Daly City’s impact guidelines.

At the intersection of Hillside Boulevard / East Market Street, the Traffix outputs from the *Daly City 2030 General Plan* indicate that the v/c ratios for the eastbound and westbound through movements are under 0.56 during the AM peak period. During the PM peak period, eastbound and westbound through movements have a v/c ratio of 0.61. Even with the most conservative (highest trip generation) scenario (CPP), the Project Site development-related trips would not degrade the overall LOS of the intersection during the AM peak period. It is possible that during the PM peak period, the intersection LOS may degrade to LOS D, which would not be a significant impact under Daly City’s impact guidelines.

The *Daly City 2030 General Plan* also provides analysis for future conditions. The land use data indicates that development within the Brisbane Baylands is included in the Daly City General Plan analysis of cumulative conditions, as approximately 3,700 households and 10,000 jobs added between 2010 and 2035. Therefore, the LOS results from the *Daly City 2030 General Plan* are indicative of how the intersection would operate with Project Site development-related trips on the roadway network. Under cumulative conditions, the intersection of East Market Street / Mission Street / San Pedro Road is projected to operate at LOS E in both AM and PM peak periods. The intersection of Hillside Boulevard / East Market Street is projected to operate at LOS C in both AM and PM peak periods. The degradation of the former intersection to unacceptable conditions, as outlined by the Daly City impact guidelines, would be in part due to Project Site development-generated trips from the Brisbane Baylands. However, the City of Daly City does not identify any feasible mitigation measures for this intersection due to economic, environmental, and legal factors. Therefore, a significant and unavoidable cumulative impact would exist at this intersection, the Baylands contribution to which would be cumulatively considerable.

CDC-2

[See page 5-51 for the original comment] The comment states that the analysis assumes transit and roadway improvements that have not been approved nor funded. It also claims that some mitigation measures rely upon the actions of an outside government agency, such as Daly City, rather than the project developer or government agency where the project is located. The comment notes that mitigation of project impacts is the responsibility of the project to fund, obtain approval for, and construct.

See Master Response 21 for discussion of the developer's responsibility for construction of infrastructure. Some of the proposed mitigation measures rely on jurisdictions outside of the City of Brisbane to approve or implement. In the case of roadway improvements to which proposed Baylands development generates some of the need for improvement in jurisdictions outside of Brisbane, EIR mitigation measures require that the improvements shall, to the extent permitted by agencies with jurisdiction over the intersection, be constructed and accepted for public maintenance prior to issuance of occupancy permits for any site-specific development that would (1) result in reducing the intersection to below the acceptable LOS standard, or (2) contribute additional traffic to the intersection if it is already operating below the agencies' acceptable LOS standard. The Draft EIR's conclusion for such mitigations acknowledges that the measure is outside the control of City of Brisbane, implementation is uncertain, and as a result, the impact would be significant and unavoidable. If the outside agency were to approve implementation of the mitigation measure, then development within the Baylands site shall contribute its fair share of the cost of the mitigation.

CDC-3 [See page 5-51 for the original comment] As noted on page 4.N-72 of the Draft EIR, trip generation is based upon ITE *Trip Generation*, and is adjusted for internalized trips based on project development scale, density, diversity of uses, and design. Because the DSP and DSP-V scenarios have varying degrees of land use diversity, the external trip generation differs slightly between the scenarios for specific land uses of the same size. See Master Response 25 for more information on the internal capture adjustments to ITE trip generation.

CDC-4 [See page 5-51 for the original comment] As noted on page 4.N-72 of the Draft EIR, trip generation is based upon ITE *Trip Generation*, and is adjusted for internalized trips based on project development scale, density, diversity of uses, and design. Because the CPP and CPP-V scenarios have varying degrees of land use diversity, the external trip generation differs slightly between the scenarios for specific land uses of the same size. See Master Response 25 for more information on the internal capture adjustments to ITE trip generation.

CDC-5 [See page 5-51 for the original comment] The conclusion of Mitigation Measure 4.N-1a is that implementation of the mitigation measure is outside of the City of Brisbane, and requires the concurrence of another under agency, which the City of Brisbane cannot ensure. Therefore, impacts were considered significant and unavoidable. Mitigation Measure 4.N-1a requires that physical improvements be constructed and accepted for public maintenance prior to issuance of occupancy permits for any site-specific development that would (1) result in reducing the intersection to below the acceptable LOS standard, or (2) contribute additional traffic to the intersection if it is already operating below the acceptable LOS standard. Thus, responsibility for implementation is placed on the applicant for Baylands development.

CDC-6 [See page 5-52 for the original comment] The typical starting time of an evening event at an arena would be a 7:00 or 7:30 PM. It is thus conservative to estimate that half of the attendees at the event would arrive more than 1 to 1½ hours before the start of the event.

The added volume at Intersection 1 of a sold-out arena event is about 10% of the total arena-related traffic volume. The bulk of the volume contributes to the eastbound through movement, which has excess capacity. By adding vehicles to the intersection approach that experiences less delay, the average delay actually decreases. The calculated LOS does not include the special event traffic management that is described as a Mitigation Measure 4.N-1f on page 4.N-102 of the Draft EIR. Such “police directed special event traffic patterns and controls” would, however, be provided at the area operator’s expense as the result of implementing Mitigation Measure 4.N-1f.

CDC-7 [See page 5-52 for the original comment] The right-of-way along Bayshore Boulevard is about 100 feet, which would be enough to accommodate the nine travel lanes that are proposed for the south approach. The right-of way along the existing approach of Geneva Avenue is about 90 feet, which would be wide enough to accommodate the eight travel lanes that are proposed for the west approach.

The Bayshore Boulevard corridor plan would include all intersecting roadways, including Geneva Avenue.

As stated in Master Response 26, the microsimulation analysis called for in Mitigation Measure 4.G-1g was conducted, and concluded that signal timing could be achieved such that (1) traffic would not back up from one intersection to another along the proposed Geneva Avenue extension, even where intersections were closely spaced, and (2) roadway level of service performance standards along Geneva Avenue would be met.

CDC-8 [See page 5-52 for the original comment] Additional project information and updates will be provided to the City of Daly City as they become available.

2.8.3 City and County of San Francisco

2.8.3.1 Office of the Mayor

SFOM-1 [See page 5-53 for the original comment] This introductory comment does not raise any substantive environmental issues regarding the adequacy of the Draft EIR or its analyses and conclusions. Responses to San Francisco Municipal Transportation Authority comments are provided in Responses SFMTA-1 through SFMTA-27. Responses to San Francisco County Transportation Authority comments are provided in Responses SFCTA-1 through SFCTA-5. Responses to San Francisco Planning Department Comments are provided in Responses SFPD-1 through SFPD-13. Responses to San Francisco Public Utilities Commission Comments are provided in Responses SFPUC-1 through SFPUC-20.

SFOM-2 [See page 5-53 for the original comment] The land use recommendation raised in this comment issues will be considered by the City of Brisbane as part of its planning review and decisionmaking for the Baylands.

SFOM-3 [See page 5-53 for the original comment] Responses to the San Francisco MTA letter are provided in Responses SFMTA-1 through SFMTA-27. See Master Response 28 for discussion of the Caltrain Station location. The planning issues raised in this comment will be considered by the City of Brisbane as part of its planning review and decisionmaking for the Baylands.

SFOM-4 [See page 5-53 for the original comment] The comment mischaracterizes both the status of the potential High Speed Rail maintenance yard and how it is referenced in the Baylands Draft EIR. The Draft EIR does not acknowledge or refer to the maintenance yard as the “recommended location” of the railyard as asserted in Comment SFOM-4.

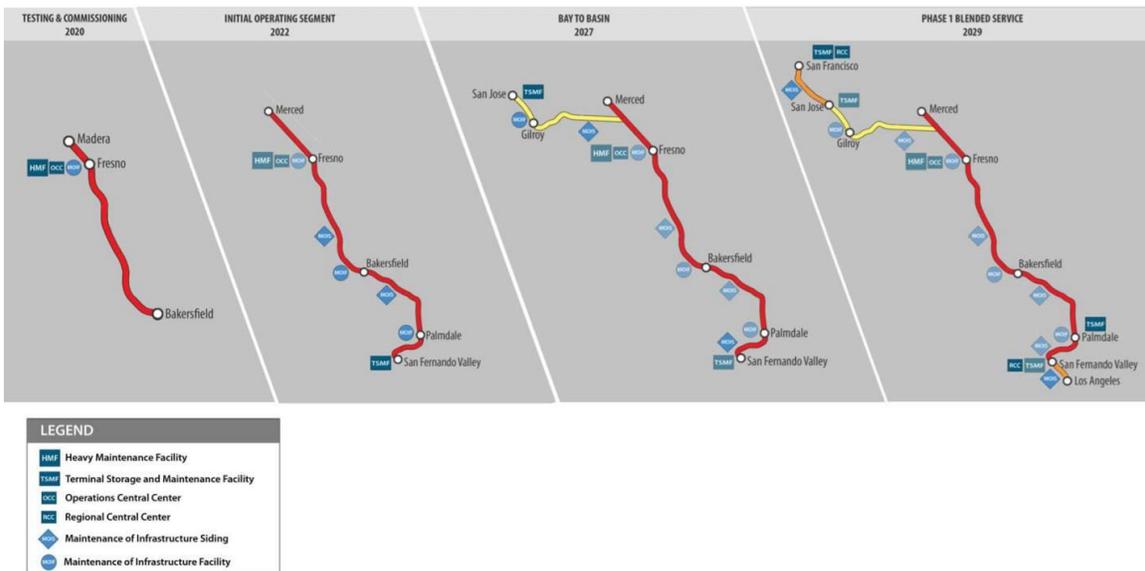
SFOM-5 [See page 5-53 for the original comment] The California High Speed Rail Authority’s September 17, 2013 comment letter on the Draft EIR (CHSRA-1) states that “we appreciate the acknowledgement and discussion of the California High-Speed Rail Authority’s (Authority’s) potential maintenance and storage facility in Chapter 6...” No request is made in the Authority’s September 17, 2013 comment letter for additional analysis of the maintenance facility.

Comment CHSRA-1 also states that “little has changed” since the Authority’s November 20, 2012 letter. The Authority’s November 20, 2012 letter provided comments on the 2012 Revised Baylands Notice of Preparation. The Authority’s NOP letter did not request analysis of an EIR alternative including a high-speed rail maintenance facility within the Baylands. The letter did, however, refer to a 2010 “Supplemental Alternatives Analysis” that described options for the high-speed rail system between San Francisco and San Jose, including identification of

the Brisbane Baylands “as a potential site for a storage and maintenance facility.” CHSRA’s 2012 letter stated that as part of its 2012 Revised Business Plan, the Authority “has changed the basic assumptions for High-Speed Train (HST) construction and operation,” reducing the fleet size to be stored on the Peninsula by more than half, thereby reducing the required storage yard size and footprint. Thus, the 100-acre facility described in the Authority’s 2010 “Supplemental Alternatives Analysis” and cited in Comment SFOM-4 does not reflect the Authority’s most recent business plan, and may be far larger than actually needed.

The Authority’s 2012 NOP response letter states that the Authority is “currently re-examining the corridor to identify site specific and operationally feasible locations which will meet maintenance and storage requirements. Suitable potential sites, in addition to Brisbane, will be evaluated through the NEPA and CEQA environmental processes.” The document cited in Comment SFOM-4, *Summary of Requirements for O&M Facilities* (April 30, 2013), states, “It should be noted that the siting of the O&M facilities has not been determined at this time. For illustrative purposes only, hypothetical locations of each facility are shown in Figure 1 and Table 1 for the progression of the phased development of the Project.” Thus, it is clear that the Authority does not have a recommended location for the high-speed rail maintenance yard, as Comments SFOM-4 and SFOM-7 appear to assert.

Table 1 of the high-speed rail O&M needs analysis is labeled “Summary of O&M Facilities (For Illustrative Purposes Only),” and identifies the need for an approximate 100-acre site at a San Francisco location. Neither Brisbane nor the Baylands are mentioned in Summary of Requirements document. Figure 1 from the 2013 *Summary of Requirements for O&M Facilities* is included below. As shown, neither Brisbane nor the Baylands are identified in that figure.



Thus, the City of Brisbane concluded that development of an alternative including a high-speed rail maintenance and storage facility prior to the time the Authority completes its operational re-evaluation would be premature and speculative.

The high-speed rail segments mentioned in Comment SFOM-7 do not include any portion of the San Francisco to San Jose route. The segments mentioned in Comments SFOM-7 include the 29-mile route from Merced to Fresno for which construction contracts have been let, and the 60-mile route from Fresno to Bakersfield for which requests for statements of qualifications for construction have been released.

CEQA requires analysis of the physical changes to the environment that would result from a proposed project. Thus, the Draft EIR evaluates the physical environmental changes that would occur for each of four development scenarios. Possible implications of proposed Baylands development on what land the CHSRA may or may not eventually want to purchase and use for a rail storage is not a reasonably foreseeable impact of proposed Baylands development and attempting such an evaluation prior to completion of the Authority's re-assessment of corridor and rail storage needs along the San Francisco-San Jose portion of the high speed rail system would be speculative.

The Draft EIR evaluates reasonable range of alternatives to the project, including two No Project Alternatives (No Project-No Build and No Project-General Plan Buildout) and three additional alternatives aimed at reducing significant impacts of proposed Baylands development (Renewable Energy Alternative, Reduced Intensity Mixed-Use, Reduced Intensity Non-Residential alternatives). These alternatives meet CEQA's requirements for consideration of alternatives, i.e., they would (1) feasibly attain most of the City's basic objectives as set forth in Chapter 3 of the Draft EIR, and (2) avoid or substantially lessen any of the significant effects of the project. (CEQA Guidelines Section 15126.6(a).) As stated in Section 15126.6(a), an EIR "need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation."

SFOM-6 [See page 5-53 for the original comment] Chapter 5, *Alternatives*, notes that an alternative that would use the bulk of the Baylands site "as a rail yard for storage and maintenance of high speed rail trains and engines... was rejected since it did not meet the City's overarching objective of an 'active, vibrant place which strengthens the community of Brisbane; contributes to its sense of place; and demonstrates 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.' This

alternative was also determined to be premature and speculative, as the parameters for possible high speed rail operations (including facilities) on the San Francisco Bay Peninsula, have not yet been established.”

The comment’s suggestion that a “possible future storage facility” be combined with the Renewable Energy Alternative to create and analyze a new variant on the Renewable Energy Alternative is not required under CEQA since the EIR already provides a reasonable range of alternatives. In addition, an alternative involving rehabilitation of the railyard was already considered and rejected in the EIR. The text on Draft EIR page 5-9 explaining the reasons for rejecting the Rail Yard Rehabilitation alternative will be revised to read as follows.

- **Rail Yard Rehabilitation.** In this alternative, the existing Bayshore Industrial Park, Recology facility, and temporary and interim uses located on the Brisbane landfill would continue. In addition, the bulk of the site would be utilized as a rail yard for storage and maintenance of high-speed rail trains and engines. This alternative was rejected since it did not meet the City’s overarching objective of an “active, vibrant place which strengthens the community of Brisbane; contributes to its sense of place; and demonstrates 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.” Retaining existing uses and adding storage and maintenance facilities for high speed rail use will not provide the types of activities or uses that would be characterized as “active” or “vibrant” in the sense of supporting uses or activities that would enhance Brisbane’s “sense of place.” Development of this alternative would not provide for integration of environmental, social, and economic considerations, since the rail yard would provide a use consisting of a single freestanding facility that would provide few, if any, social or economic benefits to the community. A railyard would encompass a large part of the Baylands and would not generate revenues to the community. It would, however, generate substantial point source air pollutant and GHG emissions, as well as serve as a substantial noise source. This alternative was also determined to be premature and speculative, as the parameters for possible high speed rail operations (including maintenance and storage facilities) on the San Francisco Bay Peninsula, have not yet been established are currently being re-assessed by the California High Speed Rail Authority.

SFOM-7

[See page 5-54 for the original comment] Because the Authority is re-examining the San Francisco-San Jose corridor, including maintenance and storage facility needs, the high-speed rail maintenance and storage facility described in the Authority’s 2010 “Supplemental Alternatives Analysis” is not necessarily representative of what will ultimately be needed. The 100-acre facility referred to in Comment SFOM-4 was formulated in 2010 before the concept of a blended system with Caltrain was developed in the 2012 Business

Plan, substantially reducing storage demands and the size of facility needed for maintenance and storage.

Combining a potential future storage facility with the Renewable Energy Alternative into a new Variant on that Alternative as suggested in SFOM-6 is not required since a reasonable range of alternatives aimed at avoiding or reducing the significant unavoidable impacts of proposed Baylands development is already provided in the Draft EIR and the suggested alternative would not meet most of the basic project objectives (see Response SFOM-6). In addition, until the CHSRA completes its re-assessment of the San Francisco-San Jose corridor, including maintenance and storage needs, the size and operational requirements of a storage and maintenance yard cannot be known other than storage needs may be far less than the 100 acres assumed in the 2010 high speed rail alternatives analysis.

In addition, a “Renewable Energy Alternative - High Speed Rail Storage and Maintenance Variant” based on the 100-acre footprint suggested in Comment SFOM-6 could be problematic. To provide for a 100-acre high speed rail storage yard, while retaining the large solar farm featured in the Renewable Energy Alternative would involve replacing the 59 acres of proposed research and development uses, 26 acres of retail/entertainment use, and the 7-acre water treatment plant, along with 8 acres of open space with the high speed rail storage and maintenance facility on the west side of the existing Caltrain tracks. A total of 170 acres would remain devoted to a large photovoltaic (PV) solar farm. Since there would be no R&D or commercial/entertainment buildings on which to mount solar facilities in this variant, rooftop solar uses would not be provided as they would under the Renewable Energy Alternative. In addition, since R&D and commercial development areas would not be part of the suggested High Speed Rail Storage and Maintenance Variant, wind energy generation within those development areas would not be provided as it would under the Renewable Energy Alternative. The Recology expansion, lumberyard relocation, site remediation, and approval of the proposed water supply agreement would remain as part of a rail storage variant of the Renewable Energy Alternative. However, because Project Site development under such a variant would have minimal traffic generation, Brisbane would be left in the position of “hosting” major transportation facilities carrying tens of thousands of vehicles daily (such as the Geneva extension) without any commercial/office or other development that would take advantage of these regional access improvements. Thus, the Geneva Avenue extension and freeway interchange improvements along US 101 (Candlestick and Sierra Point interchanges) would not be included as part of a rail storage variant to the Renewable Energy Alternative. Instead, the Geneva Avenue extension and US 101 freeway interchange improvements would be left to be constructed by others should development outside of Brisbane choose to do so.

While a land use mix consisting of the Recology expansion, rail storage yard, renewable energy production, and existing lumber yard and industrial uses would substantially reduce significant traffic, air pollutant and GHG emissions impacts of proposed Baylands development, such a land use mix would not achieve basic project objectives for the Baylands for the same reasons as the previously rejected Railyard Rehabilitation alternative. In addition, the operations of a rail yard within the Baylands would constitute a substantial new stationary source of air pollutant and GHG emissions, reducing or eliminating any emissions reductions that might otherwise be achieved in such an alternative.

2.8.3.2 Office of Community Investment and Infrastructure

- SFOCII-1** [See page 5-55 for the original comment] This introductory comment does not raise any substantive issues regarding the adequacy of the Draft EIR or its analyses and conclusions. No further response is necessary.
- SFOCII-2** [See page 5-55 for the original comment] See Master Response 1 for discussion of the use of a Program EIR and discussion of environmental documentation for future site-specific development projects.
- SFOCII-3** [See page 5-55 for the original comment] Actual traffic counts used in the existing conditions analysis represent conditions at the time of NOP for proposed Project Site development. See Master Response 7 for discussion of the EIR's 2010 baseline year. Traffic increases due to nearby developments, such as Candlestick Point - Hunters Point Shipyard, as well as background traffic growth predicted by the model used in this analysis, only apply to future conditions, and are analyzed as part of cumulative conditions. The trip generation for Candlestick Point - Hunters Point Shipyard used in the analysis is consistent with the information contained in that project's EIR. The comment is correct that subsequent development plans do not include the stadium. Its removal would reduce project site trip generation for Candlestick Point - Hunters Point Shipyard; therefore the analysis contained in the Draft EIR represents a conservative estimate of development for those sites. See Master Response 28 for information on the Caltrain Station relocation.
- SFOCII-4** [See page 5-55 for the original comment] As discussed in Master Response 28, the location of the Bayshore Caltrain Station used in the Draft EIR was based on the results of Bi-County transportation planning efforts undertaken jointly by the City and County of San Francisco, San Mateo County, and the cities of Brisbane and Daly City. In addition, the 2012 Bayshore Intermodal Access Study, published by the San Francisco County Transportation Authority, recommended two station alternatives to advance forward in subsequent planning and design work, both of which proposed moving the Caltrain platform to the south.

SFOCII-5 [See page 5-56 for the original comment] As discussed in Master Response 28, the location of the Bayshore Caltrain Station used in the Draft EIR was based on the results of Bi-County Transportation Study. In addition, SFCTA's 2012 Bayshore Intermodal Access Study recommended two station alternatives for subsequent planning and design of the Bayshore station, both of which proposed moving the Caltrain platform to the south.

SFOCII-6 [See page 5-56 for the original comment] Figure 4.N-6 illustrates the existing and currently planned bicycle network within and around the Baylands site. The bicycle network proposed for Baylands development is provided in Figure 4.N-17 and Table 4.N-7. Text description of planned bicycle facilities is provided starting on page 4.N-60. These improvements would also include additional bicycle storage at the Bayshore Caltrain Station. Included in the description of the Baylands TDM program on page 4.N-69 is also the following provision:

- Install at least the Leadership in Energy and Environmental Design (LEED)-level required number of bicycle parking spaces in or near each building. Provide bicycle support facilities that would include parking facilities for both residential and commercial developments (such as racks, indoor/long-term parking, lockers, and showers), attended bicycle parking, and repair facilities at major destinations. Provide a shared bicycle program.

SFOCII-7 [See page 5-56 for the original comment] It is recognized that the Candlestick Point - Hunters Point Shipyard Phase 2 Project has been modified since the NOP for Brisbane Baylands. The project information for cumulative projects used to develop cumulative baseline conditions was based on best available information at the time of the NOP for Brisbane Baylands when traffic studies were initiated, and included the proposed project from the Candlestick Point - Hunters Point Shipyard Phase II Development Plan EIR. The overall travel demand generated by the Candlestick Point - Hunters Point Shipyard, other related projects in the vicinity, and regional growth estimated by the SF-CHAMP travel demand model provides a conservative basis for Cumulative baseline conditions.

SFOCII-8 [See page 5-56 for the original comment] As discussed in Master Response 28, the location of the Bayshore Caltrain Station used in the Draft EIR was based on the results of Bi-County Transportation Study. In addition, SFCTA's 2012 Bayshore Intermodal Access Study recommended two station alternatives for subsequent planning and design of the Bayshore station, both of which proposed moving the Caltrain platform to the south. The planning recommendations set forth in Comment SFOCII-8 will be considered as part of the City's planning review for the Baylands.

SFOCII-9 [See page 5-56 for the original comment] The issues raised in Comments SFOCII-1 through SFOCII-8 will be considered by the City of Brisbane as part of its review and decisionmaking for the Baylands. The requested documents will

be provided to the San Francisco Office of Community Investment and Infrastructure as they become available.

2.8.3.3 Planning Department

- SFPD-1** [See page 5-57 for the original comment] See Master Response 20 for discussion of land use compatibility between the Recology facility and adjacent land uses within the Baylands. It should also be noted that, in addition to the development included in the CPP-V scenario, proposed new development adjacent to the Recology site includes the proposed redevelopment of the Schlage Lock site in San Francisco, which includes high density residential use (up to 8-stories in height) adjacent to the northwest corner of the Recology facility.
- SFPD-2** [See page 5-57 for the original comment] See Master Response 28 for discussion of the location of the Bayshore Caltrain Station assumed in the Draft EIR.
- SFPD-3** [See page 5-58 for the original comment] As discussed in Master Response 28, the location of the Bayshore Caltrain Station used in the Draft EIR was based on the results of Bi-County Transportation Study; the Project does not propose to relocate the Caltrain station further to the south. In addition, SFCTA’s 2012 Bayshore Intermodal Access Study recommended two station alternatives for subsequent planning and design of the Bayshore station, both of which proposed moving the Caltrain platform to the south. The approach used in the EIR is consistent with CEQA, which allows an EIR to rest its analysis on reasonable assumptions when future actions are difficult to forecast. Pursuant to the requirements of CEQA, the Draft EIR addresses the physical environmental impacts of the proposed development program identified in the project description, Draft EIR Chapter 3. The commenter’s assertion that the EIR should analyze the effect of relocating the Caltrain station on future transit funding is outside of the purview of CEQA, which requires the lead agency to identify and evaluate the physical impacts of the project on the environment.
- SFPD-4** [See page 5-58 for the original comment] Comment SFPD mischaracterizes the Draft EIR’s significance conclusion in relation to Impact 4.N-7. As stated on Draft EIR page 4.N-140, a significant unavoidable impact would result. Even though payment of mitigation fees such as those proposed in Mitigation Measure SFPD-4 “is common for projects 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.”

Mitigation Measure 4.N-7 is revised to read as follows:

Mitigation Measure 4.N-7: Prior to issuance of the first building occupancy permit for new development other than 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 the San Francisco Municipal Transportation Agency (SFMTA) to cover Baylands development's share of the capital costs for providing additional transit service needed to achieve San Francisco Muni's capacity threshold of 85 percent along the Northeast and Southeast screenlines ~~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 along the Geneva Avenue corridor.

Mitigation Measure 4.N-9 is revised to read as follows:

Mitigation Measure 4.N-9: Prior to issuance of the first building occupancy permit for any new development other than 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 (maximum 15 minute headways in the peak hour) between Project Site land uses within the Baylands 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 relocation of an existing use within the Project Site.

This requirement shall also be included in any specific plan approved for development within the Project Site.

SFPD-5

[See page 5-58 for the original comment] Comment SFPD-5 fails to recognize the Renewable Energy Alternative, which provides for 1.3 million square feet of new commercial/office and R&D building area. The Renewable Energy Alternative reduces each of the significant impacts of proposed development scenarios to a less than significant level with the exception of: NOx emissions during construction, PM₁₀ emissions during operation, and traffic impacts related to roadway levels of service. Because of the requirement for site remediation and grading to ensure public safety and bring the Baylands to a developable condition, significant NOx emissions during construction are unavoidable not only for the proposed concept plan development scenarios, but for any type of site development at any intensity.

Significant PM₁₀ emissions were found to result with as little development as 1.3 million square feet of new commercial/office and R&D building area, thereby causing significant impacts for any urban use of the 733-acre Brisbane Baylands. Finally, because the large amount of background traffic created by existing and

proposed development in San Francisco and Daly City, along with (1) existing physical constraints limiting the ability to improve area roadways in Daly City and San Francisco to achieve desired roadway levels of service and (2) Brisbane's inability to ensure that mitigation measures calling for needed physical improvements to roadways outside of Brisbane would, in fact, be implemented, there is no amount of traffic-generating development within the Baylands that could be proposed without a significant unavoidable impact to roadway level of service resulting.

A review of Table 4.B-13, Average Daily Operational Emissions, indicates that a reduction of approximately 87 percent of the amount of development proposed in the DSP scenario would be necessary to reduce air pollutant emissions from Baylands development to below a level of significance. This would translate to approximately 580 dwelling units and slightly over one million square feet of commercial/office development. Except for the inclusion of residential use, which is currently prohibited by the Brisbane General Plan for the Baylands, the level of development needed to eliminate operational emissions of air pollutants is similar to that proposed in the Renewable Energy Alternative that is already addressed in the Draft EIR. The development parameters suggested in Comment SFPD-6 would also not eliminate inconsistency with Plan Bay Area projections, which do not indicate any new housing within the Baylands.

SFPD-6

[See page 5-59 for the original comment] CEQA Guidelines Section 15126.6 requires EIRs to describe a "range of reasonable alternatives to the project," and states that an EIR "need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation...." Furthermore, an EIR need not include multiple variations on the alternatives that it does consider. When the relative advantages and disadvantages of other alternatives can be assessed from a review of the alternatives presented in the EIR, not discussing variations on each theme is unnecessary (i.e., alternatives that fall within the continuum discussed in the EIR need not be described if they can be understood and considered by studying the specifics of the alternatives that are discussed). (*See, e.g., Cherry Valley Pass Acres & Neighbors v. City of Beaumont* (2010) 190 Cal.App.4th 316, 355.)

The total amount of development for the additional alternative suggested in Comment SFPD-6 (2.0 to 5.3 million square feet of building area) is within the range of alternatives already presented in the EIR by the Renewable Energy Generation Alternative (1.98 million s.f. of building area), No Project-General Plan Buildout Alternative (2.02 million s.f. of building area), Reduced Intensity Non-Residential Alternative (5.32 million s.f. of building area), and the Reduced Intensity Mixed-Use Alternative (6.81 million s.f. of building area). In addition, the additional alternative suggested in Comment SFPD-6 would represent

nothing more than permitting a degree of residential use in either the No Project-General Plan Buildout or the Reduced Intensity Non-Residential Alternative. While including residential use within the overall buildout of either of those alternatives might result in a slight increase in transit usage and thereby slightly reduce traffic generation and resulting air pollutant and GHG emissions, none of the significant unavoidable impacts of proposed Baylands development would be reduced to a less than significant level and the additional alternative suggested in Comment SFPD-6 would fall within the range of alternatives already addressed in the Draft EIR for the following reasons:

- **Aesthetics (Nighttime Lighting):** Because the additional alternative suggested in Comment SFPD-6 would have total building and open space areas within the range represented by the No Project-General Plan Buildout and the Reduced Intensity Non-Residential Alternatives, there would be a similar amount of building area and open space being lighted at night as for the range of alternatives already analyzed in the EIR.
- **Air Quality (Construction and Operational Emissions):** Because site remediation and grading would be a prerequisite for development if the additional alternative suggested in Comment SFPD-6, it would have the same area of disturbance and amount of soil movement as the Project Site development scenarios and other alternatives involving site development. Since the total amount of building area would be within the range represented by the No Project-General Plan Buildout and the Reduced Intensity Non-Residential Alternatives, air emissions during construction would be within that range.

In relation to operational emissions, as discussed in Chapter 5, even the Renewable Energy Generation Alternative, with substantially less building area (and traffic generation than the additional alternative suggested in Comment SFPD-6, would result in significant operation air emissions. Thus, the operational emissions of the alternative suggested in Comment SFPD-6 would fall within the range of impacts already analyzed for other alternatives. Because increasing the internal capture of home to work and home to shopping trips and increased transit use would reduce trip generation and resulting air emissions, the alternative suggested in Comment SFPD-6 would result in fewer air emissions than the Reduced Intensity Non-Residential Alternative. However, even at only 2.0 million square feet of total building area, internal capture of trips and use of transit would not be great enough to reduce air emissions below those of the Renewable Energy Development alternative, which would itself result in significant air quality operational impacts as discussed in Draft EIR Chapter 5. Thus, operational air quality impacts would be within the range of alternatives already addressed in the Draft EIR.

- **Biological Resources (Sensitive Species):** Because site remediation and grading would be a prerequisite for development if the additional alternative suggested in Comment SFPD-6, it would have the same area of

disturbance of biological resources as the Project Site development scenarios and other alternatives involving site development.

- **Population and Housing (Growth Inducement):** Because no residential development is currently projected in Plan Bay Area for the Baylands, the introduction of any residential development would exceed current projections for the Brisbane portion of the Bi-County Priority Development Area. In addition, even the Renewable Energy Generation Alternative would generate more employees than are projected for the Baylands and the City of Brisbane as a whole. Thus, population and housing impacts of the alternative suggested in Comment SFPD-6 would be within the range of alternatives already addressed in the Draft EIR.
- **Traffic (Increases in traffic Generation, Freeway Mainline Impacts, Transit Demand):** Because increasing the internal capture of home to work and home to shopping trips and increased transit use would reduce trip generation and traffic impacts, the alternative suggested in Comment SFPD-6 would reduce traffic impacts compared to the Reduced Intensity Non-Residential Alternative. At 2.0 million square feet of total building area (residential and non-residential), the alternative suggested in Comment SFPD-6 would reduce impacts compared to the No Project-General Plan Buildout alternative due to increased transit usage and internal capture of trips.

However, even at only 2.0 million square feet of total building area, internal capture of trips and increased use of transit would not be great enough to reduce traffic impacts below those of the Renewable Energy Development alternative, which would itself result in significant traffic impacts along Bayshore Boulevard and at US Highway 101 interchanges would not be avoided since growth in background traffic is sufficient to cause unacceptable levels of service, even without development within the Project Site, as discussed in Draft EIR Chapter 5. Thus, traffic impacts would be within the range of alternatives already addressed in the Draft EIR.

- **Utilities (Construction of Water Storage Facilities):** Because water demand for the alternative suggested in Comment SFPD-6 would be greater than for the Renewable Energy Generation Alternative, but less than for the Reduced Intensity Mixed Use Alternative addressed in the Draft EIR, impacts related to water demand and storage resulting from the suggested additional alternative would fall within the range of alternatives already addressed in the Draft EIR.

Thus, inclusion of the additional alternative requested in Comment SFPD-6 is unnecessary. See also Master Response 20 and Response RSF-26 for discussion regarding the placement of residential development in close proximity to the expanded Recology facility as part of mixed-use development within the Baylands.

- SFPD-7** [See page 5-59 for the original comment] See Response SFOM-4 through SFOM-7 for discussion of the potential for a high-speed rail storage and maintenance facility within the Baylands. As stated in that response, there is no factual basis to support the assertions of the City and County of San Francisco that a high-speed railyard on the Baylands is reasonably foreseeable. Even the California High Speed Rail Authority’s September 17, 2013 comments on the Draft EIR (CHSRA-1) state that “we appreciate the acknowledgement and discussion of the California High-Speed Rail Authority’s (Authority’s) potential maintenance and storage facility in Chapter 6...” and do not request additional substantive analysis of such a facility.
- SFPD-8** [See page 5-59 for the original comment] This comment’s expression of agreement with the need to balance economic, social, and environmental objectives in establishing a development plan for the Baylands raises no significant environmental issues regarding the adequacy of the Draft EIR or its analyses and conclusions. Further response is unnecessary.
- SFPD-9** [See page 5-60 for the original comment] The position of the San Francisco Planning Department regarding the location of the Caltrain station does not raise any significant environmental issues regarding the adequacy of the Draft EIR or its analyses and conclusions. As discussed in Master Response 28, the location of the Bayshore Caltrain Station used in the Draft EIR’s cumulative transportation analysis was based on the results of Bi-County Transportation Study led by the San Francisco County Transportation Authority in partnership with agencies from both sides of the San Francisco/San Mateo county line. In addition, SFCTA’s 2012 Bayshore Intermodal Access Study recommended two station alternatives for subsequent planning and design of the Bayshore station, both of which proposed moving the Caltrain platform to the south.
- As discussed in Response SFPD-3, CEQA permits an EIR to rest its analysis on reasonable assumptions when future actions are difficult to forecast. The commenter’s assertion that the EIR should analyze the effect of relocating the Caltrain station on future transit funding is outside of the purview of CEQA, which requires the lead agency to identify and evaluate the physical impacts of the project on the environment. See also Response SFOM-5 for discussion regarding location of a high-speed rail maintenance yard.
- SFPD-10** [See page 5-60 for the original comment] See Master Response 25 for a discussion of mode splits and the manner in which mixed-use development that places housing in close proximity to employment tends to reduce commute distances along with resulting air pollutant and GHG emissions.
- SFPD-11** [See page 5-60 for the original comment] The evaluation of alternatives in the Draft EIR addresses specific environmental issues by topic, rather than

geographically. Where impacts will have a specific geographic effect (such as traffic at specific intersections, noise, and impacts on sensitive uses), impacts at specific locations are noted. Where the evaluation of alternatives concludes that significant effects of proposed development scenarios will be reduced, the geographic effects of such impacts would be reduced. See Master Response 19 for discussion of the impacts of the four proposed development concepts on Visitacion Valley.

SFPD-12

[See page 5-60 for the original comment] The Draft EIR analyzes impacts on regional housing demand in Section 4.K, *Population and Housing*. Brisbane's existing Housing Element was certified and found to be in compliance with State law by the California Department of Housing and Community Development. Thus, Brisbane's Housing Element complies with state requirements for providing sufficient opportunities for the development of Brisbane's fair share of regional housing need for all economic segments of the community.

While Plan Bay Area projects an increase of 266 dwelling units for the City of Brisbane as a whole (see Draft EIR Table 4.K-9), Plan Bay Area also does not project housing within the Baylands. ABAG has determined Brisbane's fair share of regional housing need through 2023 to be 85 dwelling units, which can be accommodated within the City of Brisbane outside of the Baylands.

SFPD-13

[See page 5-60 for the original comment] The first full paragraph on page 4.I-13 is revised to read as follows.

Visitacion Valley Redevelopment Program. Since the fall of 2001, residents of Visitacion Valley have worked with the San Francisco Redevelopment Agency, the San Francisco Planning Department, the Mayor's Office of Economic and Workforce Development, and the City Supervisor's office on plans for the redevelopment of the former Schlage Lock site on the border of San Francisco and San Mateo Counties. While the entire former Visitacion Valley Redevelopment Area comprises 40 acres, the former Schlage Lock site encompasses approximately 20 acres and includes Third Street Light Rail connections and Leland Avenue. The site, which is immediately north of the Baylands, along the west side of the Caltrain corridor, contains contaminated soil and is subject to remediation requirements. The plan for the site as amended by the Board of Supervisors on July 22, 2014 proposes 1,250-1,679 residential units and 120,000-43,700 square feet of commercial and institutional development. ~~Another 335 residential units and 2,600 square feet of commercial and institutional development were contemplated in an adjacent portion of the former redevelopment area.~~

2.8.3.4 San Francisco County Transportation Authority

- SFCTA-1** [See page 5-61 for the original comment] Comment SFCTA-1 provides an introduction to the Transportation Authority’s comment letter, and does not raise any substantive issues regarding the adequacy of the Draft EIR or its analyses and conclusions. Specific answers to the comments contained in the Transportation Authority’s letter are provided below.
- SFCTA-2** [See page 5-61 for the original comment] Comment SFCTA-2 cites the need for strong connections between proposed Baylands development and the Bi-County study, and does not raise any substantive issues regarding the adequacy of the Draft EIR or its analyses and conclusions. Specific answers to the comments and observations contained in the Transportation Authority’s letter are provided below.
- SFCTA-3** [See page 5-61 for the original comment] While the Geneva Ave extension, the US 101 Candlestick interchange re-configuration, the T-Third Light Rail Line extension, and the Bayshore Intermodal Station re-configuration are unfunded, the Draft EIR assumes reasonably foreseeable transportation infrastructure projects that have been previously proposed and included in environmental analyses for nearby projects as baseline improvements, including the Candlestick Point - Hunters Point Shipyard EIR (approved development), with the exception of the Bayshore Caltrain Station relocation and T-Third Light Rail Extension. Implementation of these improvements would be based on fair-share funding measures through inter-jurisdictional study and cooperation.

The Bi-County Transportation Study, published by the San Francisco County Transportation (SFCTA), “represents a consensus approach among the public partners to project development and funding for the Bi-County transportation investment program and a commitment to continue efforts and discussions on Bi-County funding...” The City of Brisbane is committed to requiring development under each of the four scenarios analyzed in the Draft EIR to provide fair share funding to the improvements proposed as part of the Bi-County Transportation Study. To eliminate these improvements from the Cumulative Without Project analysis would create the false appearance that the improvements called for in the Bi-County Transportation Study were the result of Baylands development, and raise the question as to whether San Francisco and Daly City would need to commit to their fair share of funding for these transportation projects. To clarify this situation, the third paragraph on page 4.N-43 of the Draft EIR is revised to read as follows:

In addition, there are two regional roadway improvements (Bayshore Avenue & Sunnysdale Avenue intersection improvements and Harney Way widening) currently being designed and analyzed to accommodate the travel demand associated with areawide projects in both

San Francisco and San Mateo Counties. These improvements, requiring approval by the City of Brisbane, are being studied through their own CEQA environmental review process. Implementation of these regional improvements would be based on fair-share funding measures through inter-jurisdictional study and cooperation, such as the ongoing inter-jurisdictional Bi-County Transportation Study effort led by the SFCTA. Inclusion of the regional improvements proposed in the Bi-County Transportation Study recognizes the need for such facilities to support major proposed development within San Francisco and Daly City, and that these improvements are independent of any action the City of Brisbane may take regarding proposed Baylands development. However, the City of Brisbane also recognizes that the proposed Baylands development also contributes to the need for these regional improvements. Thus, Brisbane will require project developer fair-share contributions to these identified funding needs as a condition of development approval. Within San Francisco, the Planning Department and the Office of Community Investment and Infrastructure will require project developer fair-share contributions to these identified funding needs as a condition of development approval, or as a condition of any Owner Participation Agreement. Should these facilities not be constructed in a timely manner relative to development of the Baylands, Project Site development would still be required to meet the performance standards set forth by mitigation measures in this EIR.

SFCTA-4 [See page 5-61 for the original comment] There is no legal requirement for the Baylands to provide housing in order for the San Francisco/San Mateo Bi-County Priority Development Area (PDA) to retain its PDA designation. The Bi-County PDA designation was granted due to the confluence of jobs, housing and transit opportunities in close proximity across multiple jurisdictions. The July 2013 *Final Forecast of Jobs, Population and Housing*, prepared by the Association of Bay Area Governments and the Metropolitan Transportation Commission in July 2013 projects a total increase of 250 dwelling units between 2010 and 2040 throughout the entirety of the City of Brisbane with no housing projected for the Baylands. The residential component of the Bi-County PDA is projected to occur within the San Francisco portion of the PDA for which the July 2013 *Final Forecast of Jobs, Population and Housing* projects an increase of 5,250 dwelling units between 2010 and 2040. The various planning issues and recommendations raised in these comments regarding appropriate land uses for the Baylands will be considered by the City as part of its planning review and decisionmaking.

SFCTA-5 [See page 5-61 for the original comment] The proposed development being analyzed includes concept plan and General Plan level information for all four scenarios and specific plan level information regarding development of the DSP and DSP-V scenarios. No site-specific development projects have been proposed,

neither have any specific tenants for onsite development been identified with the exception of Recology modernization and expansion in the CPP-V scenario. Because only the types of businesses that would be permitted under each scenario are known at this time, only a general TDM program could be formulated. When site-specific development is proposed, a TDM program would be developed by the developer and/or tenants and subject to review by the City of Brisbane and C/CAG. See Chapter 6 of the *2013 Congestion Management Program for San Mateo County* (C/GAG, 2013) [http://ccag.ca.gov/wp-content/uploads/2014/05/2013-CMP_Final-Nov13.pdf].

As stated in Comment C/CAG 2-1, Section 4.N, *Traffic and Circulation*, is consistent with the provisions of the San Mateo County Congestion Management Program, “which requires mitigation measures for land use changes and development projects that are projected to significantly impact or generate more than 100 new, net peak hour trips on the CMP roadway network.”

2.8.3.5 San Francisco International Airport

- SFO-1** [See page 5-62 for the original comment] Comment SFO-1 is an introduction to the SFO comment letter, and does not raise any significant environmental issues regarding the adequacy of the Draft EIR or its analyses and conclusions.
- SFO-2** [See page 5-62 for the original comment] The Baylands Project Site is within Airport Influence Area A – Real Estate Disclosure Area, and person(s) offering real property for lease or sale are required to provide an airport disclosure statement, no physical environmental impacts are associated with such disclosure statements. See Final EIR Chapter 3.0 for revisions text on Draft EIR page 4.G-101 in relation to Airport Influence Area A.
- SFO-3** [See page 5-62 for the original comment] Noise Impact 4.J-5 explicitly acknowledges that although the entirety of the Baylands Site is outside of the 65 dB noise contour of San Francisco International Airport, a substantial number of noise complaints are received from Brisbane residents. The conclusion in the Draft EIR that airport-related noise impacts would be less than significant is based on the objective 65 CNEL noise standard used throughout the State of California.
- SFO-4** [See page 5-63 for the original comment] Based on proposed site grading and maximum permitted building heights, no buildings within the Baylands would be tall enough to encroach into SFO imaginary surfaces and thereby have a potential effect on air navigation. Pursuant to the requirements of CFR Title 14 Part 77.9, each site-specific development will be reviewed to determine whether a Determination of No Hazard from the FAA is required. No site-specific

development within the Baylands that requires such a determination will be approved until the FAA issues the determination.

SFO-5 [See page 5-63 for the original comment] San Francisco International Airport will receive a copy of the Final EIR for proposed Brisbane Baylands development.

2.8.3.6 San Francisco Municipal Transportation Agency

SFMTA-1 [See page 5-64 for the original comment] This comment which contextualizes the Baylands in its regional setting does not raise any substantive issues regarding the adequacy of the Draft EIR or its analyses and conclusions.

SFMTA-2 [See page 5-64 for the original comment] The comment uses the phrase “regionally-accepted minimums of density and land use mix,” but provides no discussion as to what such minimums and mix might be, or what source was used to define “regionally-accepted minimums.”

As noted in Section 4.K, *Population and Housing*, proposed non-residential development within the Baylands under all four concept plan scenarios would exceed Plan Bay Area’s employment projections for the Baylands PDA. It is not reasonable to conclude that development consistent with the projections of the adopted Plan Bay Area, which is the regionally accepted Sustainable Community Strategy aimed at encouraging use of transit to reduce greenhouse gas emissions, would jeopardize long-term funding of the Caltrain Station. In addition, such an assertion is speculative and beyond the purview of CEQA, which requires an EIR to evaluate the physical environmental effects of a proposed development. See also Comments SFOM-6 and SFPD-7 for other recommendations by the City and County of San Francisco urging the City of Brisbane to consider the Recology expansion along with substantially less development intensity than Comment SFMTA-2 warns would jeopardize long-term funding of the Caltrain Station. The various planning issues and recommendations raised in these comments regarding appropriate land uses for the Baylands will be considered by the City as part of its planning review and decisionmaking.

SFMTA-3 [See page 5-65 for the original comment] See Master Response 28 for discussion of the location of the Bayshore Caltrain Station.

SFMTA-4 [See page 5-66 for the original comment] See Master Response 28 for discussion of the location of the Bayshore Caltrain Station.

SFMTA-5 [See page 5-66 for the original comment] See Master Response 28 for discussion of the location of the Bayshore Caltrain Station.

The program EIR for the Brisbane Baylands provides a starting point for subsequent planning, design, and environmental analysis of site-specific development and future implementation activities, all of which will be subject to further environmental review under CEQA at such time as they are proposed. Cumulative baseline conditions, which represent full build-out in year 2030, assumed the Geneva-Harney BRT line running on the Geneva Avenue extension, which is consistent with the Bi-County studies used to develop baseline transportation infrastructure assumptions for the Draft EIR analysis.

- SFMTA-6** [See page 5-67 for the original comment] See Master Response 28. Based on the reconfiguration plans contained in these studies as well as the Baylands site roadway plan for Baylands, the T-Third line would not adversely affect traffic operations on the Geneva Extension because it would not cross or operate on the roadway in question. Regardless of whether the T-Third line continued its terminus at Sunnydale or was extended, the results of the transportation impact assessment of Project Site development would not change.
- SFMTA-7** [See page 5-67 for the original comment] See Master Response 28.
- SFMTA-8** [See page 5-67 for the original comment] See Master Response 28. The station location was assumed as a cumulative baseline condition, not as a Project Site development feature.
- SFMTA-9** [See page 5-68 for the original comment] The Draft EIR is based on the best available information at time of publication and assumed the Geneva Extension and BRT alignment along the Geneva Extension, which is consistent with the Bi-County Study, Bayshore Intermodal Access Study, and Candlestick Point - Hunters Point EIR (approved development), each of which San Francisco has been a party to.
- SFMTA-10** [See page 5-68 for the original comment] Required fair share contributions for capital costs (mitigation Measure 4.N-7) to mitigate transit impacts would include operational infrastructure, rolling stock, and maintenance facilities.
- SFMTA-11** [See page 5-68 for the original comment] The cumulative scenarios analyzed in the Baylands Draft EIR include full build-out of Project Site development under a 2030 horizon year, and do not consider an interim horizon year. Cumulative baseline conditions, which represent full build-out in year 2030, assumed the Geneva-Harney BRT line running on the Geneva Avenue extension, which is consistent with the Bi-County studies. See Master Response 28 for discussion of the Bayshore Caltrain Station location.
- SFMTA-12** [See page 5-68 for the original comment] Due to projected development in the vicinity of Baylands, Cumulative Without Project conditions would result in adverse delays to transit service without any development occurring on the

Baylands. Nonetheless, Baylands development would contribute to these anticipated delays. Because adverse transit delays affecting Muni are generated by adverse traffic congestion to which Project Site development has a considerable contribution, the Draft EIR concluded that proposed Baylands development would have significant unavoidable impacts (Impacts 4.N-7 and 4.N-8).

Required fair share contributions for capital costs (mitigation Measure 4.N-7) to mitigate transit impacts would include operational infrastructure, rolling stock, and maintenance facilities. While payment of such mitigation fees is common for projects 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.

The Geneva-Harney BRT, regardless of Caltrain station location, would not be affected by freeway or arterial congestion due to its operation on a separate right-of-way. In the Baylands portion of the Geneva-Harney BRT alignment, the Geneva Avenue Extension would provide exclusive bus lanes compared to mixed-flow traffic on Blanken Avenue and possibly on Bayshore Boulevard.

- SFMTA-13** [See page 5-69 for the original comment] The signal timing considered in Mitigation Measures 4.N-1d and 4.N-1e considered the need for safe pedestrian and bicycle movement at intersections. See Response UPC 1-3 for discussion of methods of maximizing transit use.
- SFMTA-14** [See page 5-69 for the original comment] The discussion of existing conditions for Caltrain was intended to provide an estimate of current operations, ridership, and capacity, as part of providing an understanding of existing transportation conditions in the study area. The Bayshore Station has all-day headways of one train per hour per direction. Since service is hourly, and headways do not change throughout the day, the Draft EIR estimated unused capacity as a daily average, based on the local-only schedule at the station and February 2011 Caltrain Annual Passenger Counts. The exact capacity at the Bayshore station by train by direction can be found in February 2011 Caltrain Annual Passenger Counts.
- SFMTA-15** [See page 5-69 for the original comment] Figure 4.N-20 identifies existing, as well as currently planned bicycle facilities. Figure 4.N-17 on page 4.N-62 illustrates the bicycle and pedestrian systems proposed as part of Project Site development. A multi-use Class I path, separated from traffic lanes, is proposed along the Geneva Avenue extension.
- SFMTA-16** [See page 5-69 for the original comment] Figure 4.N-17 clearly indicates proposed pedestrian facilities, including a Class I multi-use path, sidewalks, and multi-use trails. A detailed listing of these facilities is provided in Table 4.N-8 on page 4.N-65 of the Draft EIR.

- SFMTA-17** [See page 5-70 for the original comment] The proposed Geneva Avenue extension is planned to have buffered bike lanes in both directions. The curb parking lane would be open to vehicular traffic during peak hours, not the bike lane. Footnote “b” on Table 4.N-7 of the Draft EIR is revised to read as follows:
- ^b During peak hours, the curb parking bicycle lanes would be open to through vehicular traffic. 5' bicycle lanes would be provided adjacent to the curb, next to the sidewalk.
- SFMTA-18** [See page 5-70 for the original comment] The provision of new bike lanes and sharrows in San Francisco north of the Baylands does not necessitate revision of the Draft EIR. The two locations cited in Comment SFMTA-18 are well separated from the Baylands Project Site and would not be impacted by Baylands Project Site traffic.
- SFMTA-19** [See page 5-70 for the original comment] Information for related projects, which include land use development profile were taken from the latest environmental documents available at the time of NOP, which is consistent with the time traffic studies for the Baylands EIR were initiated. The transportation analysis was conducted for Brisbane Baylands based on the information obtained at that time. See Master Response 24 for more information on land use growth used to forecast future baseline traffic conditions under Cumulative Conditions.
- SFMTA-20** [See page 5-70 for the original comment] The graphic on page 4.N-31 was obtained from the 2013 Bi-County Transportation Study, published by the San Francisco County Transportation (SFCTA). Its intent was to illustrate the 20-year, \$548 million (in 2010 dollars) transportation improvement program in the vicinity of the Baylands site. Figures 4.N-9 and 4.N-10 were obtained from the 2012 Bayshore Intermodal Access Study, published by the San Francisco County Transportation (SFCTA) and were intended to represent the best available information on the Geneva-Harney BRT alignment options at time of NOP for Brisbane Baylands. The intent of these graphics was to illustrate the pedestrian and bicycle network proposed for Project Site development, which is shown in Figure 4.N-17.
- Mitigation Measures 4.N-10 and 4.N-11 refer to site specific pedestrian and bicycle impacts.
- SFMTA-21** [See page 5-70 for the original comment] See Response SFMTA-5.
- SFMTA-22** [See page 5-70 for the original comment] As stated in the Draft EIR on page 4.N-60, each of the Baylands development scenarios proposes a network of pedestrian and bicycle paths across the Baylands site to facilitate access and mobility to the mix of land uses and transit facilities. Development of the Baylands site also would establish streetscape standards and guidelines to ensure

the provision of these facilities (e.g., by providing for continuous sidewalks along streets, enhanced pedestrian crossings at key intersections, comprehensive system of on- and off-street bicycle routes). See Draft EIR page 4.N-76 for more information on how mode split between vehicular and non-vehicular transportation was developed.

SFMTA-23 [See page 5-70 for the original comment] Land use and transportation network assumptions for Candlestick Point-Hunters Point Shipyard were based on the project's Draft EIR. This information was the best available at the time of NOP and the initiation of traffic studies for the Brisbane Baylands. It is noted that both the land use and transportation network for Candlestick Point - Hunters Point Shipyard has evolved and is continuing to evolve since certification of the project EIR. Changes to the Candlestick Point - Hunters Point Shipyard transportation network would not change the transportation impact assessment of the project. The Candlestick Point --Hunters Point Shipyard EIR exhibits will be deleted from the Baylands EIR since they are not relevant to the Baylands EIR.

SFMTA-24 [See page 5-71 for the original comment] See Response SFPD-4. Also, as demonstrated by the Mitigation Monitoring and Reporting Program set forth in Chapter 4.0 of the Final EIR, each of the Mitigation Measures set forth in the EIR are, in fact, enforceable. Because the Baylands EIR is a programmatic document prepared at the early stages of the planning process, some mitigation measures of necessity rely on later subsequently prepared plans. Whenever a mitigation measure relies on a subsequent plan or action, the measure contains an enforceable performance standard as required by CEQA. See Master Response 3 for discussion regarding the enforceability of mitigation measures and Chapter 4.0 of the Final EIR, Mitigation Monitoring and Reporting Program, for discussion regarding what would occur in the event an implementation measure is not successfully implemented.

SFMTA-25 [See page 5-71 for the original comment] The proposed development being analyzed includes a concept plan and General Plan level information for all four scenarios and specific plan level information regarding development for the DSP and DSP-V scenarios. No site-specific development projects have been proposed, neither have any specific tenants for onsite development been identified with the exception of Recology modernization and expansion in the CPP-V scenario. Because only the types of businesses that would be permitted under each scenario are known at this time, only a general TDM program could be formulated.

SFMTA-26 [See page 5-71 for the original comment] Implementation requirements for EIR mitigation measures are presented in the Mitigation Monitoring and Reporting Program, Chapter 4.0 of the Final EIR.

SFMTA-27 [See page 5-71 for the original comment] Comment SFMTA-27 mischaracterizes the Draft EIR by implying that the CPP and CPP-V scenarios do not have a bicycle circulation plan. In fact, bicycle circulation plans for all four scenarios are provided in Figure 4.N-17 and Table 4.N-7.

The proposed development being analyzed includes a concept plan and General Plan level information for all four scenarios and specific plan level information regarding development for the DSP and DSP-V scenarios. No site-specific development projects have been proposed, neither have any specific tenants for onsite development been identified with the exception of Recology modernization and expansion in the CPP-V scenario. Because a specific plan only for the DSP and DSP-V scenarios is currently proposed, the Draft EIR makes the reasonable assumption that the CPP and CPP-V scenarios would provide equivalent bicycle mobility as the DSP and DSP-V scenarios. This assumption is reasonable given that the original intent in preparing the CPP and CPP-V scenarios and analyzing them at an equal level of detail in the Draft EIR was that the CPP and CPP-V scenarios would differ from the DSP and DSP-V scenarios in their mix of land uses (maintaining the General Plan's prohibition on residential use) and development intensity, but that the provision of open space, transit, bicycle and pedestrian improvements, and renewable energy production would be equal to or greater than the DSP and DSP-V scenarios.

Mitigation Measure 4.N-11 sets performance standards for the provision of bicycle circulation plans in the required specific plan(s) for the Baylands, stating that the requirements of the Mitigation Measure, along with the equivalent bicycle access shown in Draft EIR Figure 4.N-11 be included in any specific plan approved for development within the Baylands.

SFMTA-28 [See page 5-71 for the original comment] This is an introductory comment to the more specific comments regarding development scenarios and alternatives that follow. As such Comment SFMTA-28 raises no substantive issues regarding the adequacy of the Draft EIR or its analyses and conclusions. No further response is necessary.

SFMTA-29 [See page 5-72 for the original comment] The reference in Comment SFMTA-29 to Figures 4 and 5 in relation to the DSP and DSP-V scenarios is unclear since no such figure numbers appear in either the Draft EIR or in the proposed Brisbane Baylands Specific Plan or Infrastructure Plan prepared by the applicant for those scenarios. See Master Response 25 for discussion of mode splits and Master Response 28 for discussion of the Bayshore Caltrain Station. Figures 4.N-15 and 4.N-16 show proposed BRT route and an intermodal station connecting BRT to the Caltrain station, as well as transit routes through the Baylands.

SFMTA-30 [See page 5-72 for the original comment] The comment discusses the CPP scenario and the renewable energy alternative, and mistakenly uses the term “Preferred Renewable Energy Alternative.” While the Renewable Energy Alternative is identified in the Draft EIR as the “environmentally superior alternative” as that term is defined in CEQA, there is no implication set forth in the Draft EIR that the Renewable Energy Alternative is “preferred” over any other development scenario or alternative. That is a determination the Brisbane City Council can make only after completion of the Final EIR and public hearings before the Planning Commission and City Council.

While the CPP and CPP-V scenarios along with the Renewable Energy alternative eliminate the existing Beatty right-of-way, connectivity is maintained with the extension of Geneva Avenue from its current terminus at Bayshore Boulevard to the US 101 freeway, as well as by the extension of Sierra Point Parkway from Lagoon Road to the Geneva Avenue interchange with US 101. Issues related to the elimination of Beatty Avenue are discussed in Section 4.N starting on page 4.N-103. Mitigation Measure 4.N-1h requires that connectivity be maintained at all times prior to the completion of the Geneva Avenue extension, recognizing that the extension will replace the east-west connection function now provided by Beatty Avenue. Thus, connectivity from the Candlestick interchange to Tunnel Avenue and the Caltrain station will be maintained for vehicles, bicycles, and bus rapid transit at all times through development of the Baylands. Issues related to pedestrian and bicycle access are addressed in Section 4.N starting on page 4.N-142 and include Mitigation Measures 4.N-10 and 4.N-11 to improve pedestrian and bicycle accessibility, respectively.

SFMTA-31 [See page 5-72 for the original comment] The comment discusses the CPP-V Recology expansion scenario, and raises no significant environmental issues regarding the adequacy of the Draft EIR or its analyses and conclusions. See Master Response 28 for discussion regarding the location of the Caltrain Station. The planning issues and recommendations raised in this comment will be considered by the City of Brisbane as part of its planning review and decisionmaking for the Baylands.

SFMTA-32 [See page 5-73 for the original comment] Cumulative baseline conditions, which represent full build-out in year 2030, assumed the Geneva-Harney BRT line running on the Geneva Avenue extension, which is consistent with the Bi-County studies. See Master Response 28 for discussion of the Bayshore Caltrain Station location.

SFMTA-33 [See page 5-73 for the original comment] See Master Response 28 for discussion of the Bayshore Caltrain Station location.

- SFMTA-34** [See page 5-73 for the original comment] SFMTA’s planning recommendations are acknowledged.
- SFMTA-35** [See page 5-74 for the original comment] SFMTA’s planning recommendations are acknowledged.
- SFMTA-36** [See page 5-74 for the original comment] SFMTA’s planning recommendations are acknowledged.
- SFMTA-37** [See page 5-74 for the original comment] SFMTA’s planning recommendations are acknowledged.

2.8.3.7 San Francisco Public Utilities Commission

- SFPUC-1** [See page 5-76 for the original comment] See Master Response 1 for a discussion of this Program EIR and the components that are evaluated within this EIR. No site-specific development is proposed at this time. SFPUC’s request for a preliminary title report with copies of underlying exceptions is appropriate to the site-specific development projects that would be proposed subsequent to certification of the Brisbane Baylands EIR.

The City recognizes that the SFPUC Real Estate Division may be providing additional comments on potential impacts to SFPUC facilities as more details plans and a title report become available.

- SFPUC-2** [See page 5-76 for the original comment] As discussed in Master Response 1, the proposed project analyzed in the Baylands EIR consists of four development scenarios analyzed at an equal level of detail, a General Plan Amendment, and a Specific Plan proposed for two of the four proposed scenarios (DSP, DSP-V). No site-specific development is proposed at this time. As site-specific development projects that would generate wastewater are proposed, the Bayshore Sanitary District (BSD) will contact the SFPUC to confirm available treatment capacity for each site-specific development project. The project applicant for such site-specific development project would be responsible for payment of applicable capacity charges. All sewage facilities that would discharge wastewater into the City and County of San Francisco sewer system would be required to comply with applicable San Francisco Public Works Code requirements.

- SFPUC-3** [See page 5-77 for the original comment] As discussed in Section 4.H, *Hydrology and Water Quality*, new development within the Baylands Site would increase stormwater runoff that would drain into a newly constructed stormwater collection system on the Baylands Site to reduce stormwater runoff into wastewater infrastructure, including SFPUC’s collection system. Therefore, Project Site development would reduce stormwater runoff into the SFPUC collection system, thereby reducing future flooding and combined sewer

overflow discharge events compared with current conditions. Please see pages 4.H-26 through 4.H-35, and 4.O-51 to 4.O-52, for additional information on proposed stormwater drainage system improvements, as well as Appendix B, Brisbane Baylands Infrastructure Plan for information specific to the DSP and DSP-V scenarios.

SFPUC-4 [See page 5-77 for the original comment] The 2004 American Association of State Highway and Transportation Officials (AASHTO) guidelines include references for underground utility criteria, citing studies that indicate vibration under the ground surface is lower than that measured at the ground surface. One major utility (AASHTO 2004) has adopted a criterion of 4.0 in/sec (100 mm/s) for underground optical-fiber cables. Underground or restrained concrete structures can withstand vibration of 10.0 in/sec (254 mm/s) before the appearance of threshold cracks. Thus, underground utilities are less sensitive than surface structures.

As discussed on Draft EIR page 4.J-22, pile driving can result in peak particle velocity (PPV) of up to 1.5 in/sec at a distance of 25 feet (FTA, 2006), but typically average about 0.644 PPV at that distance. All other construction activities would have substantially lower vibration inducing potential. Vibration from pile driving could potentially reach levels in excess of the 4.0 in/sec AASHTO criteria at distances between 10 to 15 feet. Consequently additional mitigation measures are identified to implement alternatives to impact pile driving, as needed. These alternative methods produce substantially less vibration than pile driving, with drilling feasible of being conducted within two feet of utilities and complying with the most stringent threshold. Mitigation Measure 4.J-2c is added to the Draft EIR to read as follows:

Mitigation Measure 4.J-2c: All development sites requiring pile driving shall have underground utility¹ surveys completed before a building permit is issued to demonstrate that pile driving will be located a minimum 15 feet from buried utilities. Underground utilities surveys shall be submitted to the City for review and consultation with affected utilities a minimum of two weeks prior to commencement of construction activities. If underground utilities are identified within 15 feet of proposed pile driving activities, alternative pile installation methods shall be required. Alternative methods may include use of sonic drivers or drilled and cast-in-place piles. All pile driving shall be designed so as to result in peak particle velocity of less than 4.0 in/sec (100 mm/s) at the location of underground utilities.

¹ Underground utilities include electrical lines, irrigation lines, reclaimed water lines, municipal water lines, sewer lines, gravity flow facilities (storm, sanitary and laterals), cable/communication lines and gas lines.

Within one week following completion of pile driving activities, a post-construction assessment of all underground utilities within 30 feet of the pile driving activity shall be submitted to the City by the contractor, confirming that no damage to any underground utilities occurred as the result of the pile driving activity. Should the post-construction assessment determine that underground utilities were damaged by pile driving activities, such damage shall be repaired by the contractor to the satisfaction of the City and affected utility.

SFPUC-5 [See page 5-77 for the original comment] As stated on Draft EIR pages 4.O-44 through 4.O-47, the proposed recycled water plant is anticipated to be in operation by year 15 in the development buildout schedule and, once fully operational, would treat most of the liquid waste component of wastewater produced by Project Site development. The remaining liquid and solid waste would be discharged into the Bayshore Sanitary District and eventually the SFPUC wastewater collection system for treatment. The recycled water plant would, therefore, significantly reduce wastewater flows to the SFPUC collection and treatment system to levels well below the maximum wastewater flows allowed by the City of Brisbane's contract for dry weather flows with the SFPUC. Details regarding the effect of hydraulics on the SFPUC wastewater collection system will be coordinated between the City, BSD, and SFPUC as part of recycled water plant engineering design.

SFPUC-6 [See page 5-77 for the original comment] As discussed in Master Response 1, the proposed project analyzed in the Baylands EIR consists of four development scenarios analyzed at an equal level of detail, a General Plan Amendment, and a Specific Plan proposed for two of the four proposed scenarios (DSP, DSP-V). No site-specific development is proposed at this time, and operational details of the proposed water supply transfers have not yet been determined. As stated in Master Response 29, additional, project-level CEQA review of the proposed OID water transfer agreement would be required prior to its consideration by the City once operational details as to how the transfer would be implemented through MID and the SFPUC are determined in cooperation with OID, MID, and the SFPUC. At that time, a project-level CEQA review would be undertaken to evaluate the proposed operations based on the types and intensity of uses determined to be appropriate by the City of Brisbane for the Baylands. The project-level CEQA review would include detailed modeling of conveyance through the OID, MID, and SFPUC systems, recognizing the conveyance capacity of each agency to move the transfer water from OID to Brisbane.

The project-level CEQA evaluation would address in detail potential effects on the SFPUC's diversions, storage, and operations. Such project-level environmental analysis would be based on the specific development scenario or alternative selected by the City of Brisbane for the Baylands, and would therefore provide for analysis based on a more specific understanding of future land uses

and water demand than is possible at the present time. The SFPUC would rely on such project-level CEQA evaluation, rather than the current program EIR, as part of its approval process for consideration of the agreements into which it must enter to implement its role in the proposed OID water transfer to Brisbane.

SFPUC-7 [See page 5-78 for the original comment] The Draft EIR provides program-level evaluation of proposed development and the proposed OID water transfer. See Master Response 1 for discussion of the programmatic nature of the Brisbane Baylands Draft EIR. Also, see Response SFPUC-6 for discussion of subsequent project-level CEQA review that will be conducted for the proposed OID water transfer.

SFPUC-8 [See page 5-78 for the original comment] This comment is prefaced by the phrase, “If the analysis in this Draft EIR is intended to provide a project level analysis to allow agencies to rely on it to perform actions of entering into water supply agreements the following items should be addressed:” The Brisbane Baylands EIR is a program EIR that is not intended to provide project-level analysis regarding the proposed water supply agreement. See Master Response 1 for discussion of the programmatic nature of the Brisbane Baylands Draft EIR. See Response SFPUC-6 for discussion of subsequent project-level CEQA review that will be conducted for the proposed OID water transfer. Please also see Master Response 29 for discussion of the environmental effects of the proposed OID transfer discussed in the Draft EIR and for an outline of the issues to be re-evaluated in greater detail in a subsequent, project-level CEQA document evaluating the proposed water transfer.

SFPUC-9 [See page 5-79 for the original comment] The proposed project analyzed in the Baylands EIR consists of four development scenarios analyzed at an equal level of detail, a General Plan Amendment, and a Specific Plan proposed for two of the four proposed scenarios (DSP, DSP-V). No site-specific development is proposed at this time. As discussed in Master Response 1, subsequent site-specific development, including operational details of the proposed water supply transfers will be subject to project-level environmental analysis and subsequent CEQA documentation. See Response SFPUC-6 for discussion of subsequent project-level CEQA review that will be conducted for the proposed OID water transfer. Please see Master Response 29 for discussion of the environmental effects of the proposed OID transfer discussed in the Draft EIR and for an outline of the issues to be re-evaluated in greater detail in a subsequent, project-level CEQA document for the proposed water transfer.

SFPUC-10 [See page 5-79 for the original comment] As noted in Comment SFPUC-10, the SFPUC is actively developing a mitigation measure identified in its WSIP PEIR (San Francisco Planning Department, 2008) to implement controlled releases from Hetch Hetchy Reservoir to address the impacts on downstream

alluvial features along the Tuolumne River that support meadow and riparian habitat resulting from the SFPUC's plan to increase diversions from the Tuolumne River by 2 million gallons per day (mgd). The SFPUC indicates that this mitigation measure is designed to address its impact, but not that of the additional diversion increase associated with the proposed OID transfer that would divert an additional 2.14 mgd (average annual) from the Tuolumne River.

The SFPUC is now developing a plan to provide controlled releases that will "time and shape" the annual releases that occur from the Hetch Hetchy Reservoir to provide mitigation for the potential effects of the SFPUC's increased diversion from the Tuolumne River of 2 mgd and also to provide for better downstream habitat management overall (as part of the broader UTREP program).

As noted in the Brisbane Baylands Draft EIR (p. 4.O-42), the mitigation measure to provide controlled releases to recharge groundwater in streamside meadows and other alluvial deposits that the SFPUC adopted as part of its WSIP, and is implementing, would effectively remedy the impact such that it would not continue to be an issue for a subsequent small-scale water transfer such as the 2 mgd transfer proposed between OID and Brisbane.

However, based on discussions with the SFPUC, the City of Brisbane understands that wheeling the proposed OID water transfer through the SFPUC system contributes to this impact for which the SFPUC is implementing mitigation and therefore the City of Brisbane should contribute to the mitigation effort. Mitigation Measure 4.O-1b is revised to incorporate two options for Brisbane to contribute to the mitigation effort: either use some of the OID transfer water to contribute water for storage in SFPUC's Hetch Hetchy Reservoir to support controlled reservoir releases and/or fund or implement other ecological monitoring and adaptive management efforts in the Poopenaut Valley to improve and protect the long-term sustainability of the alluvial meadow habitats.

Following the first full paragraph on page 4.O-41, additional text is to read as follows:

As part of the SFPUC's controlled release mitigation 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.

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 cubic feet per second for seven days), the SFPUC could release the same volume of water but with varying cubic feet per second rates, creating flow pulses to meet the objective.

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.

Mitigation Measure 4.O-1b on Draft EIR page 4.O-42 is revised to read as follows to incorporate Brisbane's role in supporting implementation of the SFPUC's controlled release measure.

Mitigation Measure 4.O-1b: Controlled Releases to Recharge Groundwater in Streamside Meadows and Other Alluvial Deposits.
In any year during which the SFPUC determines that controlled releases of water from Hetch Hetchy Reservoir are required to sustain existing meadow vegetation within the Poopenaut Valley, Brisbane shall contribute a percentage of the water it purchases from OID to the SFPUC to augment the controlled releases from Hetch Hetchy Reservoir. The City's contribution shall be in proportion to the amount of water required for controlled releases by the SFPUC in any given year that such releases are needed, and shall be in an amount sufficient to ensure that impacts to

meadows resulting from the proposed OID-Brisbane water transfer are reduced to less than significant.

Prior to the City's approval of a water supply agreement with OID, the formula for determining Brisbane's required contribution to the SFPUC shall be determined in consultation with the SFPUC. That formula shall be included in the City's agreement with the SFPUC to transport and store the water purchased from OID.

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. 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.

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 cubic feet per second for seven days), the SFPUC could release the same volume of water but with varying cubic feet per second 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).

~~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.~~

SFPUC-11 [See page 5-80 for the original comment] See Master Response 29 for discussion of water supply alternatives. The only identified significant impact that would result from the proposed water supply agreement was associated with the 2.0-mgd flow reduction on the stretch of the Tuolumne River between Hetch Hetchy Reservoir and Don Pedro Reservoir. Implementation of Mitigation Measure 4.O-1 would reduce that impact to a less-than-significant level, as discussed in Response SFPUC-10. In addition, as discussed in Master Response 1, the Brisbane Baylands EIR is a program EIR. The specificity of the analysis contained in the Draft EIR is consistent degree of specificity of the underlying activity being approved through the EIR, including the term sheet setting forth basic principles for the ultimate water supply agreement, as required by CEQA. It is not anticipated that Brisbane, MID, or the SFPUC would rely on the current program EIR for the ultimate transfer of water from OID through MID and the SFPUC to Brisbane since operational details of the physical transfer of water have yet to be determined, and the water transfer agreement itself has yet to be negotiated. At such time as operational details are known and the proposed water transfer agreement has been negotiated, alternatives to conveyance would be explored in project-specific CEQA documentation.

SFPUC-12 [See page 5-80 for the original comment] No new facilities are needed for OID transfer water supply to Brisbane, although new facilities are needed within the Baylands to provide water delivery and distribution, as described on Draft EIR pages 3-63 through 3-64 and addressed on Draft EIR pages 4.O-47 through 4.O-52.

As part of developing detailed water transfer operations and assessing conveyance opportunities and constraints through the MID and SFPUC systems, the potential need and opportunities for storage of the transfer water in either the MID or SFPUC systems will be identified. If storage in either the MID or SFPUC system or another location is required and possible, this will be incorporated into the transfer agreement and addressed as part of the overall compensation for wheeling. The transfer agreements will be subject to project-level environmental review.

SFPUC-13 [See page 5-81 for the original comment] Please see Master Response 29 for discussion of the proposed transfer description and description of delivery reliability issues that will be evaluated in a subsequent project-level CEQA document. The detailed analysis of the water transfer wheeling operations will evaluate conveyance constraints and potential need and opportunities for storage within the MID and/or SFPUC systems.

SFPUC-14 [See page 5-82 for the original comment] Water supply for Brisbane includes the OID transfer and additional supply available in its current SFPUC allocation for most of the development scenarios, as described in the Draft EIR on pages 4.O-35 through 4.O-37.

As described in the Water Supply Assessment (Draft EIR Appendix L), the SFPUC is currently the sole water provider to the City of Brisbane. The WSA examines in detail future water demand and water availability under various water conservation/savings scenarios for each Project Site development scenario, also accounting for development construction phasing. Water Savings Program D assumes implementation of a number of measures detailed on pages 4.O-30 and 4.O-31 in the Draft EIR. Water Savings Program E includes all of the measures cited for Water Savings Program D, augmented by the availability of reclaimed wastewater for outdoor irrigation and other non-potable uses from an on-site facility beginning around 2030.

The WSA concludes that, without the proposed OID water transfer, the City of Brisbane would not have sufficient water supplies to meet its current and future water demands and the demands of the Proposed Project. Regardless of whether Water Savings Program D or E is implemented, the City would face water shortages in all water year types for the 20-year period analyzed (2015 through 2035) for all Concept Plan scenarios.

With the proposed OID transfer, under Water Savings Program D, the City of Brisbane would not have sufficient water supplies for the following:

- Normal Water Year – The DSP-V summer water demand would result in shortages in 2035;
- Dry Water Year – The DSP and DSP-V summer water demand would result in shortages in 2035;
- Multiple Dry Years (Year 1) - The DSP and DSP-V summer demand would result in shortages in 2035;
- Multiple Dry Years (Year 2 and 3) - The DSP, DSP-V, and CPP summer demand would result in shortages in 2035. The DSP-V winter demand would result in shortages in 2035.

With the proposed OID transfer, the WSA concludes that the City of Brisbane would have sufficient water supplies to meet its current and future water demands and the demands of the Proposed Project through 2035 in normal, dry, and multiple dry years if Water Savings Program E is implemented (i.e. reclaimed wastewater is available via an on-site recycled water facility). In other words, the water source beyond the OID transfer enabling the City to meet the estimated future water demand for Concept Plans DSP-V and DSP raised in Comment SFPUC-14 would be reclaimed wastewater generated by Project Site development.

If the proposed OID transfer does not occur, the proposed wastewater treatment facility (Water Savings Program E) would need to be brought online at the beginning of Project Site development (2015); however, the City would still face a water shortage in all years (2015 through 2035) under all Concept Plan scenarios without the proposed OID water transfer. If the OID transfer does occur, the wastewater treatment facility would need to be brought online before 2035 to ensure the City would have sufficient supplies to meet all water demands through 2035 under all Concept Plan scenarios.

SFPUC-15 [See page 5-82 for the original comment] See Response SFPUC-14.

SFPUC-16 [See page 5-82 for the original comment] For a discussion of how reductions on the SFPUC system will affect the OID transfer, please see Master Response 29.

SFPUC-17 [See page 5-82 for the original comment] Because approvals for the proposed water supply agreement and proposed Baylands development require separate and distinct actions to be taken by the Brisbane City Council, the Draft EIR recognizes on page 3-67 that the water transfer agreement is considered an independent component of the overall Project and that the possibility exists for approval of the water supply transfer without selecting any of the development scenarios or approving development within the Baylands. The Draft EIR also recognizes that the possibility exists for selection of a development scenario and approval of development within the Baylands without approving the proposed water supply agreement. Because proposed Baylands development requires a firm water supply and the proposed transfer of 2,400 acre-feet of water is far more than would be needed by Brisbane in the absence of Baylands development, it is not likely that the City would approve the proposed water transfer without approving development in the Baylands, nor is likely that the City would approve development in the Baylands without approving the proposed water transfer. It is most likely that any approval of any development within the Baylands would be accompanied by approval of an agreement to provide for a water supply commensurate with the intensity of Baylands development approved by the City with an additional 400 acre feet of supply to serve other portions of Brisbane.

Specific analysis of the effects of approving development in the absence of approving a water supply agreement or approving a water supply agreement without selecting a development scenario is presented in the Alternatives Chapter of the Draft EIR starting on page 5-65. The Draft EIR concludes that selecting a development scenario and approving development in the absence of approving a water supply agreement would result in a significant and unavoidable utilities and water supply impact since the City would have “approved development in the absence of a reliable water supply.” The draft EIR also states that approving development of the Baylands Site in the absence of a water supply able to actually support site development would not meet any Project Objectives, since development of the Baylands Site would not be able to occur without a firm water supply.

The Draft EIR also evaluated an alternative in which none of the Concept Plan development scenarios or Project alternatives is selected, but that the proposed water supply agreement is nevertheless approved. The Draft EIR states that, if the agreement were to be approved only for the 400 acre-feet of citywide water supply, “the result would be the same as for the No Project-General Plan Buildout Alternative, except that the significant and unavoidable utilities and water supply impact would be eliminated since a reliable water supply would be available to support future buildout of the General Plan.” If the water supply agreement were to be approved for the entire 2,400 acre-feet or any amount larger than the 400 acre-feet of citywide needed in the absence of any approval for Baylands development, the Draft EIR states that the result would be “a significant growth inducing impact since a major constraint to future development would be eliminated which would serve as a strong inducement to future development to occur wherever that water supply would be delivered to.” The Draft EIR also notes that approving the water supply agreement in the absence of an approval for development of the Baylands Site would not meet any Project Objectives since achievement of the objectives is dependent on appropriate development and environmental enhancements of the Baylands Site.

The growth inducing effects of the proposed water transfer agreement are identified starting on Draft EIR page 6-4. The growth inducing effects of the proposed OID water transfer are reflected in the analysis of Project Site development. If the City approves the water transfer it would be able to support development similar in magnitude to the Baylands proposal.

SFPUC-18 [See page 5-82 for the original comment] Cumulative effects are addressed in Section 6.3.3 of the Draft EIR. The cumulative effects analysis for the transfer assumes that the SFPUC is implementing diversions in accordance with the adopted Phased WSIP Variant, and that proposed Baylands development would contribute its fair share to that program per Draft EIR Mitigation Measure 4.O-1b. The discussion acknowledges that, in the future, the SFPUC will be evaluating

the potential need for additional diversions from the Tuolumne to meet service area demands, and that others may propose water transfers to be wheeled through the SFPUC system. At this time, however, there are no specific proposals for either increased diversions from the Tuolumne River or for wheeling through the SFPUC system. The last paragraph on Draft EIR page 6-46, continuing onto page 6-47, has been updated to reflect recent information provided in the SFPUC's UWMP and is revised to read as follows.

Tuolumne River Resources. As discussed in Impact 4.O-1 in Section 4.O, *Utilities, Service Systems, and Water Supply*, of this EIR, the OID-Brisbane water transfer would contribute to potential effects on streamside meadow and other alluvial deposits along the Tuolumne River between Hetch Hetchy Reservoir and New Don Pedro Reservoir. Other transfers or increased water diversions from the Tuolumne River in the future would contribute to cumulative effects on Tuolumne River resources in this reach of the river. The SFPUC also proposed to implement a 2 mgd dry-year water transfer as part of its adopted WSIP that would affect this stretch of the river, though to date the SFPUC has not executed an agreement for this 2 mgd transfer. The SFPUC is in discussion with OID for a one-year water transfer for 2014 to address anticipated drought conditions. In the 2010 SFPUC Urban Water Management Plan (UWMP), SFPUC indicated its intent to resolve the status of San Jose and Santa Clara as temporary, interruptible customers, as development of additional supplies would be necessary to offer San Jose and Santa Clara permanent customer status. SFPUC's intent to incorporate the results of SB 375 into demand projections for retail and wholesale customers, also indicated in the UWMP, may require additional supplies as well. Compliance with State and federal regulatory actions or proceedings related to FERC relicensing of the Don Pedro Project, Central Valley Total Maximum Daily Load regulations, and the Bay Delta proceedings could also affect water supply in the Tuolumne.

In addition, the Bay Area Water Supply and Conservation Agency (BAWSCA), which represents the Wholesale Customers of the SFPUC regional water system, has recently completed the initial phases of a long-term reliable water strategy plan that recommends BAWSCA and/or its member agencies also pursue water transfers. While there are no specific transfer proposals at this time, if these transfers make use of the SFPUC regional water system to delivery water, they could also contribute to flow effects on the Tuolumne River. Finally, as part of its 2008 approval of the Phased WSIP Variant and reiterated in the 2010 UWMP, the SFPUC committed to reviewing the future water delivery needs of its customers, beyond 2018. During that review process the SFPUC will evaluate whether to pursue increasing its waters supply

diversions from the Tuolumne River system under its existing water rights. The SFPUC has not made any specific proposals to do so at this time, but doing so would also contribute to this impact on the Tuolumne River resources.

The SFPUC WSIP impact analysis of proposed diversions ranging from 2 mgd to 25 mgd already included an extended multi-year drought scenario.

SFPUC-19 [See page 5-83 for the original comment] The proposed recycled water plant would treat wastewater and supply recycled water to be used for irrigation, and potentially for dual-plumbed buildings, if any, constructed within the Baylands. Wastewater would be processed through tertiary treatment in a scalping plant. A scalping plant is a decentralized alternative to centralized wastewater treatment that can provide comparable treatment within a smaller facility. The liquid portion of the raw wastewater collected from the sewer would be treated and the solids returned to the sewer. The recycled water plant at the Baylands site would operate either as a conventional mechanical scalping plant (using technology such as vortex grit systems and membrane bioreactors) or would use natural scalping methods and free surface treatment wetlands as part of the tertiary treatment process.

SFPUC-20 [See page 5-83 for the original comment] Please see Master Response 1 for discussion as to why programmatic analysis is appropriate. See also Master Response 29.

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