City of Brisbane
Planning Commission

TO: Planning Commission For the Meeting of October 13, 2015

FROM: John Swiecki, Community Development Director

SUBJECT: Brisbane Baylands Public Hearing #3 - Traffic and Circulation, Noise

Background:

Tonight's public hearing is the third scheduled public hearing for the Brisbane Baylands, and will focus on addressing issues related to traffic and circulation, as well as noise. Considerations that the Planning Commission might want to take into account when making their recommendations to the City Council pertaining to environmental considerations, land use, and future development of the Baylands will also be discussed. Future hearings will continue to focus on the environmental resource topics included in the Brisbane Baylands EIR

Although this evening's hearing focuses on traffic/circulation and noise, it is important to understand that the EIR and pending planning applications are the subject of each public hearing, including tonight. This approach recognizes that planning and environmental issues are intertwined and that each of the issues being focused on in the public hearings is relevant to the EIR as well as to the land use planning recommendations the Planning Commission is tasked with making.

Specifically, tonight's public hearing will focus on:

- Providing the public and Commission with a summary of the conclusions and mitigation measures set forth in the Brisbane Baylands Final EIR related to the topics under discussion;
- Identifying major issues that were raised in public and agency comments on the Draft EIR;
- Providing some context regarding the implications of these issues on the larger planning and land use considerations that are before the Planning Commission as it considers its future recommendations to the City Council; and
- Providing the public with the opportunity to provide input regarding the discussion of traffic/circulation and noise issues in the EIR, and how these issues should be taken into consideration by the Planning Commission as part of its ultimate planning recommendation at the close of the public hearing process.

D.1.1.

Discussion:

Traffic and Circulation

Introduction

Transportation-related issues addressed in the EIR and to be considered by the Planning Commission include traffic on roadways and highways, transit, bicycle and pedestrian circulation, parking, freight loading, and construction-related traffic. Transportation impacts were assessed in the EIR for each of the four development scenarios under weekday AM and PM peak hour periods for existing and cumulative[1] conditions. Impacts of events at the proposed arena under the DSP-V scenario were also examined for weekday PM peak period conditions. These analyses can be found in the June 2013 Baylands Draft EIR in Section 4.N.

Brisbane Level of Service Standards

Traffic operations are typically described in terms of "Level of Service" (LOS), which considers the effect of several factors on traffic, including speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, and convenience. LOS is generally measured in terms of roadway capacity and vehicular delay[2], and is described using a scale ranging from A to F, with LOS A representing free-flow and LOS F indicating over-capacity conditions with substantial congestion. Brisbane General Plan Policy 38.1 sets LOS D as the City's standard (except for the intersections of Bayshore Boulevard at Old County Road and at San Bruno Avenue, which have a standard of LOS C).

Intersections Analyzed in the EIR

The eighteen intersections analyzed in the EIR were selected based on proximity to the Baylands, location on key access roads, and the likelihood that they could be adversely affected by Baylands-related trips. In determining which intersections to analyze, Brisbane incorporated input received from San Francisco, Daly City, and San Mateo County. The following intersections were analyzed:

1. Geneva Avenue & Bayshore Boulevard
2. Guadalupe Canyon Parkway & Bayshore Boulevard
3. Valley Drive & Bayshore Boulevard
4. Old County Road & Bayshore Boulevard & Tunnel Avenue
5. San Bruno Avenue & Bayshore Boulevard
6. Sierra Point Parkway & US 101 Northbound Ramps
7. Lagoon Way & Tunnel Avenue
8. Lagoon Way & Sierra Point Parkway
9. Beatty Road & Alana Way
10. Harney Way & Alana Way & Thomas Mellon Drive

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[1] Cumulative conditions represent year 2030 conditions that include projected background traffic and transit trips (generated by growth from other nearby development projects and regional travel demand) and planned roadway network improvements.

[2] Delay is defined as the time spent by a vehicle at an intersection that is directly associated with the traffic control device (i.e., a stop sign or a traffic signal). Delay estimates provide a meaningful measure of driver discomfort and frustration, fuel consumption, and lost travel time.

11. Jamestown Avenue & Third Street
12. Tunnel Avenue & Bayshore Boulevard
13. Blanken Avenue & Tunnel Avenue
14. Blanken Avenue & Bayshore Boulevard
15. Sunnydale Avenue & Bayshore Boulevard
16. Geneva Avenue & Carter Street
17. Geneva Avenue & Mission Street
18. E. Market Street & Orange Street

Freeway mainline operations were also evaluated along the following four segments, which were selected due to proximity to the Baylands and the likelihood the segment could be adversely affected by a substantial number of Project-related trips:

1. US 101 northbound—between Sierra Point Parkway and Harney Way
2. US 101 northbound—between Harney Way and Third Street/Bayshore Boulevard
3. US 101 southbound—between Third Street/Bayshore Boulevard and Alana Way
4. US 101 southbound—between Alana Way and Sierra Point Parkway

Existing Plus Project Conditions

Analysis of impacts under Existing Plus Project Conditions assumes adding proposed Baylands-generated traffic to the existing roadway and highway system.

Cumulative Conditions

Analysis of cumulative conditions assumes addition of proposed Baylands-generated traffic as they are projected to be at full project buildout in the year 2030. In addition to improvements proposed as part of Baylands development, the EIR assumes completion of certain planned and reasonably foreseeable transportation improvements. Roadway improvements identified as mitigation measures in the EIRs prepared for the Bayview Hunters Point Redevelopment Plan, the Visitacion Valley Redevelopment Program, the Candlestick Point-Hunters Point Shipyard Phase II Development, and the Executive Park Development Plan were assumed to be developed in the cumulative traffic analysis. These improvements are also identified as conditions of approval placed on these projects. Should these approved projects not be developed, the possibility exists that associated transportation improvements would not be constructed. However, neither would the traffic generated by those projects occur.

Theoretically, if nearby developments do not proceed, but Baylands development does, the mitigation measures set forth in the EIR would be the same as those identified for Existing Plus Project conditions. In addition, Baylands development would still be required to meet the performance standards set forth in other mitigation measures of the EIR, even in the absence of roadway improvements anticipated to be constructed by other approved development projects in the area. However, since other approved projects in the Baylands area are, in fact, proceeding toward development, mitigation measures for cumulative conditions should be used as the basis for requirements to be imposed on development within the Baylands.

Two regional roadway improvements (Bayshore Avenue & Sunnydale Avenue intersection improvements and Harney Way widening) are currently being designed to accommodate the travel demand associated with areawide projects in both San Francisco and San Mateo Counties. These improvements are being studied through their own CEQA review process. Implementation of these 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. San Francisco will also require project developer fair-share contributions to these identified funding needs as a condition of development approval.

The following improvements would be completed by Brisbane and San Francisco, either directly or through other development project approvals, and are assumed in the EIR's cumulative transportation analysis:

- **Bayshore Boulevard & Tunnel Avenue Intersection** – The Visitacion Valley Redevelopment Program calls for improvements to signal timing plan.
- **Blanken Avenue & Tunnel Avenue Intersection** – The Candlestick Point-Hunters Point Shipyard Phase II Development Plan calls for restriping of lanes and additional turn lanes. The Visitacion Valley Redevelopment Program calls for additional turn lanes and signalization.
- **Bayshore Boulevard & Blanken Avenue Intersection** – The Visitacion Valley Redevelopment Program calls for additional turn lanes.
- **Bayshore Avenue & Sunnydale Avenue Intersection** – The Visitacion Valley Redevelopment Program calls for extending the southbound left-turn pocket, restriping the intersection to add turn lanes, and modifying signal timing.
- **Harney Way Widening** – The existing four-lane Harney Way is to be widened as part of the Candlestick Point-Hunters Point Shipyard development.
- **Geneva Avenue/Harney Way Extension** – Geneva Avenue would be extended east to meet Harney Way as part of the Bi-County study.
- **New US 101 Interchange at Geneva Avenue/Harney Way** – In conjunction with the extension of Geneva Avenue, the existing interchange would be redesigned.

Existing Conditions

Level of Service

In general, each of the 18 intersections studied in the EIR currently operate at acceptable levels of service (LOS A, B, or C), with only the San Bruno Avenue & Bayshore Boulevard intersection operating at LOS D.

Each of the 4 freeway segments studied currently experience LOS E or LOS F conditions during the morning and afternoon commute periods, with the segment of US 101 southbound between Third Street/Bayshore Boulevard and Sierra Point Parkway experiencing LOS E conditions during both the AM and PM peak hours.

Potential Impacts

Existing Plus Project Impacts

An intersection level of service analysis was prepared at 18 intersections for each of the four development scenarios under "Existing Plus Project" conditions by adding Baylands-generated traffic to existing conditions and applying the roadway performance standards established by the City of Brisbane. The analysis concluded that, while 17 of the 18 intersections analyzed currently operate at acceptable levels of service, only 12 would continue to operate at acceptable levels of service under Existing plus Project conditions for each of the four development scenarios. The 6 intersections that would not meet applicable LOS standards under Existing Plus Project conditions include:

1. Geneva Avenue & Bayshore Boulevard
4. Old County Road & Bayshore Boulevard
5. San Bruno Avenue & Bayshore Boulevard
9. Beatty Road & Alana Way & US 101 SB ramps
10. Harney Way & Alana Way & Thomas Mellon Drive
12. Tunnel Avenue & Bayshore Boulevard

Baylands-Related Cumulative Impacts

Cumulative analysis of Baylands-related traffic impacts compared year 2030 traffic for Cumulative Without Project conditions (projected 2030 traffic conditions including development of approved projects in Brisbane, San Francisco, and Daly City along with associated required traffic improvements) and Cumulative With Project conditions (adding proposed Baylands development under each development scenario) for the AM and PM peak hours.

Among the 18 intersections analyzed in the EIR, the following would fail to achieve stated LOS performance standards under Cumulative with Project conditions for each of the four development scenarios analyzed in the EIR. It should be noted that each of the following intersections also fail to meet applicable level of service standards under Cumulative without Project conditions with the exception of Old County Road/Bayshore Boulevard, which would operate at LOS C under Cumulative without Project conditions and Jamestown Avenue/Third Street in San Francisco, which would operate at LOS D under Cumulative without Project conditions.

1. Geneva Avenue & Bayshore Boulevard
4. Old County Road & Bayshore Boulevard & Tunnel Avenue
5. San Bruno Avenue & Bayshore Boulevard
6. Sierra Point Parkway & US 101 Northbound Ramps
7. Lagoon Way & Tunnel Avenue
8. Lagoon Way & Sierra Point Parkway
9. Beatty Road & Alana Way
11. Jamestown Avenue & Third Street
12. Tunnel Avenue & Bayshore Boulevard

14. Blanken Avenue & Bayshore Boulevard
15. Sunnydale Avenue & Bayshore Boulevard
16. Geneva Avenue & Carter Street
17. Geneva Avenue & Mission Street
18. E. Market Street & Orange Street

Traffic Impacts of the Reduced Intensity Alternatives Analyzed in the EIR

As discussed in Draft EIR Chapter 5, *Alternatives*, cumulative traffic conditions would exceed applicable level of service standards along Bayshore Boulevard and at freeway interchanges even without any development within the Baylands. Thus, while reduced intensity alternatives such as the No Project-General Plan Buildout, Renewable Energy Generation, Reduced Intensity Mixed-Use, and Reduced Intensity Non-Residential alternatives would reduce traffic generation in comparison to the DSP/DSP-V and CPP/CPP-V scenarios, each of those alternatives would nevertheless result in significant unavoidable traffic impacts along Bayshore Boulevard and at freeway interchanges. The Renewable Energy Generation Alternative would provide the greatest reduction in Baylands traffic generation compared to the four development scenarios, followed by the No Project-General Plan Buildout Alternative, Reduced Intensity Non-Residential Alternative, and the Reduced Intensity Mixed-Use Alternative.

Transit Impacts

The contribution of proposed Baylands development to existing and cumulative transit volumes is described below.

- ***BART:*** The additional transit ridership resulting from proposed Baylands development scenarios would contribute to regional train transit volumes that exceed capacity on BART toward the East Bay (under Existing and Cumulative conditions) and on BART south of the Baylands (under Cumulative conditions). The contribution of Baylands development would represent less than 2 percent of the forecasted *increase* in transit demand.[3]
- ***Caltrain:*** Baylands development would generate a substantial increase in Caltrain ridership, ranging from about 6,000 daily riders under the DSP and DSP-V scenarios to over 10,000 daily riders under the CPP and CPP-V scenarios. In addition, ridership demand at the Bayshore Station would be generated by the planned Candlestick Point-Hunters Point Shipyard project, while improved connectivity between Bayshore Boulevard and the Bayshore Station would allow for increased use of the Bayshore Station to accommodate transfers from the Muni T-line and San Bruno Avenue bus lines. Thus, given the increased ridership demand, changes to Caltrain operations would be required.
- ***San Francisco Muni:*** Trips associated with Baylands development would contribute to total transit volumes exceeding Muni's capacity. The Baylands' contribution to Cumulative With Project transit ridership represents between 17 and 25 percent of the forecasted growth in transit ridership.

[3] As discussed in Section 4.N.4 of the Draft EIR, Baylands development would have a significant effect on the environment if it would cause an increase of more than 2 percent in transit demand on transit lines where transit demand exceeds 100-percent capacity under Existing or Cumulative Without Project conditions. The Draft EIR thus concluded that Baylands impacts on BART would be less than significant.

- ***SamTrans:*** Only 1 percent of Baylands transit riders are anticipated to use SamTrans service (14 trips during the PM peak hour under the DSP/DSP-V scenarios and 17 trips during the PM peak hour under the CPP/CPP-V scenarios). Given the projected low ridership on SamTrans, these riders could be accommodated with existing service.

Although each proposed development scenario would generate a substantial increase in transit demand on Caltrain and Muni, convenient access to transit stations is generally limited to the northwestern portion of the Baylands. Proposed land uses south of the Geneva Avenue extension and east of the Caltrain line would be located more than one-third mile from those stations, with some areas located over one mile from those stations. Although provision of proposed bus rapid transit (BRT) along the Geneva Avenue extension would accommodate a substantial amount of transit, relying entirely on that line to accommodate transit demand to and from southern portions of the Baylands would be inadequate to accommodate anticipated transit demand.

Recommended Mitigation Measures

For each of the impacts of Baylands development on roadway intersections and freeway intersections, EIR mitigation measures require specific improvements to be "constructed and accepted for public maintenance prior to occupancy of any 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." Where improvements are required for cumulative conditions in addition to those required for Existing plus Project conditions, additional mitigation requirements are set forth for such cumulative conditions. Requirements and conditions of approval for Baylands development should provide for construction of the improvements required for both Existing plus Project and cumulative conditions. Mitigation Measure 4.N-3f as modified in the Final EIR requires the extension of Geneva Avenue from Bayshore Boulevard to the US 101 freeway and reconfiguration of the US 101 Candlestick interchange be "constructed and accepted for public maintenance prior to issuance of occupancy permits for any site-specific development that would result in reducing the interchange to below the acceptable LOS standard."

As noted in the Draft EIR, many of the intersections that Baylands-generated traffic would affect under Existing plus Project and/or cumulative conditions are within San Francisco or Daly City. In such cases, although improvements to be constructed by the applicant for development within the Baylands to mitigate traffic impacts can and should be accepted by those agencies, the City of Brisbane has no authority to impose such a requirement on Daly City or San Francisco. Recognizing that Brisbane cannot compel other agency to accept mitigation improvements to be paid for and constructed by the applicant according to their agency's standards, the EIR concludes that impacts requiring implementation of mitigation measures outside of Brisbane jurisdiction are significant and unavoidable. In addition, due to existing development and light rail improvements, a number of physical improvements needed to mitigate impacts of Baylands-generated traffic and traffic from cumulative projects was infeasible. Thus, the EIR concludes that impacts at the following intersections outside of Brisbane are significant and unavoidable under each of the four development scenarios analyzed in the EIR:

10. Harney Way & Alana Way & Thomas Mellon Drive
11. Jamestown Avenue & Third Street
12. Tunnel Avenue & Bayshore Boulevard
13. Blanken Avenue & Tunnel Avenue
14. Blanken Avenue & Bayshore Boulevard
15. Sunnydale Avenue & Bayshore Boulevard
16. Geneva Avenue & Carter Street
17. Geneva Avenue & Mission Street

Mitigation Measure 4.N-4 requires Brisbane's participation in the Bi-County study to account for existing and projected background traffic, as well as traffic from the Baylands and other proposed and approved development projects in the area. This measure also requires development of fair share funding for development projects creating the need for the Geneva Avenue extension and freeway interchange improvements, including the Baylands, which will be required to pay its fair share toward Bi-County improvements.

Mitigation Measure 4.N-5 addresses mitigation of impacts from the arena proposed as part of the DSP-V scenario, including implementation of an event traffic management plan that would provide for uniformed traffic officers to control traffic at area intersections and thereby facilitate traffic flow during events.

Mitigation Measure 4.N-7 requires payment of a fair share contribution to the San Francisco Municipal Transportation Agency for capital costs needed to address increased ridership demand from proposed Baylands development. This measure also requires maintenance of shuttle service between the Baylands and the Balboa Park BART station. Mitigation Measure 4.N-9 requires shuttle bus service to be provided by Baylands development that provides convenient transit service (maximum 15 minute headways in the peak hour) between uses within the Baylands that are located more than one-third mile from the Bayshore Caltrain Station or Sunnydale Muni Station to those stations.

Mitigation Measure 4.N-10 sets standards for provision of pedestrian facilities within the Baylands, while Mitigation Measure 4.N-11 sets requirements for provision of trails and bicycle accessibility.

Measures to reduce the impacts of construction activities within the Baylands on area roadways are set forth in Mitigation Measure Mitigation Measure 4.N-12. Transportation demand management requirements are set forth in compliance with the C/CAG Congestion Management Plan in Mitigation Measure 4.N-13. Standards for the provision of loading areas are set forth in Measures to reduce the impacts of construction activities within the Baylands on area roadways are set forth in Mitigation Measure 4.N-17.

Major Issues Addressed in the Final EIR

Use of the 2010 Baseline Year in the Baylands Traffic Study

Concerns were expressed regarding use of the 2010 Baseline Year and how projects that were approved and development that occurred since 2010 are addressed in the traffic study.

CEQA Guidelines call for the environmental baseline to reflect conditions as they exist early in the CEQA process, requiring an EIR to include a description of existing physical environmental conditions at the time the Notice of Preparation (NOP) is published, or if no NOP is published, then at the time the environmental analysis commences. For the Baylands, three NOPs were issued, the first in 2006, the second in 2010, and the third in 2012. The EIR uses 2010, the date of the second NOP, as the baseline year for its description of the existing physical environmental setting. Thus, the year 2010 serves as the baseline against which impacts of proposed development are assessed.

It is now five years past the EIR baseline year and regional growth in traffic has occurred on the 101 freeway and area roadways. While the Existing Plus Project analyses set forth in the EIR does not capture this growth, the analysis of cumulative conditions does. Thus, mitigation measures for cumulative conditions should be used in setting requirements and imposing conditions of approval on development within the Baylands.

Consideration of Proposed and Approved Development Project from Nearby Communities in the Baylands Traffic Study

Several questions were raised regarding differences between Existing Plus Project and Cumulative analyses, including questions regarding what development projects were included in the Baylands traffic analysis.

The Existing Plus Project analysis set forth in the EIR adds Baylands-generated traffic to existing conditions, and is not, therefore, intended to address traffic from any other proposed or approved development.

Analysis of cumulative traffic impacts addresses the impacts of proposed Baylands development along with regional increases in traffic, as well as traffic from specific proposed and approved development within the vicinity of the Baylands. Background traffic for cumulative conditions were developed using the SF-CHAMP model, which includes anticipated development projects and projected land use changes through 2030. To analyze cumulative conditions, the traffic generation assumed in the SF-CHAMP model for lands encompassing several development projects in the vicinity of the Baylands was replaced by the specific detailed travel demand estimates used in the environmental review of these projects, which include:

- Visitacion Valley Redevelopment Program (Schlage Lock)
- Executive Park Development Plan
- Candlestick Point/Hunters Point Shipyard
- India Basin Shoreline
- Daly City Cow Palace

Impacts of Baylands Development on the 101 Freeway

A number of EIR comments expressed concerns regarding impacts of proposed development on the 101 freeway, and why widening of the freeway was not proposed as a mitigation measure.

Widening of the US 101 freeway is not included as mitigation since Caltrans has no plans to widen the freeway and the City of Brisbane has no authority to implement such a measure. In addition, widening of the freeway through the Brisbane Baylands would not solve existing or projected congestion problems. Even if such spot widening was possible through the Baylands, physical constraints to the north and south would preclude additional widening and would not increase the freeway's overall throughput. The addition of HOV lanes from the San Francisco County border to Whipple Avenue (southern San Mateo County) are part of Caltrans District 4 *Transportation System Development Plan* (2011), but is neither programmed nor funded.

Transportation Demand Management (TDM)

Several EIR comments questioned the enforceability of TDM measures and whether such measures could, in fact, reduce the traffic generation of proposed Baylands development.

The City/County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency for San Mateo County that develops the Congestion Management Program (CMP). All projects in San Mateo County that generate 100 or more net new trips during the AM or PM peak hour are required to mitigate the impacts of all net new trips. One of the possible ways to mitigate these trips is to implement Transportation Demand Management (TDM) plans that have the capacity to reduce the demand for new peak hour trips. Other mitigation measures include reducing the scope of the project to generate fewer than 100 peak hour trips or paying a one-time fee of $20,000 per peak hour trip to C/CAG to fund TDM programs.

Development of the Baylands under any of the development scenarios would generate more than 100 vehicle trips during both the AM and PM peak hours. Therefore, per C/CAG guidelines, development of a TDM plan is required. Conformance with this requirement would be met through development and implementation of a TDM program designed to reduce use of single-occupant vehicles and to increase the use of rideshare, transit, bicycle, and walk modes for trips to, from, and within the Project Site. Although a preliminary (conceptual) TDM program was developed as part of the Specific Plan prepared by the applicant for the DSP and DSP-V scenarios, TDM plans would be required to be prepared for each site-specific development or development phase that would generate more than 100 peak hour trips. Similar requirements for preparation of TDM plans would be placed on development within the Baylands for the CPP/CPP-V scenarios. Each such site-specific development project or phase would be required by the C/CAG Congestion Management Program to mitigate the impacts of all net new trips. The EIR did not, however, assume any trip reduction due to TDM measures in its analysis of traffic impacts resulting from Baylands development.

The C/CAG Congestion Management Program identifies "acceptable" TDM measures with equivalent numbers of peak hour trip credits that will be granted under that program for implementation of each measure. Such measures include a shuttle programs, employee parking cash-out, infill development, and guaranteed ride home programs. The C/CAG Congestion Management Program permits mitigation measures to be mixed and matched. TDM programs, once implemented, must be ongoing for the occupied life of the development to meet C/CAG requirements. TDM programs may be substituted, with prior approval of C/CAG, as long as the number of reduced trips remains the same.

There are several levels of enforcement for the implementation of TDM programs. EIR Mitigation Measure 4.N-13 requires implementation of TDM programs be included as a condition of approval "for all new development within the Project Site that generates 100 or more net new trips during the AM or PM peak hour." Such conditions of approval include monitoring and reporting procedures to ensure that implementation does, in fact, occur. It is also the City's intent as part of is planning review process to require implementation of TDM programs throughout the entire Baylands as part of any development agreement between the property owner and the City. Implementation of TDM programs would also be required to be written into the required Specific Plan(s) for Baylands development, which would govern the zoning and land use standards for the lands within the Baylands. Finally, because Baylands development would trigger an impact under the C/CAG Congestion Management Program, TDM programs can be enforced by C/CAG.

Internal Capture of Trips within the Baylands

A number of comments raised concerns regarding the treatment of providing housing and employment opportunities in proximity to each other, stating that housing near jobs does not guarantee that the residents would be employed locally and therefore drive less. Additional comments argued that since a large amount of residential development is proposed adjacent to the Baylands within San Francisco (e.g., Schlage Lock and -Candlestick Point-Hunters Point Shipyard), providing housing within the Baylands should not have an effect on home-to-work trip lengths, since housing would already be readily available in proximity to employment opportunities within the Baylands.

Trip generation estimates in the EIR are based on generation rates published by the Institute of Traffic Engineering (ITE), which provides nationally studied trip generation rates derived from surveys for a variety of land uses. Because ITE-developed rates are generally not for large-scale developments where a proportion of project-generated traffic does not leave the project site, it is professional practice to make adjustments to trip generation estimates based on the "internal capture" of trips due to the mixed-use nature of proposed land uses and the development scale, density, diversity of uses, and design of the project.

The methodology for adjustments undertaken in the EIR was the result of a rigorous peer-reviewed study conducted by Fehr & Peers and prepared for the United States Environmental Protection Agency, based on the state, regional, and local data. This methodology is recognized industry-wide by transportation engineers as resulting in appropriate trip generation patterns for mixed-use development projects, and as such was used in the transportation analysis for the Baylands. In the case of Baylands development, the application of internal capture accounts for a proportion of three categories of trips:

- **Home-based work trips.** These represent trips between home and work. Baylands development could generate a trip end for this type of trip for both residential and employment land uses. "Internal capture" of a home-based work trip would occur for a Baylands resident in the DSP or DSP-V scenario who both lives and works within the Baylands.

- **Home-based other trips.** These represent trips between home and other uses, such as retail or school. These trips would occur in all scenarios to the extent that residents living outside of the Baylands in the CPP/CPP-V scenarios would travel to retail and other non-work destinations within the Baylands.
- **Non-home-based trips.** These represent trips between any two uses except for home, such as a trip from work to retail or work to school, and could occur in all scenarios.

The internal reductions are based upon interaction between land uses that generate trips, and the *probability* that the trip might occur within the Project Site (i.e., internal trip). Since the DSP/DSP-V scenarios would include both residential units and employment-generating land uses, there would be the opportunity for home-based work trips and home-based other trips to be internal to the Project Site. Since the CPP/CPP-V scenarios would not have any residential units, no home-based work or home-based other trips could be internal to the site. Based on the analysis described above, internal capture reductions for proposed development within the Baylands were estimated to be:

- Home-based work trips
  - DSP/DSP-V: 5 percent
  - CPP/CPP-V: 0 percent
- Home-based other trips
  - DSP/DSP-V: 16 percent
  - CPP/CPP-V: 0 percent
- Non-home-based trips:
  - DSP/DSP-V: 39 percent
  - CPP/CPP-V: 39 percent

Thus, the differences in the number and average length of external trips between the DSP/DSP-V and CPP/CPP-V scenarios result from capture of home-based trips to non-work locations and a modest amount of home-to-work trips (5 percent) within the Baylands.

Many Draft EIR comments argued that providing housing within the Baylands should not have an effect on the average length of home to work trips due to the more than 10,000 housing units approved and proposed within San Francisco to the north. However, Plan Bay Area also projects an increase of 9,670 jobs just within the San Francisco portion of the San Francisco/San Mateo Bi-County Priority Development Area (PDA) through 2040. The overall Bi-County PDA including San Francisco, Daly City, and Brisbane is projected to increase by 17,898 households and 10,530 jobs by 2040.

Overall, the entirety of San Francisco is projected to have an increase of nearly twice as many jobs as households through 2040 (191,509 jobs compared to 101,435 households). The Brisbane/San Francisco/Daly City/South San Francisco area as a whole is also projected to see an increase of nearly twice as many jobs as households by 2040 (209,697 jobs compared to 114,179 households). Thus, adding more than 16,000 jobs in the CPP/CPP-V scenarios (which is substantially more than projected by Plan Bay Area) would add to a deficit of area housing needed to provide workers,

resulting in longer home-to-work trip lengths. By comparison, the DSP/DSP-V scenarios would provide both additional housing and employment opportunities, thereby resulting in lower average home-to-work trip lengths compared to the CPP/CPP-V scenarios, even with the assumption that only 5 percent of the home-to-work trips generated by the DSP/DSP-V scenarios would be internal to the Baylands.

Consideration of High Speed Rail Proposals

As discussed in recent public hearings, in its comments on the Draft EIR, the City and County of San Francisco requested that Brisbane consider use of a substantial portion of the Baylands for a rail maintenance yard for high speed rail.

The potential for use of a portion of the Baylands for a high speed rail maintenance yard was, in fact, recognized in the Draft EIR for the Baylands. Inclusion of a rail maintenance yard in one or more project alternatives was rejected for two primary reasons:

- Railyard use would 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;" and
- The parameters for possible high speed rail operations (including facilities) on the San Francisco Bay Peninsula were in flux, and had not been firmly established.

The California High Speed Rail Authority's September 17, 2013 comment letter on the Draft EIR states, "we appreciate the acknowledgement and discussion of the California High-Speed Rail Authority's (Authority's) potential maintenance and storage facility in Chapter 6..." The Authority's comment letter does not request additional analysis, and notes "little has changed" since the Authority's November 20, 2012 letter, which was a response to the City's 2012 Notice of Preparation. The Authority's NOP letter did not request analysis of 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 by the Mayor of San Francisco in his comments on the Baylands EIR does not reflect the Authority's most recent business plan, and may be far larger than actually needed.

While Brisbane recognizes potential interest on the part of the CHSRA to utilize some portion of the Baylands for high speed rail maintenance facilities, 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 Mayor Lee's comment letter (*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." Table 1 identifies the need for an approximate 100-acre site at a San Francisco location. Neither Brisbane nor the Baylands are specifically mentioned in Summary of Requirements document.

Thus, City staff and the EIR consultant 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.

It should also be noted that the high-speed rail segments that are under construction and mentioned in both Mayor Lee's comments and at Planning Commission meetings 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 proposals from design engineers are being sought.

CEQA requires analysis of the physical changes to the environment that would result from a proposed project. The obligation applies to the CHSRA, which is a public agency subject to the requirements of CEQA. If and when CHSRA prepares an EIR for any proposal it may have to implement high speed rail on the San Jose to San Francisco reach, CHSRA has the legal obligation to define the project or program for purposes of the EIR they are legally obligated to prepare. If the CHSRA chooses to identify some portion of the Brisbane Baylands as a potential site for rail maintenance facilities, they have the obligation to evaluate and disclose the potential environmental impacts of such a facility. The City of Brisbane will have the opportunity to review and comment on any such EIR prepared by CHSRA; however, Brisbane has no legal authority or obligation to environmentally evaluate a project under the jurisdiction of a state agency.

Location of the Bayshore Caltrain Station

The ultimate location of the Bayshore Caltrain Station is an issue of study and possible contention. The Baylands EIR made a reasonable assumption for the Bayshore Station's location based on the best available information, which was the Bi-County Transportation Study undertaken jointly by 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 (SFCTA), recommended two station alternatives for subsequent planning and design work. The study was a "cross-jurisdictional, consensus-building effort to incorporate technical analysis and stakeholder input toward producing a common vision for how best to make the transformation from its current low-key incarnation into a busy, vibrant regional hub." The two station alternatives recommended by the SFCTA study are:

- Alternative 1: Move Caltrain platform 150 feet south, with elevated Bus Rapid Transit (BRT) via Beatty Avenue to accommodate intermodal transfers.
- Alternative 2: Move Caltrain platform 300 feet south, with elevated BRT via the proposed Geneva Avenue overpass.

The intent of including Bayshore Intermodal Station improvements under cumulative conditions was to provide consistency with published studies that recommended new intermodal transit connections and passenger access to the Bayshore Caltrain Station that would promote strong multimodal access to the station. Relocation of the Bayshore Caltrain Station is not a Baylands development feature. The exact location, whether it remains in its existing location or is moved south (based on the Bayshore Intermodal Station Study), would not change the transportation impact assessment of Baylands development because:

- Existing models for determining mode splits are not fine grained enough to detect meaningful differences in transit usage related to minor changes in the location of a transit station (such as a 150-300 foot change);
- BRT service would tie into the Bayshore Caltrain Station wherever it is relocated; and
- Substantial development is proposed to the south of the existing station within the Baylands that would place a substantial population of workers (all scenarios) and residents (DSP and DSP-V scenarios) within walking distance of the relocated Bayshore Caltrain Station.

Planning Considerations

As discussed in EIR Section 4.N, proposed Baylands development would cause roadway level of service standards to be exceeded in many of the locations. Even with incorporation of EIR mitigation measures, impacts would remain significant and unavoidable for several intersections and freeway mainline segments. While CEQA identifies the existence of these unavoidable impacts, the City as Lead Agency would be required under CEQA to make specific findings as to the specific economic, legal, social, technological, or other benefits of proposed development, including region-wide or statewide environmental benefits, that outweigh any significant unavoidable effects should the City choose to approve proposed Baylands development. Should the City find the impacts of proposed development are not acceptable, reductions in overall development intensity, including use of EIR alternatives could be considered, as could denial of pending applications, which would leave the City's existing General Plan in place.

Additionally, General Plan Policy 38.1 sets the roadway level of service standard as follows:

> "The level of service for all arterial streets within the City shall not be less than LOS 'D' except for the intersections on Bayshore Boulevard at Old County Road and San Bruno Avenue, which shall not be less than LOS 'C.' The two intersections having LOS 'C' shall not be degraded below that level as a result of increased impacts from other intersections within the City and such impacts shall be mitigated as necessary to maintain the LOS 'C' standard at the identified intersections."

As shown in Draft EIR Table 4.N-29, cumulative traffic increases will cause level of service at the Bayshore Boulevard/Old County Road intersection to deteriorate to LOS D, even without any development occurring within the Baylands, unless the Geneva Avenue extension is constructed. Existing level of service at the Bayshore Boulevard/San Bruno Avenue intersection is LOS D, which would deteriorate as the result of cumulative development to LOS F, even in the absence of any development within the Baylands, unless mitigation is provided by development projects outside of

Brisbane. Development of projects outside of Brisbane will cause the following intersections to fail to meet City LOS standards at the following Brisbane intersections even in the absence of any development within the Baylands:

1. Geneva Avenue & Bayshore Boulevard
4. Old County Road & Bayshore Boulevard & Tunnel Avenue
5. San Bruno Avenue & Bayshore Boulevard
6. Sierra Point Parkway & US 101 Northbound Ramps
7. Lagoon Way & Tunnel Avenue
8. Lagoon Way & Sierra Point Parkway
9. Beatty Road & Alana Way

In making its recommendations to the City Council, the Planning Commission may wish to consider the implications of cumulative traffic conditions created outside of Brisbane on the City's ability to implement its current General Plan LOS standards.

As noted in the Draft EIR (Impact 4.N-9), proposed development within the Baylands under all four development scenarios would create a substantial demand for transit use that would not be adequately served by transit for those uses located more than one-third mile from the Bayshore Caltrain and Muni T-line stations. While EIR mitigation measures call for providing shuttle services to these stations, as well as to the Balboa Park BART station, the Commission might also want to consider modifications to proposed development patterns that would concentrate a greater proportion of proposed development closer to existing transit stations. In general, transit use increases the closer places of employment and residence (DSP/DSP-V scenarios) are to transit stations and stops. Thus, increasing the proportion of whatever level of development the City ultimately determines is appropriate for the Baylands within one-third mile of the Caltrain and Muni T-line stations would tend to increase the use of transit and decrease the use of automobiles for home to work trips.

In regard to a potential high speed rail maintenance yard, the City has no obligation to consider or accommodate such a facility in its planning processes. However, if the Planning Commission at the end of its public hearing process and through its deliberations determines a high speed rail maintenance facility is a desirable land use for the Baylands and is in the City's best interests, it has the option of making such a recommendation to the City Council.

Noise

Existing Noise Characteristics

The ambient noise environment of the Baylands is dominated by vehicular traffic on US Highway 101 and Tunnel Road, and the intermittent rail activity of the Caltrain commuter train. Highway noise from US Highway 101 exceeds City noise levels within the eastern portion of the Baylands.

Aircraft flights from San Francisco International Airport (SFO) also contribute to the ambient noise environment. As evidenced by the high proportion of noise complaints received by SFO from Brisbane residents, single event noise levels from aircraft are a community concern even though

Brisbane is outside the 65 dBA noise contour of the airport, which would typically represent an acceptable noise level. Thus, although daily average noise levels meet airport and City standards, single event noise levels represent a nuisance factor within Brisbane.

Potential Impacts

Noise

The DSP and DSP-V scenarios propose residential development, which is considered noise-sensitive, as close as 50 feet from the Caltrain tracks. The DSP and DSP-V scenarios also propose hotels just west of US Highway 101 and a school south of Icehouse Hill. Residential uses closer than 150 feet to the Caltrain tracks would be exposed to noise levels considered conditionally acceptable[4], while residences located within approximately 75 feet of the Caltrain tracks would be exposed to noise levels considered normally unacceptable for such uses. Therefore, a significant noise impact would occur in locations where residential uses are proposed within 150 feet of the Caltrain tracks. The 75 dBA noise contour adjacent to the Baylands is located approximately 100 feet from US Highway 101. These noise levels would be considered normally unacceptable[5] for hotel uses, resulting in a significant impact where hotel are proposed within 100 feet of the freeway.

The proposed hotels in the CPP and CPP-V scenarios would be farther away (approximately 1,200 feet) from US Highway 101 than proposed in the DSP and DSP-V scenarios, and would be separated from the Caltrain tracks by approximately 200 feet of open space and Tunnel Road. At this distance, noise from Caltrain would be reduced to below 65 dBA, and would fall within the normally acceptable range for hotel uses. The charter high school proposed for the CPP and CPP-V scenarios is approximately 250 feet from Caltrain tracks, resulting in an average noise level of 66 dBA, which would be considered normally acceptable for such a use.

Noise from demolition and construction activities within the Project Site would affect adjacent and nearby existing commercial and residential uses. Existing offsite noise-sensitive uses nearest the proposed demolition and construction activity are the residents of the Mission Blue Drive development, residents on San Francisco and Santa Clara Streets in Brisbane and residents on Linda Vista Drive and MacDonald Street in Daly City, and residents on Desmond Street and in the Little Hollywood neighborhood in San Francisco. The noisiest aspect of construction would be pile driving activities, which would generate noise levels of approximately 90 to 105 L_{eq} at 50 feet. Maximum noise levels from pile driving at Sierra Point were monitored as 91 dBA at a distance of 200 feet. Excavation and exterior finishing would also generate a substantial amount of noise. Pile driving and other construction activities would exceed applicable noise standards during construction.

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[4] "Conditionally acceptable" means that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design.

[5] "Normally unacceptable" means that new construction or development should generally be discouraged and that, if new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Vibration

Groundborne vibration from construction activities that involve "impact tools," especially pile driving, can produce significant vibration. Pile driving may be necessary for the construction of high-rise office or hotel structures.

Based on Caltrans vibration guidelines addressing architectural damage from groundborne vibration, the potential exists in certain locations of the Baylands that development would exceed safety criteria for the protection of fragile older buildings, as well as for newer buildings. Although the Roundhouse is an extremely fragile structure, development surrounding the Roundhouse would involve standard construction equipment and would not likely require high-impact equipment such as pile driving. However, if pile driving were to be necessary for proposed buildings near the Roundhouse, construction-related vibration would be significant if pile driving were to occur within 85 feet of the Roundhouse.

Project Site development would result in the exposure of people to vibrations from the approximately 86 Caltrain pass-by events that currently occur daily. Steel wheeled/steel rail vehicles can generate vibration impacts up to 200 feet from rail lines for residences or any land uses where people sleep, such as hotels and hospitals to avoid vibration impacts. For institutional land uses, such as schools and churches, the buffer distance to avoid vibration impacts is 120 feet from the right-of-way.

Therefore, given that the DSP and DSP-V scenarios propose to develop residences within 200 feet of the Caltrain station and mainline track, impacts would be significant. Proposed hotel land uses of the DSP and CPP scenarios would be located approximately 1,500 and 250 feet from the rail tracks, respectively, and hence not be subject to a significant vibration impact. Proposed school uses would be located more than 300 feet from the rail tracks under Project Site development.

In the event that Caltrain upgrades to electric powered trains, vibration impacts to nearby residences constructed would likely be reduced, as vibration levels from electric power trains are less. However, because electric power trains are not currently in use, the EIR addresses vibration impacts from rail operations based on diesel-powered locomotives.

Recommended Mitigation Measures

Noise

Mitigation Measure 4.J-1a, which applies only to the DSP and DSP-V scenarios, requires residential development proposed in those scenarios to comply with Brisbane noise standards through:

- Site design measures, including use of building orientation to minimize window exposure toward noise sources, avoid placing balcony areas in high noise areas, and use of buildings as noise barriers;
- Use of acoustically rated building materials (insulation and windows);
- Construction of architectural noise barriers between sources and receptors; and

- Provision of landscaping or other non-noise-sensitive buffer zones between sources and receptors.

Mitigation Measure 4.J-1b requires proposed hotel uses in all development scenarios to comply with Brisbane and state noise standards through:

- Site design measures, including use of building orientation to minimize window exposure toward noise sources, avoid placing balcony areas in high noise areas, and use of buildings as noise barriers.
- Use of acoustically rated building materials (insulation and windows);
- Construction of architectural noise barriers between sources and receptors; and
- Provision of landscaping or other non-noise-sensitive buffer zones between sources and receptors.

Mitigation Measure 4.J-3a requires all Baylands development to incorporate noise reducing design features into the final site plans prior to issuance of a building permit, including location and design of building equipment (e.g., heating, ventilation, and air conditioning units) and formal truck delivery areas (e.g. loading bays) and waste collection areas.

Mitigation Measure 4.J-3b requires small wind turbines to be sited a minimum of 50 feet from the property line of noise sensitive land uses (e.g., residential [DSP, DSP-V scenarios]), schools, religious institutions), and utility scale wind turbines shall be cited a minimum of 100 feet from the property line of such noise sensitive land uses.

Mitigation Measure 4.J-4a requires implementation of site-specific noise attenuation measures during construction-related activities to be implemented pursuant to preparation of a Noise Control Plan prepared by a qualified acoustical consultant and reviewed and approved by the Brisbane Building Department to ensure that construction noise does not exceed the standards set forth in the City's Noise Ordinance. These attenuation measures are required to include a combination of the following control strategies:

- Limit standard construction activities to between 7:00 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. and 7:00 p.m. on weekends and holidays. Pile driving and/or other extreme noise-generating activities (greater than 90 dBA) would be limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday, with no extreme noise-generating activity permitted between 12:30 p.m. and 1:30 p.m. No extreme noise-generating activities would be allowed on weekends and holidays;
- Equipment and trucks used for construction shall use the best available noise control techniques;
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction are to be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust is to be used. Quieter procedures, such as use of drills rather than impact tools is also required;

- Stationary noise sources are to be located as far as possible from adjacent receptors, and are to be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures;
- Plywood noise barriers are to be provided around construction sites within 75 feet of sensitive land uses;
- "Quiet" pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration) is to be implemented, where feasible, in consideration of geotechnical and structural requirements and conditions;
- Noise control blankets are to be provided on building structures during their construction; and
- Cushion blocks are to be used to dampen impact noise.

Mitigation Measure 4.J-4b requires site-specific development within the Baylands to submit to the Brisbane Building Department a list of measures that will be undertaken to track and respond to complaints pertaining to construction noise, including:

- A procedure for notifying the Building Department;
- A plan for posting onsite signs pertaining to permitted construction days and hours, complaint procedures, and the contact person to be notified in the event of a problem;
- A listing of telephone numbers (during regular construction hours and off-hours);
- Designation of an onsite construction complaint manager;
- Notification of neighbors within 300 feet of the site-specific development area about the estimated duration of any pile-driving activity at least 30 days in advance; and
- A preconstruction meeting with the job inspectors and the general contractor/onsite project manager to confirm that noise mitigation and practices are completed.

Vibration

Mitigation Measure 4.J-2a, which applies only to the DSP and DSP-V scenarios, requires residential development proposed in those scenarios within 200 feet of the mainline track to be designed to meet vibration performance standards in relation to Caltrain operations. Specific measures to achieve the performance standard set in this Mitigation Measure include one or both of:

- Use of vibration isolation techniques such as supporting the new building foundations on elastomer pads similar to bridge bearing pads;
- Installation of vibration wave barriers. Wave barriers would consist of control trenches or sheet piles, which are analogous to controlling noise with sound barrier. The applicability of this technique depends on the characteristics of the vibration waves.

Mitigation Measure 4.J-2b is intended to provide for protection of the Roundhouse from development that would require pile driving or other construction techniques within 85 feet of the Roundhouse, which is the distance at which vibration damage to the Roundhouse could occur. This measure requires such to conduct a pre-construction assessment of existing subsurface conditions at the development site and the area between that site and the Roundhouse, as well as to evaluate the structural integrity of the historic structure before a building permit is issued.

If recommended by the pre-construction assessment, groundborne vibration monitoring to detect ground settlement or lateral movement of historic structures will be required. In addition, construction methods such as, but not limited to, underpinning of foundations of potentially affected structures, would be implemented. In the event of construction does not meet applicable performance standards for the protection of historic structures, as determined by the City Engineer, all impact work is required to cease until corrective measures (e.g., installation of vibration wave barriers) are implemented to reduce ground movement to acceptable levels.

Major Issues Addressed in the Final EIR

Amplification of Noise within Brisbane

Several EIR comments noted that sounds are louder in Brisbane than in other communities because they are amplified due to the community's topography.

The perception of sounds being louder or amplified is best explained by the effect of the City's terrain on ambient noise and sound propagation rather than amplification. The hillsides surrounding Brisbane tend to act as a noise barrier for ground-based noise sources, blocking noise from US 101 east and south of the city. This tends to reduce background sound levels, and make other sounds more noticeable. In addition, the slope of the valley means that homes, like seats in an amphitheater, have a "good view" of noise sources. The result is that noise in Brisbane propagates more than in a typical flat community because buildings are less likely to intercept the line-of-sight to noise sources. Thus, noise carries further than occur in other communities with rolling topography where hills block the spread of noise or in flat communities where intervening buildings block noise sources. Because the noise model employed in the Draft EIR does not assume any acoustical shielding, the noise levels projected in the EIR are appropriate.

Planning Considerations

The Baylands is subject to major noise sources to the west (Bayshore Boulevard), through its center (Caltrain), and to the east (US 101 freeway). In addition, industrial uses such as Recology and Kinder Morgan within and adjacent to the Baylands generate truck traffic that creates noise along Baylands roadways. In the future, the extension of Geneva Avenue will add a new source of noise within the Baylands. While acoustical engineering techniques can be employed to meet applicable City and state noise standards for sensitive uses (residences [DSP, DSP-V scenarios], hotels, schools, and medical facilities), the Planning Commission should consider the appropriateness of the locations of proposed noise-sensitive and noise-generating uses in relation to each other.

Next Steps:

Following this hearing, the Planning Commission will continue its series of public hearings:

October 22, 2015: Air Quality, Greenhouse Gas Emissions, Energy Resources

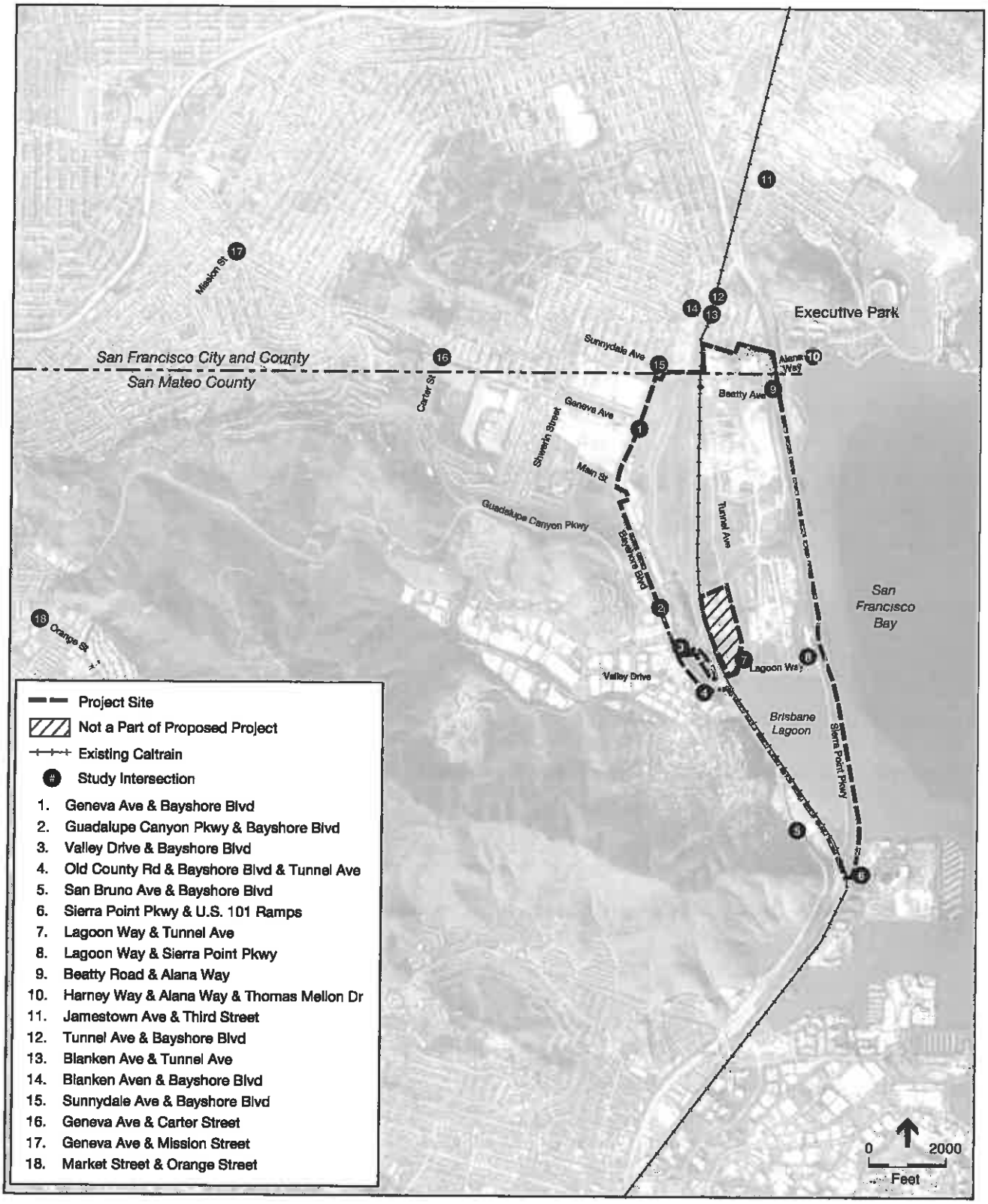
October 29, 2015: Public Services and Facilities, Recreation, Utilities and Service Systems, Water Supply

November 4, 2015: Aesthetics, Land Use and Planning Policy, Population and Housing, Alternatives

November 12, 2015: Applicant and Community Group Presentations

Attachments

1. Traffic Analysis Locations



SOURCE: UPC, 2011

Brisbane Baylands . 206069

Attachment 1: Draft EIR Figure 4.N-3
Traffic Analysis Locations

D.1.23.