

## APPENDIX A: BRISBANE BAYLANDS SPECIFIC PLAN / GENERAL PLAN CONSISTENCY ANALYSIS

This analysis details the consistency between this Specific Plan and the City of Brisbane’s 1994 General Plan; this consistency is required by Section 65454 “Consistency with the General Plan” of the California Government Code. The table below identifies relevant General Plan policies and then briefly explains the Specific Plan’s relationship to those policies (for the Baylands-specific policies, programs are also included). General Plan policies were not considered relevant if they are specific to an area outside of the Planning Area or address a condition, situation, circumstance, etc. that is not present within or proposed for the Planning Area. Additionally, highly programmatic policies were not included when they were considered to be beyond the scope of the Specific Plan and unlikely to be affected by its adoption.

As noted in the Specific Plan, all land uses and intensities permitted by the Specific Plan are consistent with the Planned Development - Trade Commercial and Lagoon land use designations that the 1994 General Plan (pg. 63, 64, 72-75, 80) applies to the Planning Area, except for the inclusion of residential uses.

**Table A-1: Brisbane Baylands Specific Plan / General Plan Consistency Analysis**

<i>1994 General Plan Policy</i>	<i>Brisbane Baylands Specific Plan Consistency</i>
<b>Chapter III: Community Character</b>	
Policy 4: Acknowledge the fundamental rights of citizens to freely act and to use their own property, except to the extent government rules or regulations are necessary for the public health and safety and for protection of the environment. (pg. 43)	The Specific Plan is an expression of the Baylands’ primary landowner’s intent to utilize the private property in a manner that also ensures the health, welfare, and safety of the existing community, future residents, workers, and visitors, and the enhancement and protection of the environment.
Policy 5: Use the least intrusive rules and regulations consistent with overall governmental needs and State and Federal law. (pg. 43)	The Specific Plan establishes development ceilings, minimum open space requirements, general circulation and infrastructure systems, and other standards and guidelines consistent with city needs and applicable laws while allowing flexibility in the exact location, type, and form of land use and development.
Policy 6: Set clear and definitive standards for all rules and regulations. (pg. 43)	The Specific Plan sets clear and definitive standards for development within the Planning Area through “Land Use Regulations” and “Design Guidelines and Development Standards” in Chapter 4.

*1994 General Plan Policy**Brisbane Baylands Specific Plan Consistency***Chapter IV: Local Economic Development**

Policy 8: Maintain and diversify the City's tax base, consistent with community character, in order to generate adequate revenues for City Government and sustain a healthy local economy. (pg. 49)

The Specific Plan permits a diverse range of appropriate, well-planned commercial activities on the Baylands. The new development will increase property taxes in the Baylands, new businesses will generate business taxes, the new retail component will generate significant new local sales tax revenue, and area employees will generate additional sales tax through increased local spending. The existing character within Central Brisbane will be maintained, and existing businesses can benefit from larger population within their service areas.

Policy 9: Seek fuller employment of Brisbane residents. (pg. 50)

All land within the Planning Area, particularly commercial uses, is designated for direct and indirect employment-generating land uses that will provide new employment opportunities for local residents. In the short term, Brisbane residents can obtain construction-related jobs. The Specific Plan allows for a wide range of commercial land uses and building sizes, and thereby accommodates small businesses as well as large employers. Additionally, the Specific Plan requires developers to formulate an employment plan as part of the Planned Development (PD) permit process.

Policy 10: Establish environmental welfare as a major objective of the City's economic development policy. (pg. 52)

The Specific Plan sets forth an environmentally sustainable vision in which development is balanced with enhancement of the Planning Area's natural resources and larger environmental context. More than thirty percent of the Baylands upland area is devoted to open space and open area uses in order to preserve and enhance the Planning Area's key natural resources, including seasonal and tidal wetlands. All new buildings are required to meet U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) standards for certification at the Silver level or earn 50 points on the New Home Green Points Checklist; these standards seek to reduce the environmental impacts of development. The transportation and circulation plan provides for a balanced, multi-modal transportation system that supports transit and non-motorized modes. Infrastructure policy provisions address the use of: bioswales and surface drainage systems; recycled water; energy-efficient construction; and renewable energy.

**Chapter V: Land Use**

Policy 11: Development south of the Bayshore Basin drainage channel shall maintain a low profile, permitting low or mid-rise buildings, not to exceed six stories in height, in order to preserve the existing views of San Francisco and San Francisco Bay as seen from Central Brisbane, and to maximize the amount of landscape and open space or open area in this portion of the subarea. (pg. 69)

South of the Bayshore Basin drainage channel, the Specific Plan provides for campus style development in a park-like setting, limiting the height of development to 45 feet or three stories, which is lower than the six stores recommended by the General Plan. Open space and landscaping are significant within this area with the creation of the 47-acre South Visitacion Park at the center, Lagoon Park to the south, and Visitacion Creek Park to the north. In addition, substantial landscape buffers will be provided adjacent to Tunnel Road, Lagoon Road, and Sierra Point Parkway.

*1994 General Plan Policy*

*Brisbane Baylands Specific Plan Consistency*

<p>Policy 12: Establish a mix of land uses that best serves the needs of the community. (pg. 81)</p>	<p>The proposed mix of land uses will benefit the community in a number of ways, including the creation of significant new open space and recreation opportunities, new employment opportunities, increased shopping and entertainment options, new residents to justify a high school within Brisbane, as well as a substantial increase in tax revenues.</p>
<p>Policy 13: Integrate physical, social, environmental and financial elements of the community for the benefit of current and future residents. (pg. 81)</p>	<p>The Specific Plan provides for high quality physical design, environmental improvements, and enhanced recreation while providing for the development of tax- and employment-generating commercial land uses that will provide both social and financial benefits for current and future Brisbane residents. In addition, compact, transit-oriented housing provide commuting options and homes at prices that will be attainable for existing residents to retire within Brisbane and for their children and grandchildren to afford their own residences in Brisbane.</p>
<p>Policy 14: Establish a mix of uses with a diversified economic base to maintain and increase tax revenues and contribute to the City's ability to provide services. (pg. 81)</p>	<p>The Specific Plan provides for a diversified mix of uses that will include retail, entertainment, residential, hotel, office, R&amp;D, light manufacturing, business services, biotechnology, and educational uses. This mix will greatly increase tax revenues to the City and enhance the City's ability to provide municipal services citywide.</p>
<p>Policy 15: Adopt development standards which protect and enhance the quality of life in Brisbane. (pg. 81)</p>	<p>The Specific Plan provides detailed development standards and design guidelines that are geared to ensure attractive, high quality development and to protect and enhance open space resources. The Plan includes numerous open space, circulation, and aesthetic improvements that will enhance the physical, visual, and aesthetic character of the City and enhance the overall quality of life.</p>
<p>Policy 15.1: Enhance communications and information sharing with adjacent jurisdictions at early stages of project development in order to address issues of mutual concern. (pg. 82)</p>	<p>In addition to the City of Brisbane, the project applicants have talked to numerous agencies and jurisdictions during preparation of the Specific Plan to understand any potential issues or concerns. These agencies and jurisdictions include representatives from Daly City, San Francisco, Caltrans, San Francisco Muni, Regional Water Quality Control Board, and DTSC.</p>
<p>Policy 16: Acknowledge the mountain setting and the proximity to the Bay as central factors in forming the physical character of the City. (pg. 82)</p>	<p>The Specific Plan recognizes the importance of the mountain setting and proximity to the Bay to the physical character of the City by establishing street alignments, development standards, and an integrated open space network, from the foot of San Bruno Mountain to the Lagoon, that provide new public viewpoints from which to appreciate these features (see Policy 19 below).</p>
<p>Policy 17: Preserve the ridgelines and hilltops in their open state. (p. 82)</p>	<p>Icehouse Hill would be preserved as open space that will be accessible by new trails.</p>

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Policy 19: In the context of respecting private property rights, make every effort to preserve and enhance public views of the Mountain and the Bay. (pg. 82)

The Specific Plan orients development and open space to both preserve existing views and create new views of the Bay and Mountain from the Planning Area. In particular, open space and street axes are designed to highlight and emphasize the Mountain, Bay, or other open space features, such as the Lagoon, that form the backdrop of views. Additionally, the Specific Plan limits heights in the southern portion of the Planning Area (consistent with General Plan Policy 11) in order to protect views of the Bay and the City of San Francisco.

Policy 20: Retain diversity of development and individual expression in residential and commercial development, especially in Central Brisbane. (pg. 83)

The Specific Plan encourages a diverse development pattern within the Planning Area by allowing for a wide range of uses and development intensities that will result in a varied built form framed by significant open space areas. The Specific Plan does not affect the development in Central Brisbane.

Policy 21: Respect Brisbane's vernacular architectural heritage. (pg. 83)

In order to develop a character for future Baylands development that maintains a link with the City's past, the Specific Plan design standards and guidelines will complement the City's industrial past. In addition, the Plan requires the preservation and enhancement of the Roundhouse building which will be preserved and enhanced to house a range of uses complementing the open space network.

Policy 23: Encourage the maintenance and upgrading of structures and sites that have played important roles in the City's history.

The Specific Plan suggests the reuse of the existing Bayshore Roundhouse, which is listed on the National Register of Historic Places. The building will be the centerpiece of the future Roundhouse Green open space feature.

Policy 25: Encourage interaction and involvement among neighbors on a day-to-day basis and foster a sense of security in the community through the design and location of private development and public infrastructure. (pg. 85)

The Specific Plan will create a lively blend of public and private realms, including pedestrian-friendly mixed-use neighborhoods that will encourage public interaction while providing the security of "eyes on the street." The Planning Area will be well connected with the rest of the City with new streets and trails to further encourage use of the Baylands by the broader community without diluting the primacy of Central Brisbane as a civic hub.

Policy 26: Locate and design commercial recreational facilities and services so as to encourage use by a broad spectrum of Brisbane residents and businesses. (p. 85)

Specific Plan allows for both public and private recreational uses, which are expected to be available to the public, either free or for a fee.

Policy 27: Provide centrally located public facilities for public services and community events so as to maximize use by Brisbane residents and businesses. (pg. 85)

The Specific Plan includes a centrally located and interconnected system of parks that form the backbone of the Baylands and are intended to provide a vibrant series of spaces that will be focus of a range of public activities from nature appreciation to urban entertainment. Institutional land uses are included to allow for the development of an elementary school, a charter high school, and community use areas in the Roundhouse, nature/ youth center, and non-motorized craft launching facility.

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Policy 28: The establishment of open areas within private developments shall be utilized as a means of preserving unique environmental features on the site or avoiding the appearance of excessive bulk or concentration of structures. (pg. 87)

In addition to providing 170 acres of designated open space, the Specific Plan also requires that a minimum of between 5-10% of developed sites—approximately 16 acres—be dedicated to open area as defined in the General Plan. This area will become plazas, courtyards, and other open areas within the developed areas.

Policy 28.1 Preserve open areas at the perimeter of the City to maintain Brisbane as separate and distinct from nearby communities. (pg. 86)

The Specific Plan is only partially consistent with this policy. The Plan for the Baylands preserves a broad swath of open space, consisting of the Lagoon, Lagoon Park, Icehouse Hill, the Charter High School Community Use Area, and Visitacion Creek Park, that clearly delineates the edge of the existing Brisbane community, maintaining the sense of separation of the historic core from Daly City and San Francisco. On the other hand, the Plan provides for urban development in the northernmost areas of the Baylands that is carefully integrated with adjacent communities in order to take advantage of existing and planned regional transportation improvements, specifically Bayshore Boulevard, the Bayshore intermodal transit station, and the Geneva Avenue extension.

Policy 29: Retain sufficient open areas between structures to meet safety requirements, protect privacy and provide opportunities for landscaping. (pg. 87)

The Specific Plan establishes appropriate development standards to meet requirements for safety, privacy and landscaping, including maximum coverage, landscaped area, and setback requirements for each land use designation.

Policy 30: Retain sufficient distances between development and designated open space and natural areas to enhance and respect the amenity and value of the resource. (pg. 88)

The Specific Plan designates broad open space areas between existing natural resources and future development. Particular attention is paid to the Planning Area's most sensitive natural resources—the Lagoon and Visitacion Creek—to preserve and enhance their environmental and amenity value. For example, the creation of Visitacion Creek Park will provide open space setbacks of between 100 and 250 feet from the tidal channel and seasonal wetlands.

Policy 33: Keep open areas and opportunities for landscaping along arterial and collector streets by establishing setbacks from the right-of-way. (pg. 88)

The Specific Plan provides for generous landscape buffers along at least one side of all collector streets (Tunnel Road, Lagoon Way, Roundhouse Arc, Creek Parkway, 2nd Street, and 7th Street), and in some cases (Lagoon Way and Sierra Point Parkway) along both sides. Geneva Avenue, the area's only arterial, is designated as a high-density, mixed-use urban boulevard which does not require landscape setbacks. Instead, streets such as Geneva Avenue, where development is permitted to be built adjacent to the right-of-way, are required to provide high quality streetscapes with street trees and other pedestrian amenities that will serve as attractive and functional public open areas.

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Policy 35: Design new streets to be attractive and comfortable for pedestrians and bicyclists, and to safely accommodate vehicular traffic. Street configuration, landscape and signage should all be considered as they contribute to community character. (pg. 89)

The Specific Plan provides detailed street design guidelines and standards that will provide balanced multi-modal corridors that address the safety and convenience of pedestrians, bicyclists, transit riders and automobile drivers while also establishing attractive and comfortable public spaces. The streetscape standards address vehicle, bicycle and parking lane widths; sidewalk and pathway widths and locations; street trees and landscaping for medians and planting strips; as well as the use of bioswales for stormwater management.

**Chapter VI: Transportation and Circulation**

Policy 38: Maintain a level of service on arterial streets that allows Brisbane residents and businesses to comfortably travel across town and to gain access to Highway 101. (pg. 98)

The Specific Plan adopts the intersection Level of Service (LOS) standards of the General Plan and identifies needed roadway improvements to achieve those LOS. Furthermore, the Specific Plan locates denser development near transit facilities to encourage alternative modes of transportation and sets maximum caps on parking in transit-accessible areas to discourage use of personal vehicles. As noted in the Specific Plan, project financing will fund all improvements that directly and solely benefit the development permitted under the Specific Plan. Project financing will cover an appropriate portion of the costs for improvements that provide a community, citywide, or regional benefit.

Policy 38.1: 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. (pg. 98)

The Specific Plan adopts the intersection LOS standards of the General Plan. LOS at the Bayshore Boulevard intersections of Old County Road and San Bruno Avenue are preserved by locating more intense development to the north of the Planning Area and directing regional traffic toward U.S. 101 and away from Central Brisbane.

Policy 39: Plan for an additional east-west corridor to redirect non-destination traffic away from Bayshore Boulevard and to provide more direct access to Highway 101. (pg. 99)

The Specific Plan incorporates the planned extension of Geneva Avenue and the reconstruction of Tunnel Avenue (now completed), which is referred to in the Specific Plan as Lagoon Way to reflect the new proposed intersection alignment. J Street, Roundhouse Circle, and Roundhouse Arc in combination provide an additional east/west route from Bayshore Boulevard into and through the Planning Area.

Policy 39.2: Establish an alternative to the Tunnel Avenue overcrossing for emergency vehicles (pg. 99)

The Specific Plan and Infrastructure Plan incorporate the proposed Geneva Avenue extension and propose the construction of J Street, Roundhouse Circle, and Roundhouse Arc in combination as a new east/west route from Bayshore Boulevard.

Policy 40: Establish City street standards to provide adequate traffic flow and safe circulation for both existing and new streets. (pg. 99)

The Specific Plan establishes street standards for new and reconstructed streets within the Planning Area; all standards are consistent with City of Brisbane's street standards, with the potential exception of Sunnydale Avenue, which is partially located in the City of San Francisco.

<i>1994 General Plan Policy</i>	<i>Brisbane Baylands Specific Plan Consistency</i>
Policy 41: Require a minimum unobstructed street width of 20 feet, as required by the Uniform Fire Code. (pg. 99)	All streets proposed within the Specific Plan have an unobstructed width of at least 20 feet, except for the possible exception for one-way streets around the Promenade open space that are designed for traffic calming. The Fire Department will be consulted prior to the construction of these streets, per the implementation requirements of the Specific Plan.
Policy 47: Maintain traffic flow on arterial streets. (pg. 101)	The Specific Plan adopts the intersection Level of Service (LOS) standards of the General Plan and identifies needed roadway improvements to maintain this LOS.
Policy 49: Establish standards for the improvement of existing streets and the construction of new streets to provide a high level of service (pg. 101)	The Specific Plan establishes street standards that comply with the City's established standards for new streets, and identifies improvements to existing streets such as Lagoon Way and Tunnel Road that will enhance their function and appearance.
Policy 50: In the design of internal circulation systems for new development or expansions of existing uses, provide for adequate emergency access around all buildings. (pg. 102)	All proposed development plans, including new local streets, private internal circulation, and building site plans, shall be subject to review and approval by the City, including emergency service providers, per the implementation requirements of the Specific Plan.
Policy 51: Utilize gas tax, sales tax, and other funding sources to implement circulation improvements. (pg. 102)	The Specific Plan envisions a combination of public and private funding sources for transportation and other infrastructure improvements that have a clear community, citywide or regional benefit. An interagency funding mechanism will result from the ongoing Bi-County Transportation Study.
Policy 52: Seek opportunities to install and improve transit facilities and establish multi-modal connections. (pg. 102)	The Specific Plan proposes several actions/improvements to encourage transit use, including: direct vehicle and pedestrian connections from the Planning Area to the Bayshore Intermodal Station; extension of SamTrans bus service into the Planning Area; future implementation of Muni light rail service including both the extension of the T-Third LRT line to the Bayshore Intermodal Station and the creation of a new BRT line along the extended Geneva Avenue with connections to the Balboa BART station and Candlestick Point; establishment of a shuttle service between the Planning Area and the Bayshore Intermodal Station, and implementation of transportation demand management measures to encourage the use of alternative modes of transportation.
Policy 53: Encourage SamTrans to install bus turn-offs and shelters and to upgrade service levels. (pg. 102)	The Specific Plan recommends that bus stops be designed with sufficient amenities, such as shelters, benches, and schedules. Additionally, the Specific Plan states that the City should work with SamTrans to increase service levels along Bayshore Boulevard and through the Planning Area in order to serve the new workers, visitors, and residents at the Baylands, as well as existing Brisbane residents.

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Policy 54: Plan for park-and-ride facilities at the Caltrain Station and other major transit stops. (pg. 103)

While the Specific Plan does not specifically call for creation of a park and ride facility at the Bayshore Intermodal Station, the potential exists for such a facility on the narrow strip of land between Tunnel Road and the railroad tracks on the Landfill; alternatively parking facilities are a conditionally allowed use on the Railyard adjacent to the Bayshore Intermodal Station.

Policy 55: Continue participation in subregional and regional transportation agencies. (pg. 103)

The Baylands is designated by Metropolitan Transportation Commission as a Priority Development Area that can access regional transportation funds if transit-oriented developments, including housing, are built around the transit stations and bus stops. The Specific Plan includes proposed regional transportation improvements call for in the Bi-County Transportation Study, and requires the preparation of Transportation Demand Management (TDM) Plans consistent with the requirements of the City/County Association of Governments of San Mateo County's Congestion Management Program.

Policy 57: Improve parking opportunities in the Central Brisbane business district and all other commercial areas. (pg. 103)

The Specific Plan provides for adequate, transit-appropriate parking to serve new commercial development in the Baylands.

Policy 58: Provide bicycle access to all areas of the city. (pg. 103)

The Specific Plan provides for an extensive and integrated system of bicycle routes (including Class I and II facilities) that extends throughout the Planning Area with connections to surrounding areas of the City and to the regional Bay Trail system.

Policy 59: Connect Brisbane's bikeway system to the County bikeway network. (pg. 104)

The Specific Plan bikeway system connects to Brisbane's system of bike routes and to the Bay Trail and provides potential for connections to bike routes in Daly City and San Francisco. The County of San Mateo is presently studying a countywide bikeway network that includes bike paths at the Baylands. The Specific Plan is consistent with the routing of the City/County Association of Government's (C/CAG) "San Mateo County Comprehensive Bicycle Route Plan."

Policy 60: Provide for the safety of bicyclists by dedicating bicycle routes where possible, by installing appropriate signing and striping, and by maintaining the pavement. (pg. 104)

The Specific Plan provides for an extensive and integrated system of bicycle routes (including Class I and II facilities) that will have signage and striping to enhance safety and user-friendliness of the bikeways. New development will generate tax revenues to pay for the City's programs for maintenance of the roadways and trails.

Policy 61: All new arterial streets and any existing arterials that are improved should provide for bicycle transportation. (pg. 104)

The Specific Plan requires Class II bicycle lanes for the Geneva Avenue extension and a multi-use path along Sierra Point Parkway..

Policy 62: Provide or require bicycle parking facilities at major destination points. (pg. 104)

The Specific Plan calls for conveniently located bike racks along major public thoroughfares and within private developments. TDM plans are required to provide for additional bicycle parking facilities.

Policy 63: Provide public information on bicycle transportation. (pg. 105)

The Specific Plan includes the implementation of TDM plans that are required to provide bicycle-related information to employees associated with new development.

1994 General Plan Policy	Brisbane Baylands Specific Plan Consistency
Policy 64: Provide safe pedestrian facilities throughout the City. (pg. 105)	The Specific Plan includes an extensive and integrated system of pedestrian facilities that includes sidewalks, trails, or paths along all Planning Area streets, as well as trails through Lagoon Park and Visitacion Creek Park, Icehouse Hill, South Visitacion Park and other park areas.
Policy 65: In conjunction with street improvement projects, provide facilities for pedestrians. (pg. 105)	See preceding response.
Policy 66: In conjunction with new development, provide pedestrian amenities within the project to connect with other areas of the City. (pg. 105)	All pedestrian facilities included within the Specific Plan extend to the boundaries of the Planning Area so that they may connect with other existing or planned pedestrian facilities, including proposed trail connections to Central Brisbane, to the Bay Trail, and to sidewalks in Daly City and San Francisco.
Policy 69: Consider traffic impacts and emergency evacuation in making land use decisions. (pg. 107)	The Specific Plan provides a highly interconnected street system that is designed to adequately accommodate traffic generated by the Specific Plan's land use program and provide alternative travel routes in the event of an emergency.
Policy 70: Establish standards and criteria for the number of trips per acre that are generated by specific land uses, and establish development capacity for vacant subareas in relation to the capacity of arterial streets and public transit to accommodate the trips generated by the uses. (pg. 107)	The Specific Plan specifies development program limits that were formulated based upon accepted traffic generation rates (trips per developed square feet of a given land use with consideration for transit use) and the available capacity on the planned roadway system. While some flexibility is provided regarding land use mix, the Specific Plan prohibits increasing the development program beyond planned or mitigated trip generation.
Policy 71: For vacant subareas without existing infrastructure, require circulation plans and traffic impact analyses to be submitted as a part of any development application. (pg. 107)	The Specific Plan includes a comprehensive circulation plan for the Planning Area, and a traffic impact analysis of the Specific Plan is evaluated as a part of the City's EIR for the Specific Plan.
Policy 72: Consider the impacts of transit facilities and Transportation Management Programs in making land use decisions. (pg. 107)	The Specific Plan includes a transit plan and requires preparation of TDM plans that will complement and support the Specific Plan's land use program.
Policy 73: Actively participate in the development and implementation of the San Mateo County-wide Transportation Plan and the Congestion Management Plan (especially the land use impact part thereof) to improve circulation systems, to develop alternatives to automobile dependence for land use proposals and to assist in making transportation-sensitive land use decisions. (pg. 107)	The Specific Plan's mixed-use land use and multi-modal circulation plans serve to implement these regional plans. In particular, the Specific Plan includes recommended regional transportation system improvements and the TDM plan requirement of the Congestion Management Program.
Policy 74: Developers and property owners who wish to build on their land where City streets do not currently exist shall dedicate right-of-way and improve the streets to City standards at their own expense. (pg. 107)	Specific Plan policy states that all rights-of-way and street improvements shall be dedicated to the City. All street standards within the Specific Plan are consistent with City of Brisbane's street standards, except for the possible exception for one-way streets around the Promenade open space that are designed for traffic calming. The Fire Department will be consulted prior to the construction of these streets, per the implementation requirements of the Specific Plan.

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Policy 75: Ensure access to properties in making land use decisions. (pg. 107)

The Specific Plan identifies current and proposed entry points into the Planning Area and includes an internal circulation plan that ensures access to planned land uses.

Policy 77: Discourage the establishment of new private streets, private roadways, and accessways. (pg. 108)

Specific Plan policy states that all rights-of-way and street improvements shall be public and dedicated to the City.

Policy 78: Encourage the improvement of existing private streets, private roadways, and easement accessways to City standards and the dedication of the right-of-way to the City after improvements are installed. (pg. 108)

Per the Specific Plan, Tunnel Avenue, a portion of which is presently under private ownership, will be realigned, improved and dedicated to the City.

Policy 78.1 Require exactions and develop an impact fee program for new development and improvements to property to improve and maintain substandard streets to minimum safety standards. (pg. 108)

The Specific Plan includes the upgrading of substandard roads within the Planning Area to meet city standards. Project financing will fund all roadway improvements that directly and solely benefit the development permitted under the Specific Plan. Project financing will cover an appropriate portion of the costs for roadway improvements that provide a community, citywide, or regional benefit.

**Chapter VII: Open Space**

Policy 81: The City Shall (sic) conduct an on-going effort to identify sites or portions of sites having particular value as open space, wild-life habitat, wetlands, or other environmental qualities that should be preserved and protected. In such cases, the City shall explore the feasibility of acquisition of these areas by the City or by other public or private agencies that are engaged in the ownership and preservation of open space, and, when legally possible, imposing a requirement that such areas be dedicated by the owner to the public for open space purposes. (pg. 115)

The Specific Plan preserves portions of the Baylands that have value as open space, wildlife habitat, and wetlands. These areas include the land designated for Lagoon Park, Visitacion Creek Park, Icehouse Hill, and the Bay Trail greenway. Per Specific Plan policy, the intent is that these lands should be dedicated to and/or purchased by the City for public parkland and open space.

Policy 81.1 Work to preserve open space lands to protect the natural environment and to provide outdoor educational and recreational opportunities consistent with the sensitivity of the resource. (pg. 115)

The Specific Plan designates Lagoon Park, Lagoon Perimeter, Icehouse Hill and Visitacion Creek Park for natural preservation and enhancement as well as passive recreational activities, including interpretative elements. The recreational programming is intended to be consistent with the sensitivities of these open space resources.

Policy 82: Encourage the preservation, conservation, and restoration of open space to retain existing biotic communities, including rare and endangered species habitat, wetlands, watercourses and woodlands. (pg. 115)

The Specific Plan, in the Conservation and Open Space chapter, requires enhancement and preservation of open space resources. The plan places particular emphasis on wetland and watercourse restoration.

Policy 85: Encourage the preservation and conservation of aquatic resources in Brisbane: the Lagoon, the Bayfront, and the Marsh. (pg. 116)

The Specific Plan seeks to preserve the aquatic resources of Brisbane's Baylands while improving their natural functions and providing appropriate public recreational access. The Lagoon, in particular, will be preserved through the establishment of Lagoon Park, which will include interpretative features to improve public environmental knowledge.

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Policy 86: Provide access to natural areas consistent with the nature of the resource. (pg. 117)

The Specific Plan provides access to planned open space in a manner that is consistent with the nature of the present resources. Trails and other passive recreational facilities are to be the main use of the open space within the Planning Area, with limited access into areas with the highest habitat value, such as creek channel and marshland.

Policy 87: Maintain parks and open space to serve the community equivalent to or greater than the acreage/population standards set by the National Recreation and Parks Association. (pg. 117)

The Specific Plan provides for 170 acres of parks and open space, equivalent to more than 19.3 acres of open space per 1,000 new residents. The City's current inventory of parkland already meets or exceeds National Recreation and Parks Association (NRPA) standards (1994 General Plan pg. 111).

Policy 87.1: Publicly dedicated open space both in and around the City shall be preserved. The City shall therefore discourage and oppose any attempted conversion of such dedicated open space to urban uses, and shall not authorize or approve the relinquishment, abandonment or release of any open space dedication unless there is a finding of a compelling and overriding public interest and public benefit to be served thereby.

All development permitted under the Specific Plan will be located on privately-owned land that is unencumbered by any public open space dedication. However, the Specific Plan does intend for the eventual public ownership of four of the Plan's primary open space features: Visitacion Creek Park, Lagoon Park, Lagoon Perimeter, and the Bay Trail Greenway.

Policy 88: Develop parks to maximize passive recreational opportunities. (pg. 117)

The Specific Plan's provides for 186 acres of open space and open area, the majority of which is dedicated to passive recreation. The Specific Plan emphasizes trails and interpretational features that allow public access and education within the constraints required to protect sensitive natural resources. Sports fields are provided in areas without sensitive natural resources.

Policy 89: Work with local employers to preserve and to develop outdoor open areas that would benefit employees as well as residents during and after the work day. (pg. 118)

The Specific Plan provides both open space and open area that will be easily accessible to future employees. The Quad, South Visitacion Park and Visitacion Creek Park are centrally located to provide open space for employees in the R&D campus areas. The Central Plaza is within a few blocks of most office land uses. Roundhouse Green, the Promenade, and Lagoon Park will provide additional adjacent or nearby open space for employees and residents. Designated parkland is intended to be open to Brisbane residents at all times as allowed by applicable city regulations.

Policy 90: On an ongoing basis, aggressively seek opportunities to preserve open space. (pg. 121)

The Specific Plan provides the opportunity to preserve 186 acres, or roughly 33% of the 548-acre upland portion of the Baylands, as open space and open area. Presently, none of the land within the Planning Area is legally accessible to the public or protected as permanent open space.

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Policy 91: Explore the widest range of options for preserving open space lands, including acquisition, dedication, and exactions on development projects. (pg. 121)

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The Specific Plan designates 170 acres of open space within the Planning Area but leaves open the final disposition of these lands. While it is the intent of the Specific Plan that Visitacion Creek Park, Lagoon Park, the Quad, and the Bay Trail Greenway will be publicly owned parklands, the means of public acquisition remains to be determined.

Policy 92: Follow the priorities indicated by citizens in the General Plan survey for the acquisition of open space for preservation of natural areas and recreational potential. (pg. 121)

The land surrounding the Lagoon, which has been preserved as open space by the Specific Plan, is the area most frequently identified by the survey respondents for acquisition. Similarly, the plan's mixture of open space preservation and commercial development is consistent with the General Plan survey, which indicated that 58% of residents preferred the development of undeveloped land as long as there was some provision of public benefits (i.e., as opposed to the outright City acquisition of undeveloped lands). The park and recreation facilities proposed by the Specific Plan, including parks, trails, a nature/you education center, and sports fields associated with a charter high school, are consistent with the most desired public benefits: "High School," "Community Park," "Community Center," and "Open Space."

**Chapter VIII: Recreation and Community Services**

Policy 95: Provide recreational facilities that accommodate community activities, meet national standards, are accessible in accordance with State and National standards, and contain the necessary components for multiple uses and community enjoyment. (pg. 128)

The Specific Plan provides parklands that will accommodate multiple recreational uses that are compatible with the area's natural resources (e.g., walking, biking, picnicking, kayaking/canoeing, nature appreciation, sports, etc.). These areas will more than meet national standards for parklands in non-residential areas. Compliance with State and National accessibility standards will be ensured through design and implementation processes that are beyond the purview of this Specific Plan.

Policy 96: Condition, as appropriate, new developments to construct, maintain or provide for new recreational facilities, amenities and opportunities. (pg. 128)

The responsibility for open space improvements identified in the Plan remains to be determined. Costs for identified improvements are included public facilities cost estimates and, like the open space acquisition costs, will need to be negotiated with the City as part of a comprehensive implementation strategy and secured through a development agreement.

Policy 96.1: Consider adopting a policy to require a percentage set aside for art as a part of any development project. (pg. 128)

While encouraging the introduction of public art, the Specific Plan does not require a percentage set aside.

Policy 97: Encourage the development of private sector recreational facilities, such as commercial playing fields, bowling alleys, health clubs, performing arts facilities and theaters. (pg. 128)

The Specific Plan includes sports fields and allows for entertainment uses, such as performing arts facilities and theaters, as desirable.

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Policy 99: For all recreational facilities, consider the inclusion of restrooms, drinking fountains, pay phones, security lighting, adequate parking, storage, facilities for trash recycling and, where appropriate, food preparation and/or vending/concession facilities. (pg. 128)	The Specific Plan calls for the development of a variety of supportive amenities and facilities in the proposed parklands. Specific amenities and facilities that are included in each park will be determined subsequent to Specific Plan approval, when site specific design is prepared.
Policy 100: Investigate opportunities for joint public-private development of commercial recreation facilities. (pg. 128)	The Specific Plan allows for the development of commercial recreation facilities, which would be potential opportunities for joint public-private ventures.
Policy 102: Encourage development of post-secondary educational facilities in Brisbane	The Specific Plan identifies “Colleges, public and private” as an allowable use under the commercial land use designations and the associated development standards (e.g. a campus landscape character) and surrounding open space features (e.g. the Quad) are designed to be conducive to the development of post-secondary educational facilities.
Policy 104: Provide all businesses and residents, especially youth and seniors, with a variety of enjoyable social, leisure, recreational, cultural and artistic opportunities that are accessible, affordable, safe, uncrowded and physically attractive. (pg. 130)	The Specific Plan provides for a range of recreational, cultural, artistic, and leisure activities through its mixture of retail, entertainment, and other uses with public open space features. Specific Plan development standards and design guidelines promote built form that is appropriately scaled, well designed, and safe.
Policy 112: Provide recreational and social opportunities for Brisbane teens to meet teens from surrounding communities. (pg. 133)	While not specifically geared toward Brisbane’s teens, the Specific Plan’s mixture of open space (i.e., sports fields] and retail uses will presumably provide recreational, social, and employment opportunities for Brisbane teens and potentially opportunities to interact with youth from surrounding communities. The Charter High School is another opportunity for Brisbane teens to interact with those from neighboring communities.
<b>Chapter IX: Conservation</b>	
Policy 118: Preserve areas containing rare and endangered species habitat to the extent allowed by law and available resources. (p. 148)	Future development will comply with all applicable federal and state laws and regulations on rare and endangered species.
Policy 120: Cooperate with local, State and Federal agencies in conservation efforts for biological resources. (pg. 148)	The Specific Plan proposes a number of measures to protect and enhance the Planning Area’s biological resources that are generally consistent with the missions and regulatory requirements of the responsible local, State, and Federal resource management agencies. Planning Area developers will be required to coordinate and receive appropriate approvals from agencies such as the Department of Fish and Game and the Army Corps of Engineers prior to any alteration of resource areas (e.g., wetlands, stream channel, etc.).
Policy 122: Cooperate with other agencies in conservation efforts. (pg. 148)	Specific Plan developers will be required to coordinate and receive appropriate approvals from agencies such as Bay Conservation and Development Commission, the Army Corps of Engineers, and the Regional Water Quality Control Board when designing and implementing conservation-related improvements that affect the Lagoon and the Visitacion Creek tidal channel.

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Policy 123: Conserve important biological communities through sensitive project design. (pg. 148)	The Specific Plan conserves the important biological communities within the Planning Area by setting them aside in permanent open space areas surrounded by significant buffer zones. These biological communities include seasonal freshwater wetlands located west of Tunnel Road, tidal saltwater marsh wetlands associated with the Lagoon, and riparian habitat and tidal saltwater marsh wetlands associated with the Visitacion Creek channel. Proposed improvements such as the daylighting of Visitacion Creek, the revegetation of parkland areas with native species, and the implementation of a surface drainage system have the potential to improve the ecological functioning of the wetlands, re-introduce upland coastal scrub and grassland habitats, and improve the quality of water that flows into the Bay.
Policy 125: Protect heritage trees. (p. 149)	Future development will comply with the City's Tree Regulations, including the preservation or replacement of Protected Trees.
Policy 127: Encourage the use of plants that are compatible with the natural flora in landscape programs. (pg. 149)	Specific Plan guidelines recommend use of native plant species where appropriate, and, when non-native species, selection of plant species that are both compatible with the local conditions (e.g., drought-, wind-, and salt air-tolerant) and non-invasive.
Policy 128: Encourage the use of native plants in landscape programs that provide food and shelter to indigenous wildlife. (pg. 149)	The Specific Plan open space guidelines recommend use of environmentally compatible shrubs and groundcover that provide wildlife habitat.
Policy 129: Require erosion controls to mitigate soil disturbance. (pg. 149)	The landscaping proposed by the Specific Plan will significantly reduce the erosion potential that currently exists with the landfill operation. The proposed surface drainage system will create vegetated bioswales and detention areas that will slow and filter storm drainage, further reducing erosion potential.
Policy 130: Conserve water resources in the natural environment. (pg. 150)	The Specific Plan conserves and enhances water resources within the Planning Area, such as the Lagoon and Visitacion Creek. The Lagoon and surrounding upland habitat will be preserved by establishing a public park. Visitacion Creek will be naturalistically reconfigured to better convey flows from the Visitacion Valley Watershed and serve as part of the Planning Area's environmentally responsive drainage and open space systems
Policy 130.1: The City requires restoration of wetland losses. The determination of which land areas are wetlands will be done by those Federal and State agencies having jurisdiction. The City, however, is especially concerned with those wetlands surrounding the perimeter of the Brisbane Lagoon, the Levinson Marsh, and the Quarry sediment ponds. The ratios of restoration may exceed regulatory agencies' mitigation minimums. (pg. 153)	The Specific Plan not only protects all wetland resources within the Planning Area but also seeks to improve their ecological function and potentially expand their area.
Policy 130.2: Consider wetland restoration as a part of flood control projects. (pg. 153)	The Specific Plan includes wetland restoration within the reconfigured Visitacion Creek. This reconfigured creek corridor will serve as part of the storm drainage and treatment system for the Planning Area while better handling storm flows from the larger watershed.

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<p>Policy 130.4: Wetland and mitigation areas that are mitigations for project impacts must be protected by recorded deed restrictions. (pg. 153)</p>	<p>The Specific Plan designates wetland areas within the Planning Area as Open Space. The intent is that the wetlands resources located within Lagoon and Visitacion Creek Parks will be permanently protected within these two proposed City parks by land use regulations and other means.</p>
<p>Policy 131: Emphasize the conservation of water quality and of riparian and other water-related vegetation, especially that which provides habitat for native species, in planning and maintenance efforts. (pg. 153)</p>	<p>The Specific Plan's storm drainage system places a strong emphasis on improving water quality and the health of associated riparian habitats. The system of bioswales and wetlands will provide greater filtration of urban contaminants from stormwater runoff and reduce erosion and siltation while also improving habitat for area species. Any discharge from the onsite water recycling plant will comply with water quality standards to protect human health and natural resources.</p>
<p>Policy 132: Recognize the importance of the Brisbane Lagoon and the Levinson Marsh as wildlife habitats, valuable community resources and drainage basins, and cooperate with the responsible agencies in their conservation.</p>	<p>The Specific Plan preserves and enhances the wildlife habitats and drainage functions of the Lagoon by improving the plant communities along the Lagoon and limiting recreational uses to compatible low-impact types while still maintaining appropriate setbacks or delineations from sensitive marshlands.</p>
<p>Policy 133: Reduce the amount of sediment entering waterways (pg. 153)</p>	<p>The Specific Plan's storm drainage system uses bioswales and detention features to slow and filter storm water, thereby reducing sedimentation of waterways.</p>
<p>Policy 134: Reduce the amount of pollutants entering waterways. (pg. 154)</p>	<p>The Specific Plan's storm drainage system uses bioswales and wetland features to slow and filter storm water, thereby reducing pollution of waterways. Any discharge from the onsite water recycling plant will be cleaned to meet or exceed water quality standards to protect human health and natural resources.</p>
<p>Policy 136: Encourage the maintenance and rehabilitation of structures important to the history of Brisbane. (pg. 157)</p>	<p>The historic railroad Roundhouse and Lazarri Building are a significant resources that will be preserved and rebuilt to the extent feasible in accordance with the policies of the General Plan. The Roundhouse will be incorporated as a central feature within the Roundhouse Green, which will serve as the junction between the Promenade and Visitacion Creek Park.</p>
<p>Policy 137: Conserve pre-historic resources in accordance with State and Federal requirements. (pg.157)</p>	<p>Pre-historic resources, if encountered, will be preserved or removed and curated in accordance with all applicable laws.</p>
<p>Policy 138: Encourage the conservation of domestic water.</p>	<p>The Specific Plan requires the use of water conservation measures, including but not limited to the following: low-flow fixtures, low-flow irrigation systems, drought-resistant planting, public education, sub-metering, and water recycling.</p>

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Policy 139: Promote the conservation of non-renewable energy resources. (pg. 159)	The Specific Plan promotes the conservation of nonrenewable energy resources in building construction and operation as well as transportation. All development, must meet U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Certified standards, which promote energy efficient, sustainable design. An onsite solar farm will reduce the need for energy produced from fossil fuels. The Specific Plan's circulation plan also is designed to serve multiple transportation modes in order to reduce the use of private vehicles that use fossil fuels.
Policy 140: Encourage energy-efficient building design and site planning. (pg. 159)	See response to Policy 139.
Policy 141: Encourage the installation of energy-efficient appliances. (pg. 159)	See response to Policy 139.
Policy 142: Continue to support vehicle trip-reduction programs to conserve non-renewable fuels. (See Chapters VI and X for additional trip reduction policies.) (pg. 160)	The Specific Plan includes provisions for the preparation and implementation of TDM Plans to reduce single-occupant automobile trips.
Policy 143: Maximize opportunities to recycle solid waste. (pg. 160)	The LEED standards for certification encourage the use of recycled building materials and require, as a prerequisite, facilities for the storage and collection of recyclables. Additionally, Specific Plan design guidelines recommend the provision of service courts to allow for the collection of materials for recycling and of trash receptacles that accommodate recycling.

**Chapter X: Community Health and Safety**

Policy 145: Recognize the need to ensure adequate revenues to provide safety services. (pg. 165)	The proposed development for the Specific Planning Area will generate more than enough tax revenue to offset the cost of providing police and fire services to the area.
Policy 146: Require that developers and property owners in undeveloped areas who wish to build on their land provide infrastructure at their own expense, including water, sewer, storm drains and paved streets to City standards. (pg. 165)	Per the Specific Plan, project financing will fund all improvements that directly and solely benefit the development permitted under the Specific Plan. Project financing will cover an appropriate portion of the costs for roadway improvements that provide a community, citywide, or regional benefit.
Policy 149: Construct new buildings and retrofit existing ones to withstand seismic forces. (pg. 168)	All buildings will comply with local and state building codes, including those relating to seismic safety.
Policy 153: Require the construction of new improvements and the upgrade of existing stormwater infrastructure to mitigate flood hazard. (see Policy 130.2.) (pg. 178)	The Specific Plan provides for re-grading of the development areas and a new storm drainage system to mitigate applicable storm water and flooding hazards while doing so in a manner that also benefits natural resource values.
Program 153.c: In conjunction with design of infrastructure to serve the Baylands, require that the property owner address the issue of flooding around the open drainage channel that flows west to east across the property. (pg. 178)	The existing channel will be improved for flood protection purposes, among others.

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Policy 155: Pay special attention to the condition and maintenance of storm drain facilities to avoid flooding. (p. 178)	The Baylands Storm Drain Master Plan and the Stormwater Management Plan will address physical improvement and maintenance of stormwater facilities.
Policy 156: Take advantage of technology to require built-in fire safety systems using appropriate materials and technology. (pg. 181)	All buildings will comply with local and state building codes, including those relating to fire safety.
Policy 166: Protect the community's health, safety, welfare, natural resources, and property through regulation of the handling and storage of hazardous materials, with specific focus on prevention of accidents.	The use of hazardous materials at the Baylands will require the preparation and County approval of a Hazardous Materials Business Plans, which include risk analysis that identifies potential hazardous materials that will be used and the program for their safe handling and disposal.
Policy 166.1: Require disclosure, in a risk analysis, of all hazardous materials to be utilized in research and development and biotechnical research, the assumptions that were used, and methods of safe handlings and disposal. The City has a concern with and may exclude research and development and biotechnical research uses which involve high use or generation of hazardous materials and/or do not address public safety in handling and disposal to the City's satisfaction.	See response to Policy 166.
Policy 172: Establish that is of the highest priority that contaminated lands in Brisbane be remediated.	Prior to the development permitted by the Specific Plan, all contaminated land in the Planning Area will be remediated consistent with all applicable federal, state, and local requirements.
Policy 173: The City shall not grant approval of a development project on a contaminated site unless a plan for remediation of the site has been approved and adopted by all Federal, State and local agencies having jurisdiction over the remediation plan.	Development of the parcels in the Baylands will require the prior approval of Remedial Action Plans by the responsible regulating agencies to ensure the parcels are safe for development.
Policy 174: Include the remediation requirements of Federal, State and local agencies in the process of making determinations on land use designations and development applications.	The land uses permitted by the Specific Plan are considered to be consistent with the levels of remediation that will be required by the responsible regulating agencies. The Specific Plan and subsequent development projects will be analyzed consistent with the California Environmental Quality Act (CEQA), and appropriate remediation plans will be required.
Policy 175: Assure that any development otherwise permitted on lands filled with municipal waste is safe by implementing the following programs. [Note: refer to the General Plan for the three referenced programs] (pg. 191-192)	A Landfill Closure Plan, to be reviewed and approved by SFBRWQCB, San Mateo County Environmental Health Division, and California Integrated Waste Management Board, will be required prior to issuance of a Closure Permit.
Policy 176: Minimize the intrusion of unwarranted and intrusive noise on community life. (pg. 195)	Also see response to Policy 173.  The Specific Plan does not permit uses that are likely to generate substantial noise impacts upon community life. Noise mitigation measures, such as noise barriers and special landscape and construction techniques, will protect future residents, workers, and visitors from existing sources of noise, such as trains and vehicles on highways.

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Policy 179: Require the incorporation, when feasible, of new road or landscaping features that buffer traffic noise impacts on adjacent areas. (pg. 195)	Due to the separation of space between developed areas of the City, such as Central Brisbane, from the Baylands, proposed uses and improvements would have negligible noise impact on existing residents, workers, and visitors, The City has indoor noise standards that will require new uses to implement noise barriers, such as sound-rated windows and sound dampening building materials, to ensure sound levels will be within safe limits.
Policy 182: Support efforts to reduce vehicle trips and keep smooth traffic flow to the extent that the number of trips and stop-and-start traffic contribute to traffic noise. (pg. 196)	The Specific Plan establishes a multi-modal circulation system that provides alternatives to vehicular trips and also includes provisions for TDM plans to reduce single-occupant automobile trips. Additionally, the Specific Plan adopts the intersection Level of Service (LOS) standards of the General Plan and identifies roadway improvements needed to maintain adequate service.
Policy 183: Coordinate land uses and construction conditions to minimize noise impacts of the Caltrain corridor and major highway arterials on adjacent land uses. (pg. 196)	The City has indoor noise standards that will require new uses to implement noise barriers, such as sound-rated windows and sound dampening building materials, to ensure sound levels will be within safe limits.
Policy 184: In conjunction with development applications and other land use decisions, consider the potential for noise generation from, as well as noise impacts on, the project or area. (pg. 196)	The Specific Plan does not permit uses that are likely to generate substantial noise impacts upon the community life. The potential for noise impacts related to cumulative traffic is assessed as part of the EIR for the Specific Plan. Mitigation measures, if any, to ensure safe indoor noise levels will be required to be implemented by development projects prior to the issuance of building permits and certificates of occupancy.
Policy 193: As a part of land use development analysis, consider the impacts on air resources that will be generated by a project through mobile sources (pg. 199)	The potential for impacts related to mobile emissions are assessed as part of the EIR for the Specific Plan. Mitigation measures, if any, for air resource impacts from mobile sources will be required.
Policy 194: Attempt to minimize dependence on automobile travel by encouraging transit, bicycle and pedestrian alternatives and incorporating alternatives to the automobile in land use planning and project design. (pg. 200)	The Specific Plan provides for a multi-modal circulation system that includes transit, bicycle, and pedestrian facilities that, in conjunction with a TDM Plan to further incentivize commuters, will provide convenient alternatives to the automobile.
Policy 197: Continue to improve existing roadways to reduce congestion in order to reduce emissions generated by “stop-and-go” driving. (pg. 200)	The Specific Plan adopts the intersection LOS standards of the General Plan and identifies needed roadway improvements needed to serve the proposed land use program. A higher percentage of existing Brisbane residents, workers, and visitors may also take advantage of higher service frequencies and closer, more convenient locations of transit and bus services and choose to use personal vehicles less frequently, thereby reducing their contributions to local congestion.
Policy 198: Actively participate in and support the development and implementation of transportation system management plans (TSMs) and transportation demand management measures (TDMs). (pg. 200)	Consistent with the County of San Mateo’s Congestion Management Program, the Specific Plan includes provisions for the preparation and implementation of TDM Plans to reduce single-occupant automobile trips.

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Policy 203: Consider issues of stationary emissions in land use planning and project review. (pg. 201)	The potential for impacts related to stationary emissions are assessed as part of the EIR for the Specific Plan. Mitigation measures, if any, for air resource impacts from stationary sources will be required.
Program 203.a: As part of land use planning, establish buffer zones between sensitive receptors and significant emissions sources, including uses that cause offensive odors or dust. (pg. 202)	Buffer zones may be included as a mitigation measure required by the EIR.
Policy 205: Cooperate with the County of San Mateo and the Congestion Management Agency in the development of air resources policies and programs to ensure consistency between local activities and regional efforts to achieve Federal and State air quality standards. (pg. 202)	Consistent with the County of San Mateo's Congestion Management Program, the Specific Plan includes provisions for TDM Plans to reduce single-occupant automobile trips.
Policy 206: Upgrade and maintain the existing water distribution system. (pg. 203)	The Specific Plan does not propose development that will hinder the functioning of the existing water distribution system.
Policy 207: Establish pressure zone(s) for water improvements and prohibit on-site water tanks. (pg. 203)	Development of the Baylands will require the creation of a new pressure zone and storage tank to provide adequate fire flow to the Planning Area. Preliminary locations, including two sites outside the Planning Area, are identified but detailed evaluation will be required to identify the precise location and design.
Policy 208: If new development occurs, require infrastructure to be installed to City standards. (pg. 204)	The Specific Plan requires that all new infrastructure for the Baylands will be designed and constructed to City standards.
Policy 209: Require, as feasible, all trunk water lines to be installed in dedicated public streets. (pg. 204)	As shown in the proposed water supply network diagram, the Specific Plan proposes for all water trunk lines to be located within the planned public street right-of-ways.
Policy 210: Developers and property owners who wish to build on their land in undeveloped areas where infrastructure does not currently exist shall provide the infrastructure for water distribution. (pg. 204)	The Specific Plan identifies system improvements needed to provide adequate water delivery capacity to serve planned development. As noted in the Specific Plan, project financing will fund all improvements that directly and solely benefit the development permitted under the Specific Plan. Project financing will cover an appropriate portion of the costs for improvements that provide a community, citywide, or regional benefit.
Policy 213: If new development occurs, require trunk and lateral lines to be installed to City standards. (pg. 205)	The Specific Plan requires that all new infrastructure for the Planning Area will be designed and constructed to City standards.
Policy 214: Require, as feasible, that all sanitary sewer lines be installed within dedicated public streets. (pg. 205)	As shown in the proposed sanitary sewer network diagram, the Specific Plan intends for all sewer lines to be located within the planned public street right-of-ways.
Policy 215: Sanitary sewer service to undeveloped areas where facilities do not currently exist shall be installed and connected to the City's system at the property owner or developer's expense. (pg. 206)	The Specific Plan identifies adequate sewerage collection and treatment improvements needed to provide adequate sewer capacity to serve planned development. In addition, sewage from outside the Baylands may be treated at the onsite water recycling facility. As noted in the Specific Plan, project financing will fund all improvements that directly and solely benefit the development permitted under the Specific Plan. Project financing will cover an appropriate portion of the costs for improvements that provide a community, citywide, or regional benefit.

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Policy 216: If development occurs, extend City sanitary sewer service to currently undeveloped areas so that all new users within the City Limits area are served by the City as legally permissible. (pg. 206)	The Specific Plan provides for a complete sanitary sewer system for the Planning Area that will be connected to existing public collection and treatment facilities. In addition, sewage from outside the Baylands may be conveyed to and treated at the onsite water recycling facility.
Policy 221: If new development occurs, require storm drain systems to be installed to City standards. (pg. 207)	The Specific Plan requires that all new infrastructure for the Planning Area will be designed and constructed to City standards.
Policy 222: Require that all storm drain lines be installed within dedicated public streets. (pg. 207)	As shown in the proposed major stormwater drainage network diagram, the Specific Plan intends for major storm drain lines to be located within the planned public street right-of-ways.
Policy 223: Storm drains in undeveloped areas where facilities do not currently exist shall be installed at the property owner or developer's expense. (pg. 207)	The Specific Plan identifies the storm drainage improvements needed to provide adequate storm drainage for planned development. As noted in the Specific Plan, project financing will fund all improvements that directly and solely benefit the development permitted under the Specific Plan. Project financing will cover an appropriate portion of the costs for improvements that provide a community, citywide, or regional benefit.
Policy 224: In conjunction with development applications that place substantial increased demands upon the existing system, require that the system be upgraded or replaced to the satisfaction of the City. Contributions from responsible parties should be proportional to the impact of their projects. (pg. 208)	The Specific Plan provides for storm drainage improvements that will not only address the needs of planned development but will also improve the capacity and function of the larger storm drainage system.
Policy 227: Cooperate with Daly City, responsible property owners, and responsible agencies to develop plans to improve the storm facilities on Bayshore Boulevard to relieve flooding. (pg. 208)	The storm drainage network proposed within the Specific Plan will increase capacity downstream from Bayshore Boulevard and thereby partially relieve existing flooding problems.

**2007-2014 City of Brisbane Housing Element Policies**

Policy H.B.1: Require a balance of housing types, sizes (bedrooms), tenure and the inclusion of affordable, senior and special needs dwelling units in multi-family developments. (pg. VI-5)	Development of the Baylands will include market-rate and affordable condominiums, apartments, and townhomes that could accommodate a variety of household types, sizes, and needs.
Policy H.B.3: Encourage development of affordable housing specifically designed for seniors and persons with disabilities or other special needs. (pg. VI-7)	Affordable housing may include age-restricted housing and all housing will comply with the federal Americans with Disabilities Act.
Policy H.E.1: Encourage housing that supports transit oriented development (TOD) and smart growth to minimize automobile trips, and reduce greenhouse gases. (pg. VI-15)	Housing development on the Baylands will be within walking and biking distances of transit and bus services provided by CalTrain, Muni, or SAMTrans, and supplemented by private shuttles to and from transit stations.
Policy H.G.1: Require new employers generating 100 or more daily commute trips to offer relocation assistance to employees who agree to relocate to Brisbane. (pg. VI-17)	Encouragement of relocation assistance is included in the Traffic Demand Management Plan.
Policy H.H.1: Assure that new development absorbs the cost of mitigating the environmental, social and service impacts it brings to the community. (pg. VI-18)	Infrastructure improvements with direct benefits to the Baylands will be funded by future development on the Baylands. Maintenance costs will be paid for through assessment districts, property taxes, and other potential sources. A fiscal impact analysis will be required prior to the approval of the Specific Plan.

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Policy H.H.2: Regulate the development of environmentally sensitive and hazardous lands to assure the mitigation of significant impacts. (pg. VI-18)	Remediation for the development of the Baylands will be regulated, overseen, enforced and monitored by DTSC, SFBRWQCB, and other local and state agencies.
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**Chapter XII: Policies and Programs by Subarea: Northeast Bayshore**

Policy 324: Encourage the maintenance and upgrading of the buildings and site in conjunction with new construction and new occupancies. (pg. 237)	Stormwater facilities improvements on the Baylands and in Bayshore Boulevard will reduce the existing flooding conditions experienced in the Northeast Bayshore Subarea.
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Policy 325: Retain and enhance landscaping along Bayshore Boulevard to buffer traffic noise and to screen the industrial uses from through traffic. (pg. 237)	Noise and visual barriers along Bayshore Boulevard may be included as mitigation measures in the EIR.
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Policy 326: Assist the property owners in developing an improved circulation plan for the businesses that front on Industrial Way to facilitate truck loading and turning movements. (pg. 237)	Industrial Way will be abandoned and replaced by new roadways that will be designed to all applicable traffic circulation and safety standards.
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Policy 327: Examine opportunities to improve circulation in Northeast Bayshore in conjunction with development of the Baylands. (pg. 237)	New roadways on the Baylands, include the Geneva Avenue extension and the new Rouhouse Arc, will improve access across the Caltrain tracks to U.S. 101 from the Northeast Bayshore Subarea.
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Policy 328: Through the appropriate regulatory agencies, control the handling of toxic materials and the remediation of any contamination. (pg. 237)	Remediation for the development of the Baylands will be regulated, overseen, enforced and monitored by DTSC, SFBRWQCB, and other local and state agencies.
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Policy 328.1: Require improvement of drainage and correction of hillside erosion and flooding on Bayshore Boulevard and Industrial Way. (pg. 237)	Stormwater facilities improvements on the Baylands and in Bayshore Boulevard will reduce the existing flooding conditions experienced in the Northeast Bayshore Subarea. Industrial Way will be abandoned and replaced by new roadways that comply with the current stormwater regulations.
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**Chapter XII: Policies and Programs by Subarea: Baylands**

Policy 328.2: Require a program by the developer encouraging employment of Brisbane residents in the construction phase and in the operation of future businesses. (pg. 237)	The Specific Plan requires developers to give preference to contractors with local labor in support of local hiring.
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Policy 329: Prior to or in conjunction with the first Specific Plan for the Baylands subarea, a Concept Plan shall be submitted, which shows the disposition of the entire site. The Concept Plan shall include the following:

1. an overall conceptual plan, illustrative in nature, showing uses and locations by means of bubble and schematic diagrams with an accompanying text;
2. a general description of conceptual uses, densities, intensities and locations consistent with the adopted General Plan;
3. a listing of responsible State, Federal or local agencies which have jurisdiction over the development of the site in the manner contemplated by the Concept Plan and a description of the studies to be concluded and the issues to be resolved with such agencies.

Prior to or in conjunction with any subsequent Specific Plan, the applicant shall provide an updated Concept Plan for City consideration. The conceptual plan need not represent a commitment by the owner to any form of development. In no event shall a submitted Concept Plan be deemed an application for any form of development project approval under the City's subdivision or Zoning regulations. (pg. 237-238)

Policy 329.1: Adopt one or more Specific Plans and accompanying environmental impact reports prior to any development of the subarea. (pg. 238)

Policy 330: In any Specific Plan which may be prepared for less than the entire Baylands subarea, demonstrate the major circulation, open space, and utilities for the remainder of the property (pg. 238)

Program 330a: Environmental review for all Specific Plan shall include a visual impact analysis which shall include an evaluation of the impacts of building heights, including the impact of the proposal on view corridors.

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Drawing upon previous land use plans shown to the City, the Specific Plan, which shows land use types, intensities and locations and includes a list of agency approvals and studies, constitutes the required Concept Plan.

Adoption of this Specific Plan and certification of its accompanying environment impact report allows for the development within the Baylands consistent with this policy.

The Specific Plan, as revised from the 2006 Draft, includes almost all of the land area east of Bayshore Boulevard and north of Sierra Point, with the major exceptions of the Kinder Morgan Tank Farm, and the Brisbane Fire Department Station. The Tank Farm and the Fire Station are not expected to be redeveloped.

Per this policy, the EIR on this Specific Plan includes an evaluation of the impact of building heights on view corridors.

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Program 330b: Specific Plans shall address the heights of buildings and building groups to achieve the following:

- a. diversity of height within the subarea;
- b. creative excellence in architectural and site design;
- c. visual acceptability when seen from above;
- d. a complementary relationship to the overall topography, especially the Lagoon, San Bruno Mountain, and the Bay, and the entrance to Central Brisbane;
- e. open space and open areas.

Development south of the Bayshore Basin drainage channel shall maintain a low profile permitting low or midrise buildings, not to exceed six stories in height, in order to preserve the existing views of San Francisco and San Francisco Bay as seen from Central Brisbane, and to maximize the amount of landscape and open space or open area in this portion of the subarea.

The following design approaches shall not be included in any specific plan or development proposal:

- a. Buildings or building groups that block view corridors to the Bay, or appear as "fortresses" or "walls" lining the Bayfront, the Lagoon, or any arterial street.

The Specific Plan development standards and design guidelines address building heights, massing, and design character for each of the planning subareas. South of the drainage channel, the Plan provides for campus style development in a park-like setting with building heights limited to no more than six stories consistent with this policy. In addition, substantial park and open space area has been designated for the southern area to insure consistency with this policy, including three major parks (Lagoon Park, the South Visitation Park, and Visitation Creek Park) and substantial landscape buffers along Tunnel Road, Lagoon Way, and Sierra Point Parkway.

The proposed development pattern has been carefully designed to protect existing view corridors and provide high quality views from new development. The plan does not allow for "fortress"-like development anywhere that blocks existing views of the Bay or Lagoon. The Specific Plan does call for the creation of a consistent "street wall" along Geneva Avenue in order to create an attractive and well-defined corridor at this entry to the City. Design guidelines will ensure that the buildings along this corridor are well designed and not "fortress"-like.

Policy 330.1: Prohibit housing on the Baylands (pg. 239)

The Specific Plan is inconsistent with this policy in that residential development will be a key component of the Baylands. The inclusion of this use within the Planning Area will require an amendment to the General Plan. The inclusion of residential uses within the Baylands will allow for the inclusion of additional housing units which will answer regional housing needs. It will also allow the Baylands to develop with a complementary mix of uses that will create active lifestyles and public spaces and is linked with the historical and ecological heritage of the area.

Policy 331: Maximize opportunities for open space and recreational uses in any land use planning for this subarea. (pg. 239)

The Specific Plan designates almost 33% (186 acres) of the Planning Area as open space and open area, including several park areas and the Bay Trail corridor that will provide new opportunities for recreation.

Policy 332: Establish standards and parameters for interim uses of the property. (pg. 239)

Chapter 17.41 of the City of Brisbane Zoning Code establishes standards and parameters for interim uses of the Baylands; Chapter 17.41 is consistent with this Specific Plan and shall continue to govern interim uses throughout the Baylands. Other interim uses may be allowed prior to the buildout of the Planning Area and are listed in Table 4-4.

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Policy 333: Establish a safety buffer around and provide visual screening of the Tank Farm. (pg. 239)

No occupiable development is proposed adjacent to the Tank Farm. A portion of the solar farm will be separated from the Tank Farm by an improved Tunnel Avenue. The closest development area is separated vertically and horizontally from the Tank Farm by the Tunnel Road corridor and landscape buffer. Street trees and a “rustic” landscape zone along the west side of Tunnel Road will help screen views of the Tank Farm from Tunnel Road. Windrows and landscape buffers encircling the Tank Farm will screen views in all directions.

Policy 334: Encourage an adaptive reuse of the Roundhouse and other structures identified as having historic, cultural, and unique architectural value.

The Roundhouse is identified in the Specific Plan for restoration and incorporation as a key element in the future Roundhouse Green.

Policy 335: Give aesthetic consideration to views of San Bruno Mountain, the Bay and the Baylands development itself from Central Brisbane as well as views from the Baylands in the design of any development. (pg. 239)

The Specific Plan uses open space to maximize views of the Bay and San Bruno Mountain from the Planning Area and the rest of Brisbane. In particular, open space and street axes are designed to allow the Mountain, Bay, or other open space feature, such as the Lagoon, to terminate views. The Specific Plan also includes development standards and design guidelines that encourage development that is aesthetically pleasing when viewed from inside or outside of the Baylands. These standards and guidelines address roof forms, materials, and mechanical screening. Views of future development will be minimized using several strategies including: creation of landscape buffers along major roadways, planting windrows along designated alignments, and by grading the site to step down as it moves away from Central Brisbane (see conceptual grading plan in Chapter 3). Additionally, see consistency with General Plan Policy 11.

Policy 336: Consider methods for enhancing interaction between the residential community in Central Brisbane and uses on the Baylands. Methods may include pedestrian, bicycle and vehicular connections, recreational uses, and educational facilities. (pg. 239)

The Specific Plan connects the Baylands to Central Brisbane through transportation connections as well as open space destinations. The plan calls for the creation of multiple parks, all of which are located to be easily accessible from Central Brisbane. In particular, Lagoon Park is directly to the northeast of Central Brisbane, and connections to this park will be through the Lagoon Way overpass. In addition, pedestrian and bicycle access could be provided through the former railroad tunnel under Bayshore Boulevard between Icehouse Hill and the existing Machinery and Equipment Building site, connecting to a city trail system on the west side of Bayshore Boulevard running through Crocker Industrial Park. Access to the rest of the Baylands would be via multi-use paths connecting to the Lagoon Way overpass to the south and over Ice House Hill to the north.

Policy 337: Include a phasing schedule for development to limit the adverse impacts of too rapid growth. (pg. 239)

Development of the Baylands is to occur in multiple phases to as limit the impacts that could be associated with a single large-scale development project. Development is expected to occur by 2035. The Specific Plan’s Implementation Chapter requires Public Improvement Plans that detail the sequencing of infrastructure improvements required for proposed development and set standards for infrastructure levels that must be in place prior to occupancy.

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<p>Policy 338: Buffer development from the Heavy Commercial uses in the Beatty Subarea. (pg. 239)</p>	<p>The Specific Plan's circulation and land use plans were designed so that development that fronts on Geneva Avenue and associated landscaping will serve as visual buffers to the heavy commercial uses in the Beatty subarea. This development will back-up to the Beatty Subarea, locating less sensitive site functions such as parking, service access, and storage at the rear of the site adjacent to the Beatty subarea.</p>
<p>Policy 339: Develop design guidelines as part of every Specific Plan for the subarea. In the design guidelines, incorporate standards for roofs, emphasizing color, materials and screening, so as to consider views from above. (pg. 339)</p>	<p>The Specific Plan includes detailed design guidelines and development standards that address building materials, colors, equipment screening, and roof treatments with the area's visibility from above being a key consideration.</p>
<p>Policy 339.1 If UCSF decides it wants to build a campus in Brisbane, and if the City approves the proposal, a development or other agreement between the City and the University would be a precondition of approval, to ensure that conditions and mitigations that would make the development acceptable to the City and its people are included. (pg. 239-240)</p>	<p>UCSF has committed to building its campus in San Francisco's Mission Bay neighborhood since this policy was written. Neither the Specific Plan nor its Framework Plan envisions a campus of the University of California, San Francisco within the Baylands.</p>
<p>Policy 340: Include street standards in all Specific Plans for the subarea. (pg. 240)</p>	<p>The Specific Plan establishes street standards for all new and reconstructed streets within the Planning Area.</p>
<p>Policy 340.1: Require the property owner to demonstrate the feasibility of connecting Geneva Avenue to Highway 101 prior to or with the first Specific Plan. Include an estimate of costs. (pg. 240)</p>	<p>Geneva Extension is being considered in the Candlestick Point Interchange Study, the Bi-County Transportation Study, and the Brisbane Baylands Infrastructure Plan, in addition to the Brisbane Baylands Specific Plan. Additional traffic analysis will be conducted as a part of the EIR for the Specific Plan. The Specific Plan shows conceptually how Geneva Avenue could be extended through the Baylands and connected to Bayshore Boulevard and U.S. 101. The total estimated cost to extend Geneva Avenue is included in the Infrastructure Plan and will be analyzed in the Bi-County Transportation Study.</p>
<p>Policy 341: Locate a new train station, upgrade the existing station, and provide the opportunity for intermodal mass transit facilities. (pg. 240)</p>	<p>The Caltrain Bayshore Station is planned to become an intermodal station with the extension of Muni T-Third LRT and a proposed Muni BRT along Geneva Avenue. The Specific Plan provides for pedestrian, bicycle, and vehicular connections that will link planned development with the intermodal station and incorporates this intermodal station as the primary focus of transit-oriented commercial and residential developments at the Baylands. Caltrain does not have plans at this time to establish an additional station within Brisbane, however, the Caltrain Bayshore Station is expected to be relocated within Brisbane to facilitate intermodal connections.</p>
<p>Policy 342: Mitigate traffic impacts by improved access to public transportation, by construction of street and intersection improvements, and by implementing the measures adopted by the City in Transportation System Management, Transportation Demand Management and Congestion Management Plans. (pg. 240)</p>	<p>The Specific Plan includes all transportation system improvements included within the General Plan and the Bi-County Transportation Study, provides for transit circulation throughout and beyond the Planning Area, and incorporates TDM Plans that are consistent with the San Mateo County Congestion Management Program. The City currently does not have Transportation System Management, Transportation Demand Management and Congestion Management Plans.</p>

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Policy 343: Develop a pedestrian and bicycle system to reach all areas of the City from the Baylands. (pg. 240)

The existing Tunnel Avenue overpass currently provides a well used bicycle access between the Baylands and Central Brisbane, and it will continue to serve this vital function. The Specific Plan includes a comprehensive pedestrian and bicycle circulation network that extends to the boundaries of the Planning Area so that it may connect with existing, planned, or potential bicycle and pedestrian facilities throughout the City.

Policy 344: Connect all development within the Baylands with bicycle and pedestrian networks. (pg. 240)

The Specific Plan includes a comprehensive pedestrian and bicycle circulation network that will connect all districts within the Planning Area. The Specific Plan requires Class II bicycle lanes on Geneva Avenue extension, 7th Street, P Street, 2nd Street, Round House Circle, Creek Parkway, Lagoon Way, and portions of N Street and 8th Street. A Class I path is planned adjacent to the extended Sierra Point Parkway, where it will serve as part of the Bay Trail, and along Tunnel Avenue. The Specific Plan includes pedestrian facilities—sidewalks, trails, or multi-use paths—along all streets within the Planning Area.

Policy 345: Work with other agencies to promote interconnection with regional bicycle systems. (pg. 240)

The Specific Plan provides for a Class I multi-use path adjacent to Sierra Point Parkway that will serve as a component of the Bay Trail, consistent with the Association of Bay Area Governments' planned route between Sierra Point and Candlestick Point State Recreation Area.

Policy 346: Include the upgrade or replacement of Tunnel Avenue and its overpass or alternative access in the circulation plan for the Baylands. (pg. 240)

The Specific Plan includes the rebuilding of Tunnel Avenue to Collector Street standards along a realigned right-of-way that will terminate in a T intersection just prior to the new overpass (referred to as the Lagoon Way Overpass throughout the Specific Plan to reflect the new proposed road alignment). The new overpass, includes bicycle lanes and a pedestrian sidewalk. Additionally, alternative access will be provided through the extension of Geneva Avenue at the northern end of the Planning Area and Roundhouse Arc in the central portion of the Baylands.

Policy 347: Cooperate with other agencies to develop the Bay Trail between Sierra Point and the Candlestick Recreation Area. (pg. 240)

The Specific Plan provides for a Class I multi-use path adjacent to Sierra Point Parkway that will serve as a component of the Bay Trail, consistent with the Association of Bay Area Governments' planned route between Sierra Point and Candlestick Point State Recreation Area.

Policy 348: Enhance the natural landform and biotic values of Icehouse Hill and preserve its ability to visually screen the Tank Farm. (pg. 240)

The Specific Plan calls for Icehouse Hill to be preserved for its recreational, habitat, visual and historic values.

Policy 349: After the water environment is determined to be safe for public access, develop public water-related passive recreation at the Brisbane Lagoon, with due concern for the preservation and enhancement of the wetlands. (pg. 240)

The Specific Plan provides for Lagoon Park and allows for its connection to the Lagoon Perimeter and potential public pathway, which together will preserve the Brisbane Lagoon's wetland habitat while allowing compatible public access. Recreational amenities are passive in nature and may include native planting, trails, interpretational facilities, picnic areas, and a small non-motorized boat launch area.

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Policy 350: Develop a public pathway and access facilities immediately adjacent to the Lagoon. (pg. 240)	The Specific Plan provides for Lagoon Park and allows for its connection to the Lagoon Perimeter, which may include trails and boardwalks adjacent to the Lagoon.
Policy 351: Establish a buffer zone between the Lagoon and adjacent uses. (pg. 241)	The Specific Plan establishes a broad buffer zone between the Lagoon and developments to the north. This buffer zone includes Lagoon Park, the Lagoon Way, and the landscape buffer north of Lagoon Way. The only potential buildings in the Lagoon Park would be a nature/youth education center and a non-motorized craft facility. The other closest development would be the proposed restaurant retail uses near the Sierra Point Interchange.
Policy 352: Plan for landscape improvements to the lands around the Lagoon, including screening of the industrial structures adjacent to Bayshore Boulevard (pg. 241)	The Specific Plan calls for landscape improvements in Lagoon Park and Lagoon Perimeter and the portion of the Public Pathway inside the Planning Area. Given the narrow strip of land within the Planning Area that is adjacent to Bayshore Boulevard and not within the railroad right-of-way, it is not feasible to further screen the offsite industrial structures located in this area
Policy 353: Consider a possible golf course if compatible with environmental and conservation concerns (pg. 241)	A golf course or similar uses is a permissible use in the Open Space designation area, and a conditional or interim use in other areas. Environmental and conservation concerns would be addressed during the approval process for a golf facility.
Policy 354: Dedicate land area for open space, recreational uses and wetlands restoration, especially around the Lagoon. (pg. 241)	The Specific Plan identifies approximately 170 acres of open space to be set aside for a variety of recreational and resource management uses. The landowners may dedicate open space lands to the City consistent with Brisbane’s existing ordinances governing open space and parkland dedication.
Policy 355: Provide in-lieu fees for the acquisition of open space or land dedicated in conjunction with development. (pg. 241)	The Specific Plan identifies approximately 170 acres of open space to be set aside for a variety of recreational and resource management uses. If necessary, landowners will pay in-lieu fees for open space acquisition consistent with Brisbane’s existing ordinances governing development fees.
Policy 356: Preserve open areas east of the Caltrans Highway 101 right-of-way as Bayfront. (pg. 241)	The area east of U.S. 101 is outside the Planning Area. It is expected that the area east of the freeway will remain as open space, with the potential exception of highway improvements, if necessary.
Policy 357: Identify wildlife habitats and encourage programs to retain and/or enhance their natural features and habitat values in consultation with responsible agencies and independent professionals. (pg. 241)	The Specific Plan identifies wildlife habitats and provides for open space and related enhancements to reserve land for these resources and improve their resource values.
Policy 358: Investigate methods to improve water quality in the Lagoon without adversely impacting waterfowl and fish. (pg. 241)	The Specific Plan includes habitat enhancement in Lagoon Park and the Lagoon Perimeter. In addition, stormwater management improvements, such as bioswales, should contribute to improved water quality without disrupting the wetlands habitat.

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Policy 359: Seek opportunities to enhance and restore wetlands in consultation with responsible agencies. (pg. 241)

The Specific Plan recommends wetlands enhancement and restoration in Visitation Creek Park, Lagoon Park, and Lagoon Perimeter. Visitation Creek Park will reconfigure the existing tidal channel to improve ecological function while also creating a passive recreational space. The open drainage system for development within the Planning Area will be designed to support the wetlands functions of the creek. Additionally, the wetlands in and around the Lagoon are recommended to be preserved and enhanced as part of the improvements for Lagoon Park and Lagoon Perimeter and the portion of a public pathway in the Planning Area. Design and implementation of these recommended enhancements will need to be developed in consultation with responsible agencies such as Army Corps of Engineers, CDFG and BCDC.

Policy 360: Incorporate new construction standards for energy efficiency and water conservation (pg. 241)

The Specific Plan requires that all development meet the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Certified standards or equivalent rating systems. These rating systems include prerequisites and reward certification points for energy efficiency and water conservation features that exceed the State's energy and water efficiency standards.

Policy 361: Require water-conserving landscape plans, including suitable plant materials and irrigation systems, and explore the use of non-potable water. (pg. 241)

The Specific Plan includes a list of recommended tree species, all of which are drought tolerant, and suggests that the majority of shrubs and groundcover should be drought tolerant. The plan encourages the use of recycled water for landscape irrigation.

Policy 362: Support County and regional efforts to maintain and improve water quality in the San Francisco Bay. Work closely with responsible agencies to assure monitoring of the landfill so as to avoid toxic leaking into the Bay and to have property owners repair any leaks. (pg. 241)

The landowners of the former landfill area will need to prepare and obtain approval for closure plan for the former landfill site from the Regional Water Quality Control Board and California Integrated Waste Management Board; the closure plan will identify the specific remediation and monitoring requirements necessary to prevent contamination of water quality in the Creek, Bay, or groundwater.

Policy 363: Improve water circulation and water quality in the Lagoon by control of sedimentation and by careful monitoring and maintenance of underground pipelines by responsible agencies. (pg. 241)

The habitat enhancement in Lagoon Park and Lagoon Perimeter and portions of a public pathway, in conjunction with stormwater management improvements, should serve to reduce sedimentation of the Lagoon.

Policy 364: Maximize energy conservation and encourage recycling through site planning and building design. (pg. 242)

The Specific Plan requires that all development, except for Service Industrial uses, meet the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) or equivalent rating systems. These rating systems include prerequisites and reward certification points for energy efficiency and water conservation features that exceed the State's energy and water efficiency standards.

Policy 365: Comply with applicable Federal, State and regional standards for development on landfill. (pg. 242)

Specific Plan developers will comply with all Federal, State and regional regulations and standards for development on landfill, including the preparation and implementation of a landfill closure plan.

<i>1994 General Plan Policy</i>	<i>Brisbane Baylands Specific Plan Consistency</i>
Policy 366: Meet applicable seismic requirements in all construction, with special attention to non-engineered fill. (pg. 242)	Specific Plan developers will comply with all applicable seismic standards and regulations for development on non-engineered fill. Specific building features, such as deep piles and hinge slabs, would allow differential settlement while maintaining seismic safety.
Policy 367: Develop grading and drainage controls for landfill. (pg. 242)	Specific Plan developers will comply with all Federal, State and regional regulations and standards for development on landfill, including the preparation and implementation of a landfill closure plan, which would identify the specific grading and drainage requirements for the former landfill.
Policy 368: Comply with the requirements of remediation plans approved by the Department of Toxic Substances Control, the Water Quality Control Board and other responsible agencies in conjunction with development on lands that have been contaminated by toxic substances. (pg. 242)	Specific Plan developers will comply with the requirements of remediation plans approvals for the Baylands by DTSC, SFBRWQCB and other responsible agencies.
Policy 369: Disclose, in a risk analysis, all hazardous materials to be utilized in research and development and biotechnical research, the assumptions that were used, and methods of safe handling and disposal. The City has a concern with and may exclude research and development and biotechnical research uses which involve high use or generation of hazardous materials and/or do not address public safety in handling and disposal to the City's satisfaction. (pg. 242)	The Specific Plan identifies R&D and biotech uses as permissible uses within Office, R&D, and Light Industrial designated areas. The use of hazardous materials at the Baylands will require the preparation and County approval of a Hazardous Materials Business Plans, which include risk analysis that identifies potential hazardous materials that will be used and the program for their safe handling and disposal.
Policy 370: Provide risk assessment analysis identifying toxic contamination, landfill limitations and other related factors and resultant environmental impacts in order to address, mitigate and disclose the characteristics of the land and its suitability for safe development. (pg. 242)	Risk assessment analysis and Remedial Action Plans will be required for the former railyard portion of the Baylands prior to the approval of development projects. Risk assessment analysis will be required as part of a closure plan for the landfill as well as the EIR for the Specific Plan, which must be certified by the City prior to Specific Plan approval. Other analyses may be required as necessary.
Policy 371: Disclose the underlying assumptions of all risk analyses for toxic lands and lands that are considered at risk for liquefaction. (pg. 242)	The underlying assumptions for both the closure plan and EIR will be disclosed; both referenced processes are led by public agencies and would be available for public review during document preparation and prior to agency approvals.
Policy 372: Development and/or redevelopment in this subarea shall include provisions for essential services and adequate public safety facilities. (pg. 242)	The Specific Plan addresses essential services such as storm drainage, water, sanitary sewerage, emergency response, solid waste disposal, electricity, gas, and telephone. The circulation plan is designed to ensure appropriate emergency access to and egress from the Planning Area. Individual development project-related needs for police or fire protection facilities and/or equipment will be identified and addressed as part of the City's project review process.
Policy 373: Utilize landscape and construction techniques to reduce noise impacts. (pg. 242)	The City has indoor noise standards that will require new uses to implement noise-attenuating features, such as sound-rated windows, sound dampening building materials, and landscape buffers, to ensure sound levels will be within safe limits. Noise levels will be considered during the design review process.

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Policy 373.1: Work closely with the Integrated Waste Management Board and the Bay Area Air Quality Management District to assure monitoring of regulatory air quality issues, especially those pertaining to grading, surcharging and methane emissions, by regulatory agencies. (pg. 242)

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Future development and on-going maintenance and operations will comply with IWMB and BAAQMD requirements.

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