

City of Brisbane

Agenda Report

TO: Honorable Mayor and City Council

FROM: Community Development Director via City Manager

SUBJECT: Adoption of 2007-2014 Housing Element (General Plan Amendment GPA-1-10)

DATE: Meeting of January 18, 2011

City Council Goals:

To preserve and enhance livability and diversity of neighborhoods. (Goal #14)
To preserve the unique current character of Brisbane. (Goal # 16)

Purpose:

To comply with the provisions of state law and adopt the 2007-2014 Housing Element.

Recommendation:

Adopt Resolution 2011-01, adopting the 2007-2014 Housing Element and related proposed Negative Declaration.

Background:

Under State law, the City is mandated to periodically update its Housing Element of the General Plan. The Housing Element under consideration covers the time period of 2007-2014. This process commenced in 2008 when the City received its regional fair share housing obligation through the Regional Housing Need Allocation (RHNA) process. The draft 2007-2014 Housing Element was subject to an extensive public review process involving Planning Commission workshops and public hearings on April 30 and May 14, 2009 as well as City Council hearings on June 1, June 15, June 29, July 13, September 28, 2009 and June 28, 2010. On June 28, 2010 the City Council authorized submission of the draft 2007-2014 Housing Element to the State of California Department of Housing and Community Development (HCD) for review.

The draft Housing Element was subject to several rounds of comment and revision based upon HCD's review (see attached HCD letter dated August 31, 2010). An updated version of the draft Housing Element reflecting HCD's input was subject to review by the Planning Commission at a workshop on November 18th, followed by a public hearing on December 9, 2010, where the

January 18, 2011

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Planning Commission recommended the City Council adopt the draft Housing Element. On December 9, 2010 the City also received a letter from HCD confirming that the draft Housing Element is in compliance with the provisions of state Housing Element Law. The December 9, 2010 Planning Commission report and minutes are attached for information.

Discussion:

As discussed in the draft Housing Element and previous staff reports regarding this matter, the major planning issue associated with the draft Housing Element is the provision of adequate sites to accommodate the 401 housing units identified as the City's fair share of the regional need, including 234 units for lower to moderate income households. The approach set forth in the Housing Element to address this issue, as recommended by the Planning Commission and endorsed by the City Council in June 2010, is to create a new NCRO-3 District in Crocker Park near the Community Park to allow for mixed use, and to establish a new residential district (R-SWB) in Southwest Bayshore.

HCD generally found the City's proposed approach acceptable. A substantive comment from HCD indicated that the presumption of affordability requires a minimum density of 20 dwelling units per acre and a minimum project size of 16 units. While the draft Housing Element previously reviewed by the City Council recognized the 20 dwelling units/acre minimum, it did not specifically reflect the requirement for a minimum project size of 16 units.

While the minimum project size is not an issue in the proposed Crocker Park NCRO-3 District given the existing lot sizes, the minimum lot size standards of 7,500 square feet in the proposed R-SWB District would not achieve the minimum project size as specified in state housing law. In response to this concern, the draft Housing Element has been revised to include a minimum lot size of 23,800 square feet in the R-SWB District. The previously recommended requirement for a 25 to 40 percent open space land dedication has been eliminated to achieve required yields. However, any proposed development will still be subject to the provisions of the San Bruno Mountain Habitat Conservation Plan (HCP), including dedication requirements.

Given the existing lot pattern in the R-SWB District, consolidation of some of the existing lots will need to occur to achieve the larger required minimum lot size. To promote such consolidation, Housing Element Program H.B.9.b was revised to note this as one of the purposes for land banking, and Program H.B.1.h was added to reach out to property owners to encourage private redevelopment within the new districts. Note that there is no requirement that development of new housing occur within a certain time period and so legal non-conforming uses may continue subject to BMC Chapter 17.38.

The recalculation of theoretical yield is based on site consolidation in the proposed R-SWB District and results in a slight increase in the number of units that could be accommodated, versus that presented to Council in June 2010. The potential capacity of 242 units in the combined lower/moderate income categories is now 8 units above the RHNA requirement of 234. This provides the City with additional flexibility in being able to reduce the yield of a project and still demonstrate compliance with RHNA requirements.

Other changes that were made to the draft element were primarily to provide points of clarification in meeting State law. Chapter III and Appendix F of the revised draft Housing Element have been expanded to address in more detail the realistic development capacity and potential development constraints of the sites. A new Table 44 has been added to outline the Design Permit and Use Permit findings regarding their potential impact on project approval and certainty. To further address constraints on housing for persons with disabilities, Section IV.1.1.6 has been revised.

Also revised in response to HCD's comments were Programs H.A.1.b, H.B.1.b, H.B.1.c & H.B.3.i, Policy H.B.5, Programs H.B.5.a, H.B.7.a & H.B.7.b, Policy H.B.9, Programs H.B.9.d, H.B.9.k & H.E.1.d, and a new Program H.H.2.e. These relate to the lot consolidation and the minimum project size discussed previously, clarification of the City's design review process, provisions for extremely low income and larger households, and timelines for implementation of certain programs consistent with state law. As a result of these changes, HCD concludes in their letter of December 9, 2010 that the draft Housing Element complies with State law.

Per State law, the City has until October 1, 2012 to adopt the necessary rezonings to establish the NCRO-3 and R-SWB Districts. As was noted in earlier Housing Element drafts and workshops, the use of form-based zoning is proposed to implement the new zoning districts. This would comply with state requirements that residential development be permitted by right without discretionary review, while ensuring that the form and character of future development complies with the community's vision and standards. While form-based zoning is being used with increasing frequency in California, this will be the first such application in the City of Brisbane. The Planning Commission noted and staff concurs that an educational process regarding form-based zoning needs to be undertaken as a precursor to the rezoning process. Also, since the intent of form-based zoning is to proactively codify the community's vision for these districts, the rezoning process will also involve extensive up-front community participation to ensure the community's vision is clearly articulated and reflected in the form-based zoning standards.

Fiscal Impact:

Refer to the funding sources identified for each of the Housing Element's programs.

Measures of Success:

Implementation of Housing Element programs within the time frames set forth in the Element.

Attachments:

Draft City Council Resolution 2011-01

8/31/10 and 12/9/10 Letters from CA Department of Housing and Community Development

Planning Commission Resolution GPA-1-10

Planning Commission Minutes (Excerpt) for 12/9/10 Meeting

12/9/10 Planning Commission Staff Report

January 18, 2011

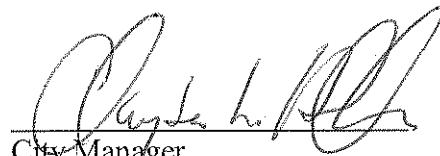
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Draft 2007-2014 Housing Element (available at City Hall, the City Library and the City's website
<http://www.brisbaneca.org/departments/planning-and-building/planning/housing-element-update>)



Jo S.

Community Development Director



Charles H. Bell

City Manager

draft
RESOLUTION 2011-01

**A RESOLUTION OF THE BRISBANE CITY COUNCIL
AMENDING THE 1994 GENERAL PLAN
TO ADOPT THE 2007-2014 HOUSING ELEMENT**

WHEREAS, the City of Brisbane has undertaken to update the 1999-2006 Housing Element, as required by State law; and

WHEREAS, the California Department of Housing and Community Development had found that the draft 2007-2014 Housing Element will comply with State housing element law; and

WHEREAS, notices of Planning Commission and City Council public hearings on the draft 2007-2014 Housing Element were prepared and posted in conformance with the California Government Code; and

WHEREAS, on December 9, 2010, the Planning Commission held a public hearing on amending the General Plan to update its Housing Element, considered all pertinent testimony, written and oral, and adopted Planning Commission Resolution GPA-1-10, recommending that the City Council adopt the 2007-2014 Housing Element; and

WHEREAS, the City Council held a public hearing on the 2007-2014 Housing Element on January 18, 2011, and considered the testimony presented and reviewed the Planning Commission's recommendation and the minutes of its meeting, which is incorporated herein by reference.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Brisbane finds as follows:

The adoption of the Housing Element will not have a significant environmental effect, based upon the Environmental Initial Study, and a Negative Declaration is adopted;

The 2007-2014 Housing Element has been prepared in accordance with State law and State General Plan Guidelines, as has been confirmed by the California Department of Housing and Community Development.

The 2007-2014 Housing Element supersedes all previously adopted Housing Elements

The 2007-2014 Housing Element is consistent with the 1994 General Plan, as hereby amended.

BE IT FURTHER RESOLVED by the City Council of the City of Brisbane that the 2007-2014 Housing Element is hereby adopted.

CYRIL G. "CY" BOLOGOFF, Mayor

I hereby certify that the foregoing Resolution 2011-01 was duly and regularly adopted at a regular meeting of the Brisbane City Council on January 18, 2011, by the following vote:

AYES:

NOES:

SHERI MARIE SPEDIACCI, City Clerk

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

DIVISION OF HOUSING POLICY DEVELOPMENT

1800 Third Street, Suite 430
P. O. Box 952053
Sacramento, CA 94252-2053
(916) 323-3177 / FAX (916) 327-2643
www.hcd.ca.gov



RECEIVED

DEC 14 2010

Com. Sept. Brisbane

December 9, 2010

Mr. John A. Swiecki, Director
Community Development
City of Brisbane
50 Park Place
Brisbane, CA 94005

Dear Mr. Swiecki:

RE: Review of the City of Brisbane's Revised Draft Housing Element

Thank you for submitting Brisbane's revised draft housing element received for review on October 12, 2010 along with additional revisions received on December 2 and 6, 2010. The Department is required to review draft housing elements and report the findings to the locality pursuant to Government Code Section 65585(b). Communications with Mr. Ken Johnson, Associate Planner, facilitated the review.

The Department commends Brisbane's success in partnering with Habitat for Humanity to provide 7 units affordable to lower-income households. The draft element addresses the statutory requirements described in the Department's August 31, 2010 review. For example, the element now includes analyses of potential governmental constraints. As a result, the revised draft will comply with State housing element law when adopted and submitted to the Department, pursuant to Government Code Section 65585(g).

Program H.B.1.b commits to rezone approximately 15 acres at minimum densities of 20 units per acre and a minimum 16 units per site and is necessary to provide adequate sites to accommodate the City's share of the regional housing need. As a result, the City must monitor and report on the status of the rezoning through the annual progress report, required pursuant to Government Code Section 65400. If Program H.B.1.b is not implemented by October 2012, as noted in the Program, the element must immediately be amended to identify alternative strategies and add or revise programs to provide adequate sites, as appropriate.

The Department appreciates the assistance of Mr. Johnson during the course of the review. If you have any questions or need additional technical assistance, please contact Brett Arriaga, of our staff, at (916) 445-5888.

Sincerely,

Brett E. Creswell
Cathy E. Creswell
Deputy Director

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT**DIVISION OF HOUSING POLICY DEVELOPMENT**

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August 31, 2010

Mr. John A. Awiecki
Interim Community Development Director
City of Brisbane
50 Park Place
Brisbane, CA 94005

Dear Mr. Awiecki:

RE: Review of the City of Brisbane's Draft Housing Element

Thank you for submitting Brisbane's draft housing element received for review on July 2, 2010. The Department is required to review draft housing elements and report the findings to the locality pursuant to Government Code Section 65585(b). Communications with you, Mr. Ken Johnson, Associate Planner, and Mr. Tim Tune, Senior Planner, facilitated the review.

The Department commends Brisbane for creating a program to expand density bonus incentives for projects that meet or exceed specifications. The draft element addresses many statutory requirements; however, revisions will be necessary to comply with State housing element law (Article 10.6 of the Government Code). In particular, the element must analyze the suitability and availability of identified sites. The enclosed Appendix describes these and other revisions needed to comply with State housing element law.

The Department appreciates the cooperation and assistance of you and Messrs. Johnson and Tune throughout the course of the review. We are committed to assist Brisbane in addressing all statutory requirements of housing element law. If you have any questions or need additional technical assistance, please contact Raquel Medina, of our staff, at (916) 324-9629.

Sincerely,

A handwritten signature in black ink that reads "Cathy E. Creswell".

Cathy E. Creswell
Deputy Director

Enclosure

APPENDIX

CITY OF Brisbane

The following changes would bring Brisbane's housing element into compliance with Article 10.6 of the Government Code. Accompanying each recommended change, we cite the supporting section of the Government Code.

Housing element technical assistance information is available on the Department's website at. Refer to the Division of Housing Policy Development and the section pertaining to State Housing Planning. Among other resources, the Housing Element section contains the Department's latest technical assistance tool *Building Blocks for Effective Housing Elements (Building Blocks)* available at www.hcd.ca.gov/hpd/housing_element2/index.php, the Government Code addressing State housing element law and other resources.

A. Housing Needs, Resources, and Constraints

1. *Include an inventory of land suitable for residential development, including vacant sites and sites having the potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites (Section 65583(a)(3)). The inventory of land suitable for residential development shall be used to identify sites that can be developed for housing within the planning period (Section 65583.2).*

The City of Brisbane has a regional housing need allocation (RHNA) of 401 housing units, of which 157 are for lower-income households. To address this need, the element relies on mixed-use and residential sites, some of which will require rezoning. To demonstrate the adequacy of these sites and strategies to accommodate the City's RHNA, the element must include complete analyses as follows:

Multiple Parcels: Appendix F lists some sites comprised of multiple parcels. While the inventory may aggregate parcels, it must also list sites individually by size, General Plan designation, zoning, and capacity. *For parcels anticipated to be developed individually,* the element should include an analysis demonstrating the potential of these sites to accommodate new residential development, given necessary economies of scale particularly for new multifamily rental development affordable to lower-income households. While it may be possible to build housing on a very small parcel, the nature and conditions necessary to construct the units often render the provision of affordable housing infeasible. For example, assisted housing developments utilizing State or federal financial resources typically include 50-80 units. *For parcels anticipated to be consolidated,* the element could describe the potential for lot consolidation, including conditions rendering parcels suitable and ready for redevelopment, trends or information on the number of owners and indicating where sites have been assembled.

Realistic Capacity: The element did not address this requirement. The element must describe the methodology for determining the development capacity of sites listed in Appendix F. The estimate of potential unit capacity must account for land-use controls and site improvements and could reflect recently built densities. Refer to the *Building Blocks*' website at http://www.hcd.ca.gov/hpd/housing_element2/SIA_zoning.php.

Non-Vacant Sites: While the element generally describes existing uses and briefly mentions some recent redevelopment trends in zones, it must sufficiently detail existing uses to demonstrate the potential for redevelopment on identified sites within the planning period and analyze the extent existing uses may impede additional residential development. This description and analysis is particularly important for candidate sites for rezoning since most have existing uses. For sites with residential uses, the inventory could generally describe structural conditions or other circumstances and trends demonstrating the redevelopment potential to more intense residential uses. For non-residential sites, the inventory could generally describe whether the use is operating, marginal or discontinued, and the condition of the structure or could describe any expressed interest in redevelopment. Refer to the sample analysis on the Building Blocks' website at http://www.hcd.ca.gov/hpd/housing_element2/SIA_zoning.php#nonvancant.

Environmental Constraints: While the element broadly discusses environmental constraints (pages III-11 to III-13), it should include a general discussion of how these or other conditions may impact development capacity in the planning period.

2. *Analyze potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the types of housing identified in paragraph (1) of subdivision (c), and for persons with disabilities as identified in the analysis pursuant to paragraph (7), including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. The analysis shall also demonstrate local efforts to remove governmental constraints that hinder the locality from meeting its share of the regional housing need in accordance with Section 65584 and from meeting the need for housing for persons with disabilities, supportive housing, transitional housing, and emergency shelters identified pursuant to paragraph (7) (Section 65583(a)(5)).*

Local Processing and Permit Procedures: The element includes information on permit types by zone for various housing types and describes multifamily development is subject to design review by the Planning Commission. The element also concludes design review findings are "clearly articulated" and focused on site design and safety. However, the element should include a complete description and analysis of all decision-making criteria related to the approval of multifamily housing, including design review. Among other things, the element should identify findings of approval for the design review permit and analyze their potential impact on approval timing and certainty.

Constraints on Housing for Persons with Disabilities: The element must include a complete analysis of potential constraints on the development, maintenance, and improvement of housing for persons with disabilities. While the element addresses

various potential constraints such as reasonable accommodation and parking requirements, it should also identify and analyze (1) the City's definition of family, (2) any spacing requirements and (3) approval procedures for group homes with seven or more persons for impacts on housing for persons with disabilities and include programs as appropriate. Please see the *Building Blocks*' website at http://www.hcd.ca.gov/hpd/housing_element2/CON_disabilities.php.

B. Housing Programs

1. *Identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income levels, including rental housing, factory-built housing, mobilehomes, and emergency shelters and transitional housing. Where the inventory of sites, pursuant to paragraph (3) of subdivision (a), does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to Section 65584, the program shall provide for sufficient sites with zoning that permits owner-occupied and rental multifamily residential use by right, including density and development standards that could accommodate and facilitate the feasibility of housing for very low- and low-income households (Section 65583(c)(1)).*

As noted in Finding A-1, the element does not include a complete site analysis and therefore, the adequacy of sites and zoning were not established. Based on the results of a complete sites inventory and analysis, the City may need to add or revise programs to address a shortfall of sites or zoning available to encourage a variety of housing types. In addition:

Adequate Sites: The element identifies a shortfall of sites to accommodate the City's housing needs for lower-income households. To address the shortfall, the element identifies several candidate sites (Appendix F) and Programs H.B.1.a and H.B.1.c. Pursuant to Government Code Sections 65583(c)(1), and 65583.2(h) and (i), adequate sites programs must allow a minimum of 16 units per site. Some identified sites allow less than 16 units per site and do not address the statutory requirements. The Program to provide adequate sites must commit to:

- Permit owner-occupied and rental multifamily uses by-right sufficient to accommodate the remaining need for lower-income households. Pursuant to Section 65583.2 (h) and (i), "by-right" means local government review must not require a conditional use permit (CUP), planned unit development or other discretionary review or approval.
- Allow a minimum of 16 units per site.
- Require a minimum density of 20 units per acre.
- Ensure at least 50 percent of the lower-income need must be accommodated on sites designated for residential use only.
- Rezone specified acreage and identify the proposed zone.
- Reference candidate sites by parcel number or unique reference.

Emergency Shelters (Program H.B.3.i (page VI-8)): The Program should be revised to clarify emergency shelters will be permitted without discretionary action and commit to only subject shelters to the same development and management standards that apply to other allowed uses within the identified zone. See the Department's SB 2 technical assistance memo at http://www.hcd.ca.gov/hpd/sb2_memo050708.pdf.

2. *The housing element shall contain programs which "assist in the development of adequate housing to meet the needs of extremely low-, very low-, low- and moderate-income households (Section 65583(c)(2)).*

While the element includes Program H.B.1.F to allow single-room occupancy units which can assist in meeting the needs of single-person ELI households, it does not address the needs of family or larger ELI households. As a result, pursuant to Chapter 891, Statutes of 2006 (AB 2634), existing programs should either be revised or added to specifically assist in the development of a variety of housing types to meet the housing needs of ELI households. To address this requirement, the element could revise programs to prioritize some funding for the development of housing affordable to ELI households, and/or offer financial incentives or regulatory concessions to encourage the development of housing types, such as supportive housing, which address some of the needs of this income group. In addition:

Programs H.B.7.a and H.B.7.b (page VI-10): These programs should commit to discrete timelines (e.g., at least annually) and describe how Brisbane will encourage development.

3. *The housing element shall contain programs which "address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing" (Section 65583(c)(3)).*

As noted in Finding A-2, the element requires a complete analysis of potential governmental constraints. Depending upon the results of that analysis, the City may need to revise or add programs and address and remove or mitigate any identified constraints. In addition:

Height limits: While the element commits to increase height limits in areas within a quarter mile of a transit stop, it should commit to also continue allowing three story buildings for multifamily development as noted (page IV-2).

C. Consistency with General Plan

The housing element shall describe the means by which consistency will be achieved with other general plan elements and community goals (Section 65583(c)(7)).

Brisbane should note recent statutory changes to Government Code Section 65302 (Chapter 369, Statutes 207 [AB 162]) which requires amendment of the safety and conservation elements of the General Plan to include analysis and policies regarding flood hazard and management information upon the next revision of the housing element on, or after, January 1, 2009. For additional information, please refer to Department's website at http://www.hcd.ca.gov/hpd/hrc/plan/he/ab_162_stat07.pdf.

RESOLUTION GPA-1-10

A RESOLUTION OF THE PLANNING COMMISSION RECOMMENDING THAT
THE CITY COUNCIL OF THE CITY OF BRISBANE
ADOPT THE 2007-2014 HOUSING ELEMENT

WHEREAS, on December 9, 2010, the Planning Commission held a public hearing on amending the General Plan by updating its Housing Element through adoption of the 2007-2014 Housing Element; and

WHEREAS, the minutes of the Planning Commission meeting of December 9, 2010, are attached and incorporated by reference as part of this resolution; and

WHEREAS, the Planning Commission finds that the adoption of the Housing Element will not have a significant environmental effect, based upon the Environmental Initial Study.

NOW, THEREFORE, based upon the evidence presented, both written and oral, the Planning Commission of the City of Brisbane hereby RECOMMENDS that the City Council adopt a Negative Declaration and the 2007-2014 Housing Element;

FURTHERMORE, the Planning Commission recommends that the City Council recognize that adequate resources, expertise and public participation will be required to implement the Housing Element's programs regarding form-based codes for the new zoning districts to ensure they reflect the expectations and needs of the community, and the Planning Commission encourages the City Council to provide adequate resources as needed to facilitate successful implementation of the form-based codes.



JAMEEL MUNIR, Chairman

I hereby certify that the foregoing Resolution No. GPA-1-10 was duly and regularly passed and adopted by the Brisbane Planning Commission at a regular meeting thereof held on December 9, 2010, by the following roll call vote:

AYES: Cunningham, Parker, Munir
NOES: None
ABSENT: Reinhardt



JOHN SWIECKI, Community Development Director

BRISBANE PLANNING COMMISSION
Action Minutes of December 9, 2010
Regular Meeting

CALL TO ORDER

Chairman Munir called the meeting to order at 7:40 p.m.

ROLL CALL

Present: Commissioners Cunningham and Parker and Chairman Munir;
Absent: Commissioner Reinhardt
Staff Present: Community Development Director Swiecki, Senior Planner Tune, Associate Planner Johnson

ADOPTION OF AGENDA

Commissioner Parker moved to adopt the agenda. The motion was seconded by Commissioner Cunningham and approved 3-0 (Commissioner Reinhardt absent).

CONSENT CALENDAR

1. Approval of Draft Action Minutes of November 18, 2010 Special Meeting

Commissioner Parker moved to approve the Minutes. The motion was seconded by Commissioner Cunningham and approved 3-0 (Commissioner Reinhardt absent).

WRITTEN COMMUNICATIONS

Chairman Munir acknowledged receipt of staff's recommended revisions to draft Housing Element Program H.B.1.b.

NEW BUSINESS

1. **PUBLIC HEARING:** General Plan Amendment GPA-1-10, Housing Element Update and Proposed Negative Declaration

Associate Planner Johnson presented the item. He noted that the Housing and Community Development Department (HCD) had indicated in his latest conversation that the draft would be in compliance with State law.

Staff responded to questions from the Commission regarding form-based codes for the new zoning districts proposed in the Crocker Park and Southwest Bayshore subareas. Concerns were expressed that the codes be flexible enough to allow for creativity, as well as changes as needed over time.

In response to questions from Commissioner Parker, Senior Planner Tune explained the

potential measures to address traffic impacts from additional housing on Bayshore Boulevard, and that the high-speed rail project would be responsible for mitigating its noise impact to existing housing along Bayshore Boulevard.

Chairman Munir opened the public hearing.

Terry O'Connell expressed concerns about any vested rights that might be claimed under form-based codes. She noted the effort that would be needed to assure that the form-based codes produced the desired results.

A motion by Commission Parker and seconded by Commissioner Cunningham to close the public hearing was approved 3-0.

At Chairman Munir's request, Director Swiecki and Associate Planner Johnson responded to Ms. O'Connell's comments.

Commissioner Cunningham asked what would happen if the City did not adopt the form-based codes proposed in the Housing Element. Director Swiecki explained that HCD would not recognize the new zoning districts as complying with State requirements to provide the potential capacity for housing affordable to lower income households, if they were subject to the current discretionary design permit process.

Commissioner Cunningham stated that the Commission did not want to dictate design and wanted to avoid monotony. Commissioner Parker supported a proactive approach to guiding design in the new districts.

With the Commission's consent, Chairman Munir reopened the public hearing to allow Ms. O'Connell to comment further. She said that zoning for increased density to get credit for potential lower income housing without form-based codes would allow cell blocks to be built without discretion. Ms. O'Connell did not want to limit innovation and suggested having a community architect brought in to advise the City on developing the form-based codes.

The public hearing was then closed via a motion made by Commissioner Cunningham and seconded by Commissioner Parker.

The Commission discussed the resources that would be required for the City to take an proactive role in the design process through adoption of form-based codes.

Commissioner Cunningham moved to recommend that the City Council adopt the Negative Declaration and 2007-2014 Housing Element via Resolution GPA-1-10, with the recognition that adequate resources, expertise and public participation will be required to implement the Housing Element's programs regarding form-based codes for the new zoning districts to ensure they reflect the expectations and needs of the community, and thus the request that

the City Council provide adequate resources as needed to facilitate successful implementation of the form-based codes. The motion was seconded by Commissioner Parker and approved 3-0 (Commissioner Reinhardt absent).

ORAL COMMUNICATIONS (out of order)

Chairman Munir noted that there was no one present who wished to speak on items not on the agenda.

NEW BUSINESS (continued)

2. **PUBLIC HEARING: 515 Tunnel Avenue;** Use Permit UP-16-10; Temporary Christmas Tree Storage for Recycling; Brad Drda, Recology Properties, Inc., applicant; Sanitary Fill Company, owner; APN 005-152-330

Senior Planner Tune summarized the agenda report, recommending that the application be approved subject to conditions updated from the previous year's permit.

Chairman Munir opened the public hearing.

Brad Drda stated that nothing had changed from the year before.

There being no one else who wished to speak, Commissioner Parker moved to close the public hearing. The motion was seconded by Commissioner Cunningham and approved, 3-0.

The motion to approve the Use Permit as recommended was made by Commissioner Cunningham, seconded by Commissioner Parker and approved, 3-0 (Commissioner Reinhardt absent).

ITEMS INITIATED BY STAFF

Director Swiecki advised that as a follow-up to the previous meeting's study session, a survey of public opinion on fences was being conducted on the City's website. He also noted that the City Council would be interviewing one candidate for the vacant Planning Commissioner position. Director Swiecki also reported that the Notice of Preparation for the Baylands Environmental Impact Report would be released.

ITEMS INITIATED BY THE COMMISSION

Commissioners Cunningham and Parker recommended that the fence survey be publicized and made available off-line.

City of Brisbane

Planning Commission Agenda Report

TO: Planning Commission
For the Meeting of 12/9/10

FROM: *JAS* Tim Ture, Senior Planner, and Ken Johnson, Associate Planner, via John Swiecki, Community Development Director

SUBJECT: General Plan Amendment GPA-1-10, Housing Element Update and Proposed Negative Declaration

Purpose: The purpose of this public hearing is for the Planning Commission to take public comment on the draft Housing Element and make recommendations to the City Council on adoption of the proposed Negative Declaration and draft Housing Element.

Recommendation: Adopt Resolution GPA-1-10, recommending that the City Council adopt the proposed Negative Declaration and draft Housing Element.

Background: The Planning Commission previously reviewed the events leading up to this public hearing at its study session on November 18th (see attached agenda report and draft action minutes).

Discussion: In response to the most recent comments (via telephone conversation November 15, 2010) from the State Housing and Community Development Department (HCD), staff refined its analysis of the potential for aggregation and repurposing of the small, commercially-developed lots in the Southwest Bayshore subarea (the proposed R-SWB District) during the current planning period (2007-2014). Figure HE.5 and Table F.12 (attached) have been clarified to show how these small lots could be assembled to create building sites large enough to accommodate at least 16 units at a density of at least 20 units per acre (the State's minimum zoning standards for potential housing affordable to lower income households). To further encourage private redevelopment of existing developed sites in the proposed R-SWB and NCRO-3 Districts, a new outreach program is recommended (see page VI-7, attached).

To maximize the future potential of the property at 3832 Bayshore Boulevard in the proposed R-SWB District, staff proposes an exception in the new zoning regulations (similar to that provided in the R-2 District per Brisbane Municipal Code Section 17.08.040.B) to allow sites at least 23,800 sq. ft. to be developed with 16 units at a density fractionally higher than the 1 unit per 1,500 sq. ft. maximum otherwise permitted (see Table 37 and pages VI-20 & VI-26, attached).

As a result of this second look at the sites inventory, the potential for an additional unit in the R-1 District was identified, increasing the total 2007-2014 capacity to 449 (see the chart below and the attached Table 34).

To further assure HCD that the City's design permit process is not a constraint to the development of housing, Program H.B.1.c would include clarification of the design permit approval findings (see pages IV-10 & VI-6). Additional text is provided to confirm that the Municipal Code's provisions are not a hindrance to the approval of group homes (see pages IV-13 & IV-14).

At HCD's request, a 35 ft. height limit to accommodate 3 stories of development in the proposed NCRO-3 and R-SWB Districts is specified in Table 37 and on pages VI-6 & VI-15 (attached).

All of the recommended revisions to the 11/18/10 draft Housing Element are indicated on the attached page inserts, with changes underlined and in blue.

RHNA Summary: Residential vs. Mixed Use Districts

Income Level	RHNA			2007-2014 Built & Potential Units		
	Residential Districts	Mixed Use Districts	All Districts ^A	Residential Districts	Mixed Use Districts	All Districts ^A
Very Low	91	0	91	0	2	2
Low	66	0	66	0	4	4
Lower				8 + 93 = 101	23 + 20 + 52 = 125	101 + (125 - 53) = 173
Very Low + Low + Lower				101	31	179
50% Maximum Mixed Use ^A	157		[78]			
Minimum Required Very Low + Low	[157]					[157]
Lower/Moderate ^A				53	0	53
Moderate	77	10	87	0	10	10
Lower/Moderate ^A + Moderate				53	0	53
Above Moderate	167	77 + 68 + 4 = 149	13 + 45 = 58	13 + 45 = 58	149 + 58 = 207	149 + 58 = 207
TOTALS	401	260	661	189	449	610

^A Per Government Code Section 65583.2(h), a maximum of 78 (no more than 50% of 157) of the very low and low income housing need may be accommodated on sites designated for mixed use. Those units in mixed use districts in excess of 78 may be considered affordable to moderate income households. Those units in excess of the 157 minimum RHNA requirements at the very low and low income levels may also be considered affordable to moderate income households.

Environmental Determination: Adoption of the 2007-2014 Housing Element will not result in any direct environmental impacts, according to the attached Environmental Initial Study, and approval of a Negative Declaration is recommended. Per State CEQA Guidelines Sections 15151 and 15064(d)(3), the environmental analysis at this level is limited to what is "reasonably feasible" and "reasonably foreseeable." Given how speculative it would be to do otherwise (see State CEQA Guidelines Section 15145), this analysis assumes that the various programs

G.1.1.

G.1.2.

addressing housing availability, affordability and quality will not in and of themselves have an environmental impact.

As was noted previously, all projects proposed pursuant to the Housing Element will be subject to individual environmental review to determine if they would result in significant impacts, given existing development regulations to limit such impacts. This environmental review could include a Traffic Impact Study as recommended by CalTrans (see attached letter). As noted in the Housing Element's Environmental Initial Study, cumulative traffic impacts addressed in the Sierra Point Biotech Project EIR (pages 102-108, attached), which were based on ABAG Projections 2005 for the year 2030 [which projected a total population of 5,240, based in part upon the 1999-2006 Housing Element's estimated total maximum zoning capacity for 1,490 units (see Appendix C); cf. the current estimate of approximately 1,312 units (Appendix F)], due in part to lost capacity in the Brisbane Acres and Northeast Ridge subareas], were found to be significant and unavoidable, causing the City Council to adopt a Statement of Overriding Considerations. State CEQA Guidelines Section 15152(f)(1) states, "Where a lead agency determines that a cumulative effect has been adequately addressed in the prior EIR, that effect is not treated as significant for purposes of the later...negative declaration..."

Attachments:

- ~~Background Information - HCD Response to HCD-10-Response-to-HCD-10-Draft-Housing-Element-~~
- ~~§3110 California Department of Housing and Community Development Review - HCD-10 Response to HCD-~~
- ~~Agenda Report for 144840 Study Session with Attachments~~
- Environmental Initial Study
- 8/3/10 Letter from Cal Trans
- Sierra Point Biotech Project EIR (Excerpt)

Not Provided / Superseded

G1.3.

City of Brisbane Environmental Initial Study

Project title: 2007-2014 Housing Element

Contact person/Lead agency: Tim Tunc, Senior Planner, Brisbane Community Development Department, 50 Park Place, Brisbane, CA 94005, 415-508-2120, FAX 415-467-5547

Project location: City of Brisbane, San Mateo County, California, APN 005-212-130, 005-212-100, 005-202-160, 007-553-180, 007-553-050 through -070, 007-553-100 through -120, 007-553-150, 007-553-160, 007-560-010 through -040, 007-560-060 through -100, 007-560-120, 007-560-210 through -250, 007-203-150, 007-551-020, 007-020, 007-303-080, 007-432-150, 007-250-080, 007-381-120, 007-250-080, among others

Project applicant: City of Brisbane

General Plan designation: Trade Commercial, Subregional Commercial/Retail/Office and Residential, among others

Zoning: TC-1 Trade Commercial District, SCRO-1 Southwest Bayshore Commercial District and R-1 Residential District, among others

Project description: The proposed 2007-2014 Housing Element contains a total of 79 programs (see attached chart). Of these, 4 would change existing development regulations so as to increase the current potential dwelling unit count.

Program H.B.1.a would rezone 125 Valley Drive, 25 Park Place and 41-43 Park Place (totaling 6.9 acres) to allow a minimum of 125 units and maximum of .99 units as part of a mixed-use development under a new NCRO-3 District (the area is currently zoned trade commercial and developed with 86,298 sq. ft. of office/warehouse buildings; the commercial component under mixed-use zoning has been estimated at between approximately 40,000 to 70,000 sq. ft.). The properties at 3832-4090 Bayshore Boulevard, 1093-1107 San Bruno Avenue and on McLain Road (totaling 7.03 acres) would also be rezoned to multi-family residential (R-SWB District) to allow a minimum net total of 136 residential units and a theoretical maximum net of 196 units (the area is currently zoned mixed-use, conditionally allowing up to 1 unit per 1,500 sq. ft.; the area is developed with 16,657 sq. ft. of office/warehouse buildings on 1.508 acres and 9 dwelling units on 8 sites). The proposed 34,848 sq. ft. minimum lot size would be expected to consolidate the proposed district's 20 existing properties into approximately 6 building sites. See Housing Element Appendix F for details.

Program H.I.1.d would establish a "modification" process to potentially allow 5 developed sites (253 Humboldt Road, 1145 Humboldt Road, 10 Kings Road, 315 Kings Road and 119 Tulare

Street) in the R-1 District to be split into 5,000 sq. ft. minimum parcels, even though they would not comply with the minimum 50 ft. by 100 ft. lot dimensions for the district.

Program H.I.1.e would expand the current "standard lot" provisions to potentially allow 2 vacant properties at 193 San Benito Road and 100 Lake Street in the R-1 District to qualify as additional building sites.

Program H.B.5.a would increase the potential number of units possible under the density bonus provisions. Due to site-specific constraints (steep slopes, parking requirements, endangered species' habitat) in addition to zoning district unit density regulations, an estimate of the potential number of additional units would be speculative at this point. The impact of these additional units would be dependent upon the actual number of units that would be built and the environmental sensitivity of the location where they would be built. Government Code Section 65915(d)(1) specifies that any incentives or concessions granted in conjunction with a density bonus shall not "have a specific adverse impact, as defined in paragraph (d) of subdivision (O) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources."

Note that although Program H.I.1.c would potentially reduce the parking requirement for smaller secondary dwelling units, this would not change the number of such units that could be theoretically produced in the R-1 District, based upon existing building site areas (see Table 36, Note A). The ministerial approval of secondary dwelling units is statutorily exempt from the provisions of the California Environmental Quality Act per Section 15268 of the State CEQA Guidelines. Secondary dwelling units are also categorically exempt per Section 15303(a).

Per State CEQA Guidelines Sections 15151 and 15064(d)(3), the analysis of the environmental impact of the Housing Ordinance is limited to what is "reasonably feasible" and "reasonably foreseeable." Given how speculative it would be to do otherwise (see State CEQA Guidelines Section 15145), this analysis assumes that the various programs addressing the availability, affordability and quality of units permitted under current zoning will not in and of themselves have an environmental impact.

Surrounding land uses and setting: The properties subject to development regulation changes under the Housing Element are generally located in the Crocker Park, Southwest Bayshore and Central Brisbane subareas of the city. The Crocker Park subarea (TC-1 District) occupies the Guadalupe Valley west of Bayshore Boulevard. It is developed with office/warehouse buildings. The Southwest Bayshore subarea (SCRO-1 District) is located upslope of Bayshore Boulevard from Old County Road to the South San Francisco border. It is partially developed with a mix of uses and is within the jurisdiction of the San Bruno Mountain Area Habitat Conservation Plan (HCP). The Central Brisbane subarea (R-1, R-2, R-3 & NCRO-2 Districts) topographically is a bowl containing urban development.

Other public agencies whose approval is required: The Housing Element is subject to review by the California Department of Housing and Community Development.

Other environmental reviews referenced herein: Environmental Impact Report for the City of Brisbane General Plan Update (certified by the City Council on June 21, 1994); One Quarry Road Residential Project Draft Environmental Impact Report Volume 1 (certified by the City Council on February 27, 2006); Sierra Point Biotech Project Environmental Impact Report (certified by the City Council on March 3, 2008); Negative Declaration for Ordinance No. 537, Zoning Text Amendment RZ-3-08, Regarding Inclusionary Housing Requirements and Density Bonus Provisions (approved by the City Council on February 17, 2009); 2009 Northeast Ridge Unit II EIR Addendum (certified by the City Council on February 1, 2010)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- Aesthetics Agriculture and Forestry Resources Air Quality
- Biological Resources Cultural Resources Geology/Soils
- Greenhouse Gas Emissions Hazards & Hazardous Materials Hydrology/Water Quality
- Land Use/Planning Mineral Resources Noise
- Population and Housing Public Services Recreation
- Transportation/ Traffic Utilities/Service Systems Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation which reflects the independent judgment of the Community Development Department:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures have been added to the project (see attached). A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: Tim Tune Date: 11/15/10
Tim Tune, Senior Planner, Community Development Department, City of Brisbane

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ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	No Impact	Less Than Significant with Mitigation Incorporated	No Impact
ISSUE					
I. AESTHETICS: Would the project:					
a) Have a substantial adverse effect on a scenic vista?					
• <i>Explanation/Information Source:</i> There are no direct physical impacts upon scenic vistas resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. While public views of San Francisco Bay, the Brisbane Lagoon and San Bruno Mountain State and County Park from City parklands or from extended lengths of City arterial or collector streets might be affected by new development in the R-SWB District in the Southwest Bayshore subarea, any substantial adverse effects would be prohibited per General Plan Policies 17 & 19 and Programs 17.a & 238.c. Brisbane Municipal Code Sections 17.42.040.D and BMC Section 17.16.110 address those effects outside the proposed R-SWB District. Within the R-SWB District, proposed Housing Element Programs H.B.1.b & H.D.1.d would require adoption of development regulations and form-based codes [consistent with Government Code Section 65583.2(f)] to address preservation of significant public views of San Francisco Bay, the Brisbane Lagoon and San Bruno Mountain State and County.					
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?					
• <i>Explanation/Information Source:</i> No specific scenic resources have been designated per General Plan Program 19a [although the Open Space Plan considered scenic values in its analysis, it did not include them among the most significant criteria in evaluating open space resources (page vi)]. The nearest State Scenic Highway is Interstate 280, which is on the opposite side of San Bruno Mountain from Brisbane.					
c) Substantially degrade the existing visual character or quality of the site and its surroundings?					
• <i>Explanation/Information Source:</i> There are no direct physical impacts upon visual character/quality resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. General Plan Program 18a encourages development that fits comfortably with the topography. General Plan Policies 244 & 284 require appropriate landscaping to screen development along Bayshore Boulevard, and General Plan Policies 28 & 30 specify that sufficient buffering be provided between development projects and designated open space or the open areas at the perimeter of the City. Brisbane Municipal Code Sections 17.42.040.D & G would apply these requirements outside the					
II. AGRICULTURE AND FOREST RESOURCES: Would the project:					
a) Convert farmland to non-agricultural use or otherwise impact agricultural operations?					
• <i>Explanation/Information Source:</i> There is no prime farmland, farmland of statewide importance, unique farmland or farmland of local importance within Brisbane, according to the California Department of Conservation (2008).					
b) Result in the loss of forest land or conversion of forest land to non-forest use?					
• <i>Explanation/Information Source:</i> There is no forest land within the City of Brisbane identified in the California Department of Forestry and Fire Protection's inventory, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project.					
III. AIR QUALITY: Would the project:					
a) Conflict with the Bay Area Clean Air Plan?					
• <i>Explanation/Information Source:</i> The primary goals of the 2010 Bay Area Clean Plan (CAP) are to attain air quality standards, to reduce population exposure and protect public health in the Bay Area, and to reduce greenhouse gas emissions and protect the climate. To support these goals, the CAP includes a number of control measures, including TCM D-3, "Promote land use patterns, policies and infrastructure investments that support mixed-use, transit-oriented development that reduce motor vehicle dependence and facilitate walking, bicycling and transit use" (page 4-9), and					

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ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
LUM 3, "Develop revised CEQA guidelines and thresholds of significance" (page 4-10). As part of the CEQA Air Quality Guidelines adopted by the Bay Area Air Quality Management District in 2010, the following Housing Element Mitigation Measures or Policies are proposed: "Ensure a portion of future residential development is affordable to low and very low income households. Target local funds, including redevelopment and Community Development and Construction grants, to assist affordable housing developers in incorporating energy efficient designs and features. Adopt minimum residential densities in areas designated for transit-oriented, mixed-use development to ensure higher density in these areas. Consult with the Housing Authority, transit providers, and developers to facilitate construction of low-income housing developments that employ transit-oriented and pedestrian-oriented design principles. Offer density-bonus incentives for projects that provide for infill, mixed use, and higher density residential development" (page 9-20).								
The proposed Housing Element contains a number of policies and programs consistent with these measures supporting the CAP's primary goals. Program H.B.1.a would create a new NCRO-3 mixed-use district and a new R-SWB high-density residential district with minimum densities along the Bayshore Boulevard transit corridor, per Policy H.E.1. Program H.B.5 & Policies H.B.5 & H.B.9 would encourage housing affordable to lower income households. Energy efficiency would be promoted per Programs H.F.1.a, H.F.2.a & H.F.4.a. Density bonus incentives would be expanded per Program H.B.5.a. Thus, all air quality plan control measures that can be feasibly be incorporated have been included in the Housing Element, so as not to disrupt or hinder implementation of the CAP (BAAQMD Guidelines, pages 9-2 & 9-3). Also see III.c and XV.f, below.								
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?								
• <i>Explanation/Information Source:</i> Per the 2010 Bay Area Air Quality Management District's California Environmental Quality Act Air Quality Guidelines (pages 2-7, 9-2 & 9-3), the potential operational (long-term) impact of criteria air pollutants and precursors is not considered significant at the plan level, if the plan is consistent with the current air quality control plan's control measures and the projected rate of increase in vehicle miles traveled or vehicle trips is less than or equal to the projected population increase rate.								
As noted above (IIa), the proposed Housing Element supports the CAP's primary goals through its policies and programs, incorporating all feasible air quality plan control measures, so as not to disrupt or hinder implementation of the CAP (BAAQMD Guidelines, pages 9-2 & 9-3). According to the Institute of Transportation Engineers' Trip Generation Manual (7 th Edition), single-family detached units would generate 9.57 average daily trips (ADT) per unit and multifamily apartment units would have an ADT rate of 6.72 trips per unit. General office would generate 11.01 average daily trips per 1,000 sq. ft. A shopping center would generate 42.49 ADT per 1,000 sq. ft. General light industrial uses would generate 6.97 ADT per 1,000 sq. ft. Research and development centers would have an 8.17 ADT rate per 1,000 sq. ft. Hotels generate 8.17 ADT per room.								
According to the Housing Element's Table 21, there are approximately 1,089 detached single-family								
units and 889 multifamily and mobilehome units in Brisbane. According to the draft General Plan Update, there are 644,251 sq. ft. of general office and 387 hotel rooms in the Sierra Point subarea. Central Brisbane has 105,657 sq. ft. of commercial, including the Brisbane Village Shopping Center. The 4,610,567 sq. ft. total floor area in the Northeast Bayshore, Southwest Bayshore, Southeast Bayshore, Baylands, Beatty and Crocker Park subareas is assumed to be general light industrial. The 255,891 sq. ft. in the Northwest Bayshore subarea is assumed to be research and development.								
Average Daily Trips (Vehicle Trips)								
Land Use								
SFR:								
MFR:	1,089 x 9.57 =							10,422
Office:	889 x 6.72 =							5,974
Shopping:	644,251 x 11.01 =							7,093
Lt. Industrial:	105,657K x 12.49 =							4,489
R&D:	4,610,567K x 6.97 =							32,136
Hotels:	255,891K sq. ft. x 8.11 =							2,075
TOTAL:	387 x 8.17 =							3,162
								65,351
Per the proposed Housing Element, 86,298 sq. ft. of light industrial use would be projected to be replaced with approximately 70,000 sq. ft. of commercial use and up to 199 multi-family dwelling units in the NCRO-3 District. In addition, 7 existing single-family and 2 duplex units could theoretically be replaced with up to 196 multi-family units, and 16,657 sq. ft. of office/warehouse use would be eliminated in the R-SWB District at build-out. In the R-1 District, there would be the additional potential for 7 single-family dwellings. These changes would result in a net total increase of 325 multi-family units and 70,000 sq. ft. of commercial sq. ft., with a loss of 101,725 sq. ft. of light industrial floor area.								
Average Daily Trips (Vehicle Trips)								
Land Use								
SFR:	(7 - 7) x 9.57 =							0
MFR:	(199 + 196) x 6.72 =							2,654
Shopping:	70 x 42.49 =							2,974
Lt. Industrial:	- [(86,298 + 16,657) x 6.97 = 717]							4,911
This would increase vehicle trips by 7.5% (4,911/65,351). According to the California Department of Finance, Brisbane's estimated population was 3,993 as of January 1, 2010. Based upon the Department of Finance's 2009 estimate of 2,236 persons per household, 330 additional units would increase the population by 18% (738/3,993). Thus, the projected rate of increase in vehicle trips is less than the projected population increase rate.								
• <i>Explanation/Information Source:</i> There are no construction-related thresholds applicable at the plan level.								
Per the 2010 Bay Area Air Quality Management District's California Environmental Quality Act Air								

ISSUE	ISSUE				Less Than Significant with Mitigation Impact	Less Than Significant Impact	No Impact	Less Than Significant with Mitigation Impact	Less Than Significant Impact	No Impact						
	Potentially Significant Impact	Incorporated	Less Than Significant Impact	No Impact												
Quality Guidelines (page 2-2), the thresholds of significance for construction-related (short-term) criteria air pollutants and precursors for individual projects are average daily emissions of 54 lbs. of reactive organic gases (ROG), 54 lbs. of oxides of nitrogen (NO_x), 82 lbs. of respirable particulate matter of 10 micrometers or less (PM_{10}) as exhaust and 54 lbs. of fine particulate matter of 2.5 micrometers or less ($\text{PM}_{2.5}$) as exhaust. For $\text{PM}_{10}/\text{PM}_{2.5}$ emissions as fugitive dust, use of Best Management Practices will maintain emissions below the threshold of significance. According to Table 3-1 of the BAAQMD Guidelines (pages 3-2, 3-3 & 3-5), a single-family development of not more than 114 units, a low-rise/mid-rise apartment/condominium complex of not more than 240 dwelling units (at a density of 16-38 units per acre), or a 277,000 sq. ft. supermarket or strip mall would not result in potentially significant construction-related air pollutant and precursor impacts, if all Basic Construction Mitigation Measures would be included in the project (Table 8-2, page 8-4; also see Brisbane Municipal Code Sections 15.01.320 & 15.01.330), and if construction-related activities would not include any of the following: demolition, simultaneous occurrence of more than 2 construction phases or more than one land use type, extensive grading, or transport of more than 10,000 cubic yards of soil import/export.																
<p>• Explanation/Information Source: Per the 2010 Bay Area Air Quality Management District's California Environmental Quality Act Air Quality Guidelines (page 2-2), the thresholds of significance for operational-related (long-term) criteria air pollutants and precursors for individual projects are average daily emissions of 54 lbs. of ROG, 54 lbs. of NO_x, 82 lbs. of PM_{10} and 54 lbs. of $\text{PM}_{2.5}$ and maximum annual emission of 10 tons of ROG, 10 tons of NO_x, 15 tons of PM_{10} and 10 tons of $\text{PM}_{2.5}$. The threshold for local carbon monoxide (CO) is an 8-hour average of 9.0 parts per million (ppm) with a 1-hour average of 20.0 ppm.</p> <p>According to Table 3-1 of the BAAQMD Guidelines (pages 3-2 & 3-3), a single-family development of 352 units, a low-rise apartment/condominium complex of 451 dwelling units (at a density of 16 units per acre), a mid-rise apartment complex of not more than 494 units (at a density of 38 units per acre), or a 99,000 sq. ft. strip mall would not result in potentially significant operational air pollutant and precursor impacts (NO_x/ROG). The Guidelines (page 4-1) note that "projects that are mixed-use, infill and/or proximate to transit service and local services would have substantially lower vehicle trip rates and associated criteria pollutant ... emissions than what would be reflected in standard ... estimates."</p> <p>The Housing Element (Appendix F) projects that the largest maximum number of multi-family units for any site in the proposed zoning districts is 131 (125 Valley Drive in the NCRO-3 District). The maximum amount of commercial floor area projected in the mixed-use NCRO-3 District is 70,000 sq. ft. Thus, it does not appear at this point that any of the potential individual projects that may be possible under the proposed Housing Element would generate significant ROG, NO_x, PM_{10} or $\text{PM}_{2.5}$ emissions.</p>																
<p>• Explanation/Information Source: The San Francisco Bay Area air basin is a nonattainment area for state and national ozone standards and national particulate matter ambient air quality standards (2010 BAAQMD CEQA Air Quality Guidelines, page 2-1). Per the BAAQMD Guidelines (pages 3-1 through 3-3), a single-family development of 352 units, a low-rise apartment/condominium complex of 451 dwelling units (at a density of 16 units per acre) or a 99,000 sq. ft. strip mall would result in less-than-significant cumulative operational air pollutant and precursor impacts. Even when combined together, the potential individual projects that may be possible under the proposed Housing Element would not exceed these thresholds and thus would not be expected to generate cumulatively significant amounts of criteria pollutants. Also see III.b, above, and III.d, below.</p>																
<p>• Explanation/Information Source: Per BAAQMD CEQA Air Quality Guidelines (pages 2-3, 2-8, 9-6 & 9-7), local community risk and hazards for new sources of and receptors exposed to toxic air contaminants (TAC) and fine particulate matter ($\text{PM}_{2.5}$) are not considered significant at the plan level, if special overlay zones are identified around existing and planned sources of TACs and $\text{PM}_{2.5}$ such as truck distribution centers (accommodating more than 100 trucks per day, according to the California Air Resources Board's 2005 Air Quality and Land Use Handbook's Table 1-1), quarries, manufacturing facilities and large retail centers, and if special overlay zones of at least 500 feet (or BAAQMD-approved modeled distance) on each side of all freeways and high-volume roadways are identified. The plan must also identify goals, policies, and objectives to minimize potential impacts from TAC and PM hazards.</p> <p>The BAAQMD Guidelines (pages 5-2, 5-7 & 5-15) identify truck distribution centers among the common sources of TAC and $\text{PM}_{2.5}$ emissions. The California Air Resources Board's 2005 Air</p>																

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ISSUE								

Quality and Land Use Handbook (page 4, Table 1-1) recommends that land use agencies avoid siting new sensitive land uses (including residential) within 1,000 feet of a distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week. The ARB Handbook (page 11) notes that “A distribution center can be comprised of multiple centers of warehouses within an area. The size can range from several to hundreds of acres, involving a number of different transfer operations and long waiting periods.” According to the 2008 traffic studies by Kimley-Horn and Associates for a proposal at 3225 Valley Drive, freight forwarders are projected to generate 7.65 average daily trips per 1,000 sq. ft. of floor area, 41% of which would be medium-to-large size vehicles (trucks). Thus, 31,883 sq. ft. of freight forwarder floor area would be projected to generate 100 truck trips, per the ADT rate developed by Kimley-Horn. In comparison, warehousing uses generate 4.96 average daily trips per 1,000 sq. ft. of floor area, according to the ITE. The 2003 City of Fontana Truck Trip Generation Study found that 20% of these were truck trips (excluding passenger vehicles). Thus, it would take 100,806 sq. ft. of warehousing to generate 100 average daily truck trips.

There is one freight forwarder occupying more than 31,883 sq. ft. of floor area within 1,000 ft. of the proposed NCRO-3 District; it is located at 125 Valley Drive, one of the three sites proposed to be redeveloped with housing and commercial uses in the new district. There is also one warehouse more than 100,806 sq. ft. within 1,000 ft. of the proposed NCRO-3 District; it is located at 240-246 Valley Drive, 950 ft. from the closest corner of the new district. The total floor area occupied by freight forwarder and warehouse uses within 1,000 ft. of the NCRO-3 District (excluding those within the district itself) is at least 300,000 sq. ft. There are no freight forwarders within 1,000 ft. of the proposed R-SWB District, but two warehouses totaling at least 300,000 sq. ft. are located 300 ft. east of the new district (180,662 sq. ft. of warehouse, 43,416 sq. ft. of covered loading docks and 48,270 sq. ft. of office at 3745 Bayshore Boulevard; 69,238 sq. ft. of warehouse and 7,262 sq. ft. of office at 3775 Bayshore Boulevard). The Guadalupe Valley Quarry is more than 1,000 ft. from the proposed NCRO-3 and R-SWB Districts, and there are no significant manufacturing facilities or large retail centers within 1,000 ft. of the new districts.

The proposed NCRO-3 and R-SWB Districts are located at least 500 ft. from the southbound lanes of the 101 Freeway. As for Bayshore Boulevard, its level of traffic is approximately 23,000 ADT, according to the latest counts. BAAQMD's Surface Streets Screening Tables (May 2010) estimate that annual average TAC emissions would result in a lifetime cancer risk of less than 10 in a million and a chronic non-cancer Hazard Index less than 1.0, which are the BAAQMD's adopted air quality CEQA thresholds of significance (6/2/10) for local community risk and hazards for TAC emissions for properties within 100 ft. of highways with average annual daily traffic of 49,000 vehicles, which is more than twice the volume of traffic on Bayshore Boulevard. The tables also estimate that annual average PM_{2.5} emissions are less than BAAQMD's 0.3 µg/m³ threshold of significance for PM_{2.5} emissions, for properties within 100 ft. of roadways with average annual daily traffic of 40,000 vehicles, which is almost twice Bayshore Boulevard's ADT. Thus, even though the proposed NCRO-

3 and R-SWB Districts are less than 500 ft. from Bayshore Boulevard, the level of traffic is less than that which would be expected to generate substantial pollutant concentrations. Mitigation measures to reduce operational-related emissions of TACs at the plan level are described on pages 9-8 through 9-20 of the BAAQMD CEQA Air Quality Guidelines. These include utilization of pollution absorbing trees and vegetation in buffer areas. The BAAQMD's Draft Guidelines for Community Risk Reduction Plans for Toxic Air Contaminants (TACs) and Fine Particulate Matter (PM_{2.5}) (May 2010) suggests, among its reduction measures and strategies, installation of newer air filters in adjacent receptor buildings [i.e. High Efficiency Particulate Air (HEPA) cleaners, electrostatic air filters, and electronic air cleaners].

Per General Plan Program 193b, significant impacts of mobile emissions upon land uses must be mitigated as appropriate. Within the new NCRO-3 and R-SWB Districts, proposed Housing Element Programs H.B.1.b & H.D.1.d would require adoption of development regulations and form-based codes [consistent with Government Code Section 65583.2(i)] to require the planting of vegetation buffers and installation of proper air filters in new residential buildings.

At the project-specific level, BAAQMD recommends a phased screening approach to assess the risks and hazards, with more site specific modeling analysis used as necessary (BAAQMD CEQA Air Quality Guidelines, pages 5-3, 5-5, 5-6, 5-9, & 5-9). If warranted, a project-level health risk assessment would be required. Among the potential mitigation measures for diesel PM, those most applicable to receptor sites are the tiered planting of redwood, deodar cedar, live oak and/or oleander to reduce TAC and PM exposure; installation and maintenance of certified air filtration systems of fresh air supply, with intakes directed away from the air pollution source; installation of inoperable windows facing the roadway; and installation of indoor air quality monitoring units in buildings (BAAQMD CEQA Air Quality Guidelines, pages 5-17 & 5-18).

Also see III.b and III.c, above.

• *Explanation/Information Source:* There are no construction-related thresholds applicable at the plan level.

For individual projects, the impacts of construction-related TACs, specifically diesel PM, from on-road haul trucks and off-road equipment exhaust emissions, are typically temporary and not substantial over distance (at 500 ft., PM emissions are typically reduced by 70%, according to the Air Resources Board, cited on page 8-7 of the BAAQMD CEQA Guidelines). BAAQMD's “Recommended Methods for Screening and Modeling Local Risks and Hazards” (Section 2.1.3, page 13) includes small construction projects, less than 1 acre in size and less than 6 months in duration among the “minor, low-impact sources” of TAC emissions that can be excluded from the CEQA process. Of the sites proposed for rezoning, only the 4.54 acre property at 125 Valley Drive currently exceeds this size; consolidation of lots in the proposed R-SWB District may result in as many as 4 building sites of at least an acre in area. Given the size of these sites and their proximity to sensitive receptors (other residential uses), a project-level health risk assessment may be required when an actual development proposal is submitted. Implementation of BAAQMD's Basic Construction Mitigation Measures (Table 8-2) would reduce diesel PM exhaust emissions. “In cases where construction-generated emissions of diesel PM are anticipated to occur in close proximity to sensitive receptors for extended periods of time, lead agencies are encouraged to consult with BAAQMD.”

12
G.1.g.i.
2

11

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Less Than Significant Impact	Potentially Significant Impact	Less Than Significant Impact	No Impact
(BAAQMD CEQA Guidelines, page 8-8). Also see III.b and III.e, above.								
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>• <i>Explanation/Information Source:</i> Table 3-3 of the BAAQMD CEQA Air Quality Guidelines (page 3-4) identifies distances between odor sources and receptors beyond which no significant odor impact would result. For asphalt batch plants, the screening distance is 2 miles; for transfer stations, green waste and recycling operations, and painting/coating operations, the screening distance is 1 mile. BAAQMD advises that these distances are not absolute screening criteria and should be considered along with other odor parameters and complaint history. An odor source with 5 or more confirmed complaints per year averaged over 3 years is considered to have a significant impact on receptors within the specified screening distance (BAAQMD Guidelines, page 2-6). Per BAAQMD Regulation 7, receipt of complaints from 10 or more persons within a 90-day period is considered cause for investigation and enforcement.</p> <p>The proposed NCRO-3 District would be located approximately 7/8 mile from the Guadalupe Valley Quarry's asphalt batch plant, and the proposed R-SWB District would be approximately 1 1/3 miles away. Although the NCRO-3 and R-SWB Districts would be located less than 2 miles from the plant, prevailing winds appear to sufficiently disperse any odors before they become a nuisance to existing residents located farther upwind (Correspondence from Jack P. Broadbent, Executive Officer/APCO, Bay Area Air Quality Management District, to Community Development Director William Prince, City of Brisbane, dated November 1, 2007). The quarry operates under a surface mining permit approved by the County of San Mateo in 1995 subject to Conditions 55 & 56 to mitigate the air quality impacts of the quarry and its concrete/asphalt recycling operations. The NCRO-3 and R-SWB Districts would be at least 1.5 miles from the Ecology San Francisco transfer station and approximately 1 mile from the Industrial Way auto repair shops.</p>								
IV. BIOLOGICAL RESOURCES: Would the project:								
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>• <i>Explanation/Information Source:</i> There are no direct physical impacts upon protected species resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. While endangered species habitat might be affected by new development in the R-SWB District, any substantial adverse effects would be mitigated through compliance with the San Bruno Mountain Area Habitat Conservation Plan—see IV.f. below. "Compliance with the Agreement with the Agreement with the San Bruno Mountain Area</p>								
<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p> <p>• <i>Explanation/Information Source:</i> There are no direct physical impacts upon sensitive natural communities resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. There are no riverine intermittent streams, sensitive canyons or oak woodlands in the proposed NCRO-3 and R-SWB Districts (General Plan, page 152; Open Space Plan, Figure 3). Any development that might result in such impacts would be subject to compliance with General Plan Policies 82, 262 & 319 and Programs 30a, 84e, 245d & 245e and Brisbane Municipal Code Sections 13.06.180 & 17.12.040.M, City Council Resolution No. 97-54, the Department of Fish & Game's Oak Mitigation Guidelines, and the Migratory Bird Treaty Act.</p> <p>c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means?</p> <p>• <i>Explanation/Information Source:</i> There are no direct physical impacts upon wetlands resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. There are no wetlands or other water-related features in the proposed NCRO-3 and R-SWB Districts (General Plan, pages 142 & 152; Open Space Plan, Figure 3). Any development that might result in the loss of wetlands would be subject to mitigation per General Plan Policies/Programs 81, 82, 130.c, 130.d, 237, 349, 354, 355.</p> <p>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p> <p>• <i>Explanation/Information Source:</i> There are no direct physical impacts upon wildlife movement resulting from adoption of the Housing Element, and all ensuing projects will require subsequent</p>								

ISSUE	Less Than Significant with Mitigation Impact				Potentially Significant Impact				Less Than Significant with Mitigation Incorporated Impact				Less Than Significant Impact			
	Potentially Significant Impact	Less Than Significant with Mitigation Impact	No Impact	Less Than Significant Impact	Potentially Significant Impact	Less Than Significant Impact	No Impact	Less Than Significant Impact	Potentially Significant Impact	Less Than Significant Impact	No Impact	Less Than Significant Impact	Potentially Significant Impact	Less Than Significant Impact	No Impact	Less Than Significant Impact
significance of a historical resource?																
	<ul style="list-style-type: none"> Explanation/Information Source: There are no direct physical impacts upon historical resources resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. While structures more than 50 years old would have to be demolished to accommodate the higher density housing foreseen in the Housing Element, there are no designated historical structures/sites or any historical resource as defined in Public Resources Code Sections 5020.1.(f) or 21084.1 meeting the criteria listed in PRC Section 50241.(c) with the proposed NCRO-3 and R-SWB Districts (General Plan, page 158; General Plan Background Report on Existing and Planned Parks, Recreation, Historic and Cultural Resources). Any development that might result in such impacts would be subject to mitigation per General Plan Policy 23 and Program 23c, State CEQA Guidelines Section 15064.5, and the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.) Cause a substantial adverse change in the significance of an archaeological resource?																
	<ul style="list-style-type: none"> Explanation/Information Source: There are no direct physical impacts upon archaeological resources resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The proposed NCRO-3 District consists of recently filled land, unlikely to contain cultural resources. The proposed R-SWB District is within an area where there may be generally high potential for archaeological resources to be found (General Plan, page 158). Any development that might result in such impacts would be subject to mitigation per Public Resources Code Section 21083.2.(b)-(f) & (i), State CEQA Guidelines Sections 15064.5.(d), (e) & (f) and 15126.4(b), and General Plan Policy 137. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Impact a unique paleontological resource on site?																
	<ul style="list-style-type: none"> Explanation/Information Source: No unique paleontological resources or sites are known to exist in Brisbane (General Plan, page 156). 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?																
	<ul style="list-style-type: none"> Explanation/Information Source: There are no direct physical impacts upon human remains resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The proposed NCRO-3 District consists of recently filled land, unlikely to contain human remains. The proposed R-SWB District is within an area where there may be generally high potential for archaeological resources, including human remains, to be found (General Plan, page 158). Any development that might result in such impacts would be subject to mitigation per Public Resources Code Section 21083.2.(i), State CEQA Guidelines Sections 15064.5.(d), (e) & (f), and General Plan Policy 137. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<p>Environmental review to determine if they cause such impacts. Any development that might result in substantial interference with the movement of any native resident or migratory animal species or established wildlife corridors would be subject to mitigation per San Bruno Mountain Area Habitat Conservation Plan, Vol. 1, pages G-2, III.1 & III.2, and Vol. 2, page VII-157; General Plan Policies 119 & 3101, and Program 83b. Also see IV.b, above.</p> <p>e) Conflict with the City of Brisbane Tree Regulations protecting biological resources?</p> <p>• Explanation/Information Source: There are no direct physical impacts upon protected trees resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Any development that might result in the loss of protected trees would be subject to mitigation per Brisbane Municipal Code Chapter 12.12 and General Plan Policy 125.</p> <p>f) Conflict with the provisions of the San Bruno Mountain Area Habitat Conservation Plan?</p> <p>• Explanation/Information Source: There are no direct conflicts with the HCP resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The proposed R-SWB District and sites potentially subject to proposed Program H.B.5.a are within the jurisdiction of the HCP (General Plan, page 147). The Operating Program for the Management Units in the Brisbane Acres Administrative Parcel within which the R-SWB District would be located (HCP, Vol. 2, page VII-157) requires that “the Landowner must demonstrate that approval of the grading and/or development proposal is consistent with protecting 40% of the Brisbane Acres as Conserved Habitat. The Landowners may demonstrate consistency through the use of one or more of the following mitigation measures:</p> <ol style="list-style-type: none"> (i) dedication of habitat easements, open space in fee and/or transfer of allowed density to other parcels in the Brisbane Acres (ii) acquisition of off-site parcels for dedication as permanent Conserved Habitat (iii) clustering of development (iv) imposition of landscaping restrictions on undeveloped portions of sites to retain natural vegetation (v) voluntary merging of parcels to permit clustered development and habitat protection (vi) grading plans which are designed to minimize habitat destruction (vii) development siting standards to preserve broad corridors of natural habitat (viii) reclamation plans for temporarily disturbed areas.” <p>Also see Section 15065(b)(2) of the State CEQA Guidelines and General Plan Policy 119 and Program 83b.</p> <p>V. CULTURAL RESOURCES; Would the project:</p>																
a) Cause a substantial adverse change in the	<input type="checkbox"/>															

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact	Less Than Significant	Potentially Significant Impact	Less Than Significant Impact	No Impact
ISSUE								
VI. GEOLOGY AND SOILS: Would the project:								
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:								
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> Brisbane is located outside of the Alquist-Priolo Seismic Special Studies Zone boundaries (Brisbane General Plan Technical Studies, page II-15).								
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> The proposed NCRO-3 District is within an area projected to experience extremely violent shock during a severe seismic event, with other areas of the city projected to experience strong to very strong shock (General Plan, page 170; also see ABAG's 1995 "On Shaky Ground" map). California Building Code Chapter 16 establishes minimum standards for construction with the intent of significantly reducing the likelihood of collapse of structures and limiting destruction to nonstructural damage, such as broken windows, doors, piping, ducts and light fixtures, and damage to building contents (appliances, furniture, etc.). Brisbane Municipal Code Sections 15.01.095-096, 15.01.240.C.2-3, and 15.01.250.B and California Building Code Section 1802 require that the recommendations of the soils engineering report and engineering geology report shall be incorporated into the project. BMC Section 15.01.250.B requires that grading shall be overseen by a licensed civil engineer, soils engineer, engineering geologist or testing agency to assure that the recommendations have been properly implemented (General Plan Programs 149a & 149e). Compliance is mandatory, so there will be no significant impacts.								
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> The proposed NCRO-3 District and portions of the R-SWB District are in areas of moderate to locally high susceptibility to liquefaction (General Plan, page 174; also see ABAG's 2001 Liquefaction Hazard Map). General Plan Program 149e requires that a geotechnical study/soils engineering geology report be prepared for development projects on sites prone to subsidence in seismic events (also see California Building Code Chapter 16 and Section 1802, and Brisbane Municipal Code Sections 15.01.095-096, 15.01.240.C.2-3, and 15.01.250.B). The report's recommendations for mitigation of potential liquefaction impacts are then required to be incorporated into the project, with inspection/certification of foundation grading by the licensed geotechnical engineer, civil engineer, soils engineer, engineering geologist or test agency to assure that the geotechnical investigation's recommendations have been properly implemented.								
iv) Seismic-related landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> The proposed R-SWB is in an area of moderate to high susceptibility to seismically-induced landsliding (General Plan, page 173). General Plan Program 149e requires that a geotechnical study/soils engineering report/engineering geology report be prepared for development projects on sites prone landsliding in seismic events (also see California Building Code Chapter 16 and Section 1802, and Brisbane Municipal Code Sections 15.01.095-096, 15.01.240.C.2-3, and 15.01.250.B). The report's recommendations for mitigation of potential seismic-related landslide impacts are then required to be incorporated into the project, with inspection/certification of foundation grading by the licensed geotechnical engineer, civil engineer, soils engineer, engineering geologist or test agency to assure that the geotechnical investigation's recommendations have been properly implemented.								
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> Portions of the proposed R-SWB District have a high to very high erosion rating according to the USDA Soil Conservation Service (General Plan Technical Studies, Pages II-8 & 9). Any development that might result in such impacts would be subject to mitigation per Brisbane Municipal Code Sections 15.01.093-094, 15.01.250.B-260, 13.06.170.C, 15.01.095-096 & 15.01.250.B and 2007 California Building Code Section 1802 (also see General Plan Programs 152e, 152f & 152g). Also see VIII.c, below.								
c) Be located on a geologic unit or soil that is unstable, or that would become unstable, as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> According to page 171 of the General Plan, portions of the proposed R-SWB District and adjoining sites are in areas of highest susceptibility to landsliding. Any development that might result in such impacts would be subject to mitigation per General Plan Programs 152a & 152c, Brisbane Municipal Code Sections 15.01.095-096, 15.01.250.B & 16.16.050.D Sections and 2007 California Building Code Section 1802 (also see General Plan Programs 152b & 152e). Also see VII.iii & iv, above.								
d) Be located on expansive soil as defined in the Uniform Building Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> Portions of the proposed NCRO-3 and R-SWB Districts may be located on expansive soils, according to the San Mateo County General Plan "General Soil Types" Map. Expansive soils typically consist of fine-grained clay generally found in historic flood plains but can also be found on hillsides. Any development that might result in such impacts would be subject to mitigation per General Plan Programs 152a & 152c, Brisbane Municipal Code Sections								

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15.01.095-096, 15.01.250.B & 16.16.050.D Sections and 2007 California Building Code Section 1802 (also see General Plan Programs 152b & 152e).								

in standard... estimates."

The maximum total net development potential in the new NCRO-3 and R-SWB Districts is 395 multi-family units. In the NCRO-3 District, 86,298 sq. ft. of office/warehouse would be projected to be replaced with approximately 70,000 sq. ft. of commercial use. In addition, 9 existing single-family or duplex units would be expected to be replaced with multi-family units, and 16,657 sq. ft. of office/warehouse use would be eliminated in the R-SWB District. In the R-1 District, there would be the additional potential for 7 single-family dwellings. All of these new units would part of projects that are mixed-use, infill and/or proximate to transit services and local services and thus expected to have lower GHG emissions than would otherwise be projected.

Further reducing expected GHG emissions, the City's "Green Building Ordinance" (Brishane Municipal Code Chapter 15.80) requires that residential projects of 20 or more units achieve a "green home" rating on the Multifamily GreenPoint Checklist, per General Plan Policy 143.1 (see proposed Housing Element Policy H.F.1).

Reducing operational-related emissions of greenhouse gases even further, the General Plan would be amended through the proposed Housing Element to incorporate a number of the measures described on pages 9-8 through 9-20 of the BAAQMD CEQA Air Quality Guidelines. These include proposed Policy H.I.1 to reduce constraints upon infill development; Policy H.E.1, encouraging housing supported by a multi-modal transportation system; Program H.B.1.a, designating the new NCRO-3 District for high-density and mixed-use development; Program H.A.1.b to inform the public about the benefits of well-designed, higher-density housing and relationships between land use and transportation; Policy H.H.1 to ensure that new development finances the full cost of expanding public infrastructure and services; Program H.F.4.a to require orientation of buildings to maximize passive solar heating during cool seasons, avoid solar heat gain during hot periods, enhance natural ventilation, and promote effective use of daylight, and optimize opportunities for on-site solar generation; Program H.H.1.a, requiring payment of transportation impact fees and/or roadway as a condition of approval for new development; Programs H.B.3.b, H.B.3.c, H.E.1.c, H.I.1.d, H.I.1.b & H.I.1.c to reduce parking for private vehicles; Policy H.B.5 and Programs H.B.1.a, H.B.1.e, H.B.3.g & H.B.4.b to ensure a portion of future residential development is affordable to low and very low income households; Program H.F.4.a, requiring implementation of energy-efficient design features in new development; Programs H.B.1.a & H.E.1.d to adopt minimum residential densities in areas designated for transit-oriented, mixed-use development to ensure higher density in these areas; and Policy H.B.5, offering density-bonus incentives for infill, mixed-use, and higher-density residential projects.

Within the proposed NCRO-3 and R-SWB Districts, proposed Housing Element Programs H.B.1.b & H.D.1.d would require adoption of development regulations and form-based codes [consistent with Government Code Section 65583.2(i)] that could utilize pollution absorbing trees and vegetation in buffer areas; require native and drought-tolerant plants, proper soil preparation, and efficient irrigation systems for landscaping, especially adjacent to sidewalks and other impermeable surfaces; specify energy-efficient design features in new development, including appropriate site orientation, exceedance of Title 24, use of light color roofing and building materials, and use of evergreen and wind-break trees to reduce heating and cooling fuel consumption; and require low VOC-emitting street trees and landscaping to reduce GHG emissions.

VII. GREENHOUSE GAS EMISSIONS: Would the project:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
• <i>Explanation/Information Source:</i> Greenhouse gases (GHG)—carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride—impact the world's climate. To address this issue, the Governor's Executive Order S-3-05 called for reducing GHG emissions by 2010 to 2000 levels, by 2020 to 1990 levels and by 2050 to 80% of 1990 levels. The California Global Warming Solutions Act of 2006 (AB32) established a cap on 2020 statewide GHG emissions based on 1990 emissions.								
Per Section 15.064.4(a) of the State CEQA Guidelines, the city may rely upon a qualitative analysis of greenhouse gas emission resulting from a project. In doing so, the following factors should be considered when assessing the significance of greenhouse gas emissions upon the environment per Section 15.064.4(b):								
(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;								
(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;								
(3) The extent to which the project complies with regulations or requirements adopted by a relevant public agency through a public review process to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions, including the project's incremental contribution of greenhouse gas emissions.								
Per the Bay Area Air Quality Management District's Adopted Air Quality CEQA Thresholds of Significance (June 2, 2010), the potential impact of operational-related greenhouse gases at the plan level is not considered significant if the Housing Element is consistent with a qualified Greenhouse Gas Reduction Strategy (see State CEQA Guidelines Section 15183.5 and pages 4-7 through 4-11 of the 2010 BAAQMD California Environmental Quality Act Air Quality Guidelines) or similar criteria included in a General Plan or would generate less than 6.6 metric tons (MT) of carbon dioxide equivalent (CO ₂) per service population (residents + employees) per year (BAAQMD Guidelines, pages 2-3 and 9-4 through 9-6).								
According to Table 3-1 of the BAAQMD Guidelines (pages 3-2 & 3-3), a single-family development of as many as 56 units, a low-rise apartment/condominium complex of as many as 78 dwelling units (at a density of 16 units per acre), a mid-rise apartment complex of as many as 87 dwelling units (at a density of 38 units per acre), a 19,000 sq. ft. strip mall, 50,000 sq. ft. of office or a 64,000 sq. ft. warehouse would not result in potentially significant operational greenhouse gas impacts. Note that these are screening criteria, not thresholds of significance. The Guidelines (page 4-1) clarify that projects that are mixed-use, infill and/or proximate to transit service and local services would have substantially lower vehicle trip rates and associated ... GHG emissions than what would be reflected								

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant Impact	Potentially Significant Impact	Less Than Significant Impact	No Impact
foreseeable upset and accident conditions involving the release of hazardous materials into the environment?								
<p>• <i>Explanation/Information Source:</i> There are no direct physical impacts regarding accidental hazards resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. No significant amount of hazardous materials would be associated with residential or mixed-use development addressed in the Housing Element. Locating new sensitive receptors such as residential uses near facilities where acutely hazardous materials are stored or used is considered a significant impact per the 2010 Bay Area Air Quality Management District's CEQA Guidelines (page 2-2). Of the 21 facilities identified by the Air Resources Board in Brisbane as sources of toxics pollutant emissions only 2 are within 1,000 ft. of the new NCRO-3 or R-SWB Districts. The City's sewage lift station at 111 Valley Drive has a propane-fueled emergency generator located immediately adjacent to the NCRO-3 District, and the VWR Scientific warehouse at 3745 Bayshore Boulevard generates an estimated 6 pounds of formaldehyde emissions and 1 pound of benzene emissions per year (in addition to carbon monoxide and nitrogen oxides discussed in III.b, above) approximately 200 ft. from the R-SWB District. These are not considered to be major sources of emissions according to EPA and BAAQMD standards. The rezoning of the portion of the existing SCRO-1 District including and adjoining the propane sales facility at 3994 Bayshore Boulevard would render that use nonconforming (meaning it could not be expanded or intensified), while changing residential units from a conditional to a permitted use. Per Chapter 3.8 of the 2007 California Fire Code, the existing above-ground propane tanks comply with the required 50 ft. setbacks.</p>								
<p>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</p>								
<p>• <i>Explanation/Information Source:</i> There are no direct physical impacts regarding exposure of schools to hazardous materials resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. No significant amount of hazardous materials would be associated with residential or mixed-use development addressed in the Housing Element. Also see III.d, above.</p>								
<p>d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5?</p>								
<p>• <i>Explanation/Information Source:</i> No portion of the proposed NCRO-3 or R-SWB Districts or any existing residential districts are listed as hazardous materials sites.</p>								
<p>e) For a project located within an airport land use plan or within the vicinity of a</p>								

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Less Than Significant Impact	Potentially Significant Impact	Less Than Significant Impact	No Impact
The proposed Housing Element also includes a number of programs that would mitigate operational-related emissions of greenhouse gases from mobile, area and stationary sources at the project level, as described on pages 4-12 through 4-19 of the BAAQMD CEQA Air Quality Guidelines. The proposed NCRO-3 District would provide a mix of uses, reducing operational mobile source emissions by 3 to 9%. The District would also locate residential uses within ½ mile of local serving retail, reducing emissions an additional 2%. Both the proposed NCRO-3 and R-SWB Districts would provide for housing at densities high enough to be potentially affordable, reducing emissions by as much as 4%. Both districts are on transit routes for SamTrans buses and the BART/Muni/Metro/Caltrans shuttles, reducing emissions by as much as 15%. An additional reduction of up to 9% could be achieved by incorporating requirements for bike and pedestrian facilities into the development regulations for the new districts through Programs H.B.1.b & H.D.1.d for the new NCRO-3 & R-SWB Districts. In addition, anticipated State measures implementing AB 32 would further reduce greenhouse gas emissions. These include increased energy efficiency through updates to Title 24 and improved fuel standards. BAAQMD has estimated significant GHG emission reductions as a result (CEQA Guidelines Update, Proposed Thresholds of Significance, December 7, 2009). Given these various factors, it is anticipated that the proposed zoning changes to provide increased density housing along a transit corridor and to allow residential units at a minimum density sufficient to accommodate affordable housing as part of a mixed use development at the center of the city would not result in significant emissions of greenhouse gases. There are no construction-related thresholds applicable at the plan level. Also see XVI.e, below.								
<p>b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p>								
<p>• <i>Explanation/Information Source:</i> See III.a, above.</p>								
<p>VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:</p>								
<p>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>								
<p>• <i>Explanation/Information Source:</i> There are no direct physical impacts regarding hazardous materials resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. No significant amount of hazardous materials would be associated with residential or mixed-use development addressed in the Housing Element.</p>								
<p>b) Create a significant hazard to the public or the environment through reasonably</p>								

22
G.1.Q.1

21
G.1.Q.1

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated			Less Than Significant Impact	Less Than Significant Impact	Less Than Significant Impact	No Impact
		Potentially Significant Impact	Less Than Significant Impact	No Impact				
private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> No portion of the City of Brisbane is located within an airport land use plan area or within the vicinity of a private airstrip.								
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> There are no direct physical impacts regarding emergency evacuation resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The proposed NCRO-3 and R-SWB Districts are located within the immediate vicinity of primary (Bayshore Boulevard) or feeder (Valley Drive, Old County Road and San Bruno Avenue) emergency evacuation routes, according to the City's Emergency Management Plan (Safety Element—Background Report, page 13). The proposed Housing Element will not conflict with the City's Emergency Management Plan (General Plan Policies 44 & 69 and Program 148b).								
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> There are no direct physical impacts regarding wildland fires resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The California Department of Forestry and Fire Protection's "Very High Fire Hazard Severity Zones in Local Responsibility Areas" map for San Mateo County (November 2008) shows the proposed NCRO-3 and R-SWB Districts, as well as existing residential districts, to be within the Non-Very High Fire Hazard Severity Zone. Based upon this, new buildings would not be subject to 2007 California Building Code Section 701A.3.2's requirements for Local Agency Very-High Fire Hazard Severity Zones. Brisbane Municipal Code Section 15.44.080 requires automatic fire sprinklers in all new buildings. BMC Sections 17.12.040.H & K(5), 17.16.040.G.2. and 17.42.040.G require fire-resistant landscaping outside the proposed R-SWB District. Within the R-SWB District, proposed Housing Element Programs H.B.1.b & H.D.1.d would require adoption of development regulations and form-based codes [consistent with Government Code Section 65583.2(j)] to address fire-resistant landscaping.								
IX. HYDROLOGY AND WATER QUALITY: Would the project:								
a) Substantially degrade water quality and/or violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> There are no water quality impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The California Regional Water Quality Control Board's								

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ISSUE									
amended Order No. 99-59 requires that all municipalities under the San Mateo Countywide Stormwater Pollution Prevention Program specifically analyze whether individual projects will result in significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes. Of particular concern would be increased runoff associated with increased impervious surfaces. Projects that create, add and/or replace 10,000 sq. ft. or more of impervious surface on the project site are specifically subject to NPDES permit reporting requirements. SM STOPP requires that such projects identify stormwater treatment, source control and/or site design measures to serve as Best Management Practices for stormwater pollution prevention and/or treatment under the Municipal Stormwater NPDES Permit. BMC Section 16.16.060 requires that drainage studies be prepared for subdivision projects. 2007 California Plumbing Code Chapter 11 and 2007 California Building Code Sections 1807.4.2 & 1807.4.3 specify storm drainage requirements for construction projects. Compliance is mandatory, so there will be no significant impacts.									
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?									
• <i>Explanation/Information Source:</i> There are no drainage capacity impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The California Regional Water Quality Control Board's amended Order No. 99-59 requires that all municipalities under the San Mateo Countywide Stormwater Pollution Prevention Program specifically analyze whether the project will result in significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes. Of particular concern would be increased runoff associated with increased impervious surfaces. Projects that create, add and/or replace 10,000 sq. ft. or more of impervious surface on the project site are specifically subject to NPDES permit reporting requirements. SM STOPP requires that such projects identify stormwater treatment, source control and/or site design measures to serve as Best Management Practices for stormwater pollution prevention and/or treatment under the Municipal Stormwater NPDES Permit. BMC Section 16.16.060 requires that drainage studies be prepared for subdivision projects. 2007 California Plumbing Code Chapter 11 and 2007 California Building Code Sections 1807.4.2 & 1807.4.3 specify storm drainage requirements for construction projects. The Storm Drainage Master Plan prepared for the City by RBF Consulting (November 2003) identified a number of deficiencies in the existing system that, if exacerbated by a proposed specific project, would have to be satisfactorily addressed.									
f) Otherwise substantially degrade water quality?									
• <i>Explanation/Information Source:</i> There are no water temperature/turbidity impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The California Regional Water Quality Control Board's amended Order No. 99-59 requires that all municipalities under the San Mateo Countywide Stormwater Pollution Prevention Program specifically analyze whether individual									
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?									
• <i>Explanation/Information Source:</i> The proposed NCRO-3 District is within the 100-year flood zone as identified on the Flood Insurance Rate Maps (Community Panel No. 060311 0025 B) for which base flood elevations and flood hazard factors were not determined by FEMA at the time of mapping. The City's 2003 Storm Drainage Master Plan (page 29-30) assumes the maximum 100 year design water surface in this flood area to be 9.8 ft., given completed storm drainage improvements downstream. Recent development projects at 425 Valley Drive and 50 Park Place have demonstrated that construction is feasible above calculated base flood elevations. Compliance with Brisbane Municipal Code Section 15.56.081 is mandatory (see proposed Housing Element Program H.H.2.a), so there will be no significant impacts.									
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?									
• <i>Explanation/Information Source:</i> See IX.g.									
i) Expose people or structures to a significant risk of loss, injury or death involving									

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XII. NOISE: Would the project result in:								
a) Exposure of persons to or generation of noise levels in excess of standards established in the General Plan and/or noise ordinance?								
<p><i>Explanation/Information Source:</i> No portion of the proposed NCRO-3 or R-SWB Districts or any of the existing residential and mixed-use districts is located within a State Designated Mineral Resources Area (General Plan, pages 31, 155-157).</p>								
XIII. POPULATION AND HOUSING: Would the project:								
a) Induce substantial population growth in an area, either directly or indirectly?								
<p><i>Explanation/Information Source:</i> There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The proposed NCRO-3 and R-SWB Districts, as well as portions of the existing residential and mixed-use districts, are located within traffic noise corridors (60-75 dB). 2007 California Building Code Section 1207 requires that residential units (other than detached single-family dwellings) be designed so that outside noise levels within the units would not exceed 45 dB CNEL [also see California Code of Regulations, Title 24, Appendix Chapter 35 (California Noise Insulation Standards)]. Figure 2 in Appendix C of the State of California General Plan Guidelines 2003 requires “a detailed analysis of the noise reduction requirements” and inclusion of noise insulation features, such as “conventional construction, but with closed windows and fresh air supply systems or air conditioning” for single-family homes, duplexes and mobile homes with Community Noise Exposure Levels of 60-75 dB and for multi-family residential units with CNEL of 65-75 dB (General Plan Policy 184 and Programs 184b & 184d). Thus, individual projects in such traffic noise corridors are required to submit a professionally-prepared acoustical analysis report prior to issuance of the building permit, showing how the proposed design will limit exterior noise to 45 dB in any habitable room.</p>								
b) Expose substantial numbers of existing housing units or persons, necessitating the construction of replacement housing?								
<p><i>Explanation/Information Source:</i> There are no groundborne vibration impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The proposed NCRO-3 District is located on filled land (General Plan, page 190), development of which might require pile driving, the main source of groundborne vibration within Brisbane. Ground vibration impacts would not be expected to be significant. A pre- and post-construction survey of adjacent buildings could be required to document any resulting damage.</p>								
c) Increase in ambient noise levels in the project vicinity?								
<p><i>Explanation/Information Source:</i> There are no temporary noise impacts directly resulting from adoption of the affordable housing ordinance, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Brisbane Municipal Code Section</p>								

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ISSUE					Potentially Significant Impact	Less Than Significant with Mitigation Incorporated					
units with denser development taking advantage of the density bonus provisions would be offset by the greater availability and potential affordability of the new housing provided (see proposed Housing Element Program H.B.5.a). Proposed Housing Element Programs H.B.2.a & H.B.4.a would also help address these potential impacts.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XIV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the following:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> There are no impacts upon fire protection directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Compliance with the fire access, hydrant, sprinkler and other requirements of the Fire Prevention Code (Brisbane Municipal Code Chapter 15.44) is mandatory (also see General Plan Policies 146, 158, 208 & 210 and Programs 158a & 208a regarding adequate fire protection infrastructure). Also see proposed Housing Element Programs H.H.1.a & H.H.1.b.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> There are no impacts upon police protection directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. If a specific project were to substantially impact average response time, development impact fees and evictions could be adopted to mitigate the impact per General Plan Policies 160 & 163 and Program 160a and proposed Housing Element Programs H.H.1.a & H.H.1.b.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> There are no impacts upon schools directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. According to the State Legislature, payment of school impact fees completely mitigates a project's impacts regarding school facilities. The Brisbane Elementary School District collects fees of \$2.63 per square foot for residential projects to mitigate school impacts.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> There are no impacts upon parks directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Per BMC Sections 16.24.020, 16.24.030 & 16.24.070, and California Government Code Section 66477, residential subdivisions and condominium projects with 50 or more lots/units must dedicate land for public recreational facilities, and smaller residential subdivisions and condominium projects are required to pay a parks and recreation in-lieu fee to be used by the City to develop new or rehabilitate existing neighborhood or community park or recreational facilities to serve the development.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Adequate infrastructure, including water, sewer, storm drains and streets, will be required to be provided per City standards for individual projects (General Plan Policies 146, 208, & 210 and Program 208a). Also see IX.b, above.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XV. CREATION: Does the project:											
a) Increase the demand for existing parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> There are no impacts upon existing parks and recreational facilities directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Per Brisbane Municipal Code Section 16.24.030, an in-lieu fee will be paid for residential subdivisions and condominiums that do not include new park and recreational facilities, and this fee may be used for rehabilitating existing park and recreational facilities per California Government Code Section 66477(a)(3).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. For potential significant environmental effects from the construction/expansion of recreational facilities that might be proposed in a specific project, please see I, III, IV, V, VI, VII, VIII, IX, XI, XII and XIII, above, and XV, XVI and XVII, below.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVI. TRANSPORTATION/TRAFFIC: Will the project:											
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?								

Explanation/Information Source: There are no traffic capacity impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts.

The adopted minimum levels of service for traffic in Brisbane are Level of Service "D" for all arterials, except LOS "C" for the intersections of Bayshore Boulevard at Old County Road and San Bruno Avenue (General Plan Policy 38.1) and LOS "E" for Bayshore Boulevard at Geneva Avenue and for U.S. 101, within Brisbane (City/County Association of Governments of San Mateo County Congestion Management Program and General Plan Program 55a).

At the time of the most recent studies, all of the major intersections in Brisbane were operating at Level of Service C or better during AM and PM peak hours, and freeway mainline segments were operating at LOS E or better (Northeast Ridge Unit II EIR Addendum, page 35; Sierra Point Biotech Project EIR, pages 88-91; One Quarry Road Residential Project Draft Environmental Impact Report Volume 1, page 245; as updated by LSA per its 5/6/04 letter and Hexagon Transportation Consultants, Inc., per its 5/5/04 memorandum). These acceptable levels of service are expected to be maintained with completion of development that has already been approved (Sierra Point Biotech Project EIR, pages 88, 92, 100 & 103). It was found that, under cumulative conditions for the year 2030, the approved Sierra Point Biotech Project would unacceptable reduce the level of service during the PM peak hour from C to D at the intersection of Bayshore Boulevard and Old County Road, as well as degrading significantly further the unacceptable LOS D during the AM peak hour (Sierra Point Biotech Project EIR, pages 102-105). Three potential mitigation measures were identified for this intersection, only two of which would be necessary to reduce the impact to a less-than-significant level. Furthermore, the Sierra Point Biotech Project would significantly contribute to the unacceptable LOS F on 3 segments of US 101 (Sierra Point Biotech Project EIR, pages 107-108; C/CAG's Policy on Traffic Impact Analysis). A Traffic Reduction Plan identifying specific Travel Demand Management measures was required to help mitigate these impacts, which would remain significant and unavoidable. The City Council adopted a Statement of Overriding Considerations in approving the Sierra Point Biotech Project. State CEQA Guidelines Section 15152(f)(1) states, "Where a lead agency determines that a cumulative effect has been adequately addressed in the prior EIR, that effect is not treated as significant for purposes of the later...negative declaration..."

The cumulative traffic impacts of residential development on Bayshore Boulevard near San Bruno Avenue could be significant, if they were to contribute to traffic turning left at the intersection of Bayshore Boulevard and San Bruno Avenue. Left turn movements are identified in the Environmental Impact Report for the City of Brisbane General Plan Update as having the greatest potential to decrease the level of service at this intersection below the adopted LOS C standard (Volume II, pages 74 & 76; Volume III—Appendix 3, page 39). The required mitigation would be signalization of the intersection (General Plan EIR, Volume II, pages 75-77; Volume III—Appendix 3, page 42). Per proposed Housing Element Program H.H.1.a, proposed projects generating traffic that would impact this intersection would be required to contribute their fair share toward the cost of mitigation. Also see XVII.b, below.

b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the City or county congestion management agency for designated roads or highways?

Explanation/Information Source: There are no impacts on levels of service directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts.

The C/CAG Congestion Management Program characterizes the cumulative traffic impacts from projects generating a net increase of 100 or more peak hour trips as significant. According to the Institute of Transportation Engineers' Trip Generation Manual (7th Edition), apartments generate 0.62 peak hour trips per unit. Thus, it would take an apartment complex containing 161 units to generate a sufficient number of trips to be considered significant. Such projects would be required to incorporate trip reduction measures per the Congestion Management Program to mitigate this impact. None of the individual sites in the new NCRO-3 or R-SWB Districts would have that capacity (see Housing Element Appendix F, Table F.1, page 5).

The Housing Element (Appendix F) projects that the largest maximum number of multi-family units for any site in the proposed zoning districts is 131 (125 Valley Drive in the NCRO-3 District), which would be expected to generate up to 102 peak hour trips, from which the peak hour trips generated by the existing freight forwarder on the site ($55,392 \text{ sq. ft.} \times 0.47 / 0.82 \text{ peak hour trips per } 1,000 \text{ sq. ft.} = 26 \text{ to } 45$) would be subtracted to derive the net peak hour trips (57 to 76), leaving a cushion of 24 to 43 peak hour trips (equivalent to a 6,400 to 11,467 sq. ft. shopping center) for the commercial component of the mixed use on this site without mitigation. Also see XVII.a, above, and XVI.e, below.

c) Substantially increase hazards due to a design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses?

Explanation/Information Source: There are no traffic hazard impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Compliance with adopted street design standards (Brisbane Municipal Code Section 12.24.010) and construction traffic regulations (2007 California

relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?								
Explanation/Information Source: There are no traffic capacity impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts.								

Explanation/Information Source: There are no traffic capacity impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts.

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At the time of the most recent studies, all of the major intersections in Brisbane were operating at Level of Service C or better during AM and PM peak hours, and freeway mainline segments were operating at LOS E or better (Northeast Ridge Unit II EIR Addendum, page 35; Sierra Point Biotech Project EIR, pages 88-91; One Quarry Road Residential Project Draft Environmental Impact Report Volume 1, page 245; as updated by LSA per its 5/6/04 letter and Hexagon Transportation Consultants, Inc., per its 5/5/04 memorandum). These acceptable levels of service are expected to be maintained with completion of development that has already been approved (Sierra Point Biotech Project EIR, pages 88, 92, 100 & 103). It was found that, under cumulative conditions for the year 2030, the approved Sierra Point Biotech Project would unacceptable reduce the level of service during the PM peak hour from C to D at the intersection of Bayshore Boulevard and Old County Road, as well as degrading significantly further the unacceptable LOS D during the AM peak hour (Sierra Point Biotech Project EIR, pages 102-105). Three potential mitigation measures were identified for this intersection, only two of which would be necessary to reduce the impact to a less-than-significant level. Furthermore, the Sierra Point Biotech Project would significantly contribute to the unacceptable LOS F on 3 segments of US 101 (Sierra Point Biotech Project EIR, pages 107-108; C/CAG's Policy on Traffic Impact Analysis). A Traffic Reduction Plan identifying specific Travel Demand Management measures was required to help mitigate these impacts, which would remain significant and unavoidable. The City Council adopted a Statement of Overriding Considerations in approving the Sierra Point Biotech Project. State CEQA Guidelines Section 15152(f)(1) states, "Where a lead agency determines that a cumulative effect has been adequately addressed in the prior EIR, that effect is not treated as significant for purposes of the later...negative declaration..."

The cumulative traffic impacts of residential development on Bayshore Boulevard near San Bruno Avenue could be significant, if they were to contribute to traffic turning left at the intersection of Bayshore Boulevard and San Bruno Avenue. Left turn movements are identified in the Environmental Impact Report for the City of Brisbane General Plan Update as having the greatest potential to decrease the level of service at this intersection below the adopted LOS C standard (Volume II, pages 74 & 76; Volume III—Appendix 3, page 39). The required mitigation would be signalization of the intersection (General Plan EIR, Volume II, pages 75-77; Volume III—Appendix 3, page 42). Per proposed Housing Element Program H.H.1.a, proposed projects generating traffic that would impact this intersection would be required to contribute their fair share toward the cost of mitigation. Also see XVII.b, below.

b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the City or county congestion management agency for designated roads or highways?

Explanation/Information Source: There are no impacts on levels of service directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts.

The C/CAG Congestion Management Program characterizes the cumulative traffic impacts from projects generating a net increase of 100 or more peak hour trips as significant. According to the Institute of Transportation Engineers' Trip Generation Manual (7th Edition), apartments generate 0.62 peak hour trips per unit. Thus, it would take an apartment complex containing 161 units to generate a sufficient number of trips to be considered significant. Such projects would be required to incorporate trip reduction measures per the Congestion Management Program to mitigate this impact. None of the individual sites in the new NCRO-3 or R-SWB Districts would have that capacity (see Housing Element Appendix F, Table F.1, page 5).

The Housing Element (Appendix F) projects that the largest maximum number of multi-family units for any site in the proposed zoning districts is 131 (125 Valley Drive in the NCRO-3 District), which would be expected to generate up to 102 peak hour trips, from which the peak hour trips generated by the existing freight forwarder on the site ($55,392 \text{ sq. ft.} \times 0.47 / 0.82 \text{ peak hour trips per } 1,000 \text{ sq. ft.} = 26 \text{ to } 45$) would be subtracted to derive the net peak hour trips (57 to 76), leaving a cushion of 24 to 43 peak hour trips (equivalent to a 6,400 to 11,467 sq. ft. shopping center) for the commercial component of the mixed use on this site without mitigation. Also see XVII.a, above, and XVI.e, below.

c) Substantially increase hazards due to a design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses?

Explanation/Information Source: There are no traffic hazard impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Compliance with adopted street design standards (Brisbane Municipal Code Section 12.24.010) and construction traffic regulations (2007 California

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Potentially Significant Impact	Less Than Significant Impact	Less Than Significant Impact	No Impact
Building Code Chapter 33 and Brisbane Municipal Code Sections 8.28.060) to avoid substantial traffic hazards is mandatory.								
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> There are no impacts on emergency access directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Compliance with fire apparatus access road standards (2007 California Fire Code Section 503, as amended by Brisbane Municipal Code Sections 12.24.010 and 15.44.100-120) to provide adequate emergency access is mandatory.								
e) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. General Plan Policies 66 & 198, General Plan Programs 55, 60b, 62b, 100c, 194c, 198a, 198b & 198c, Brisbane Municipal Code Chapters 10.52 & 15.80, and BMC Section 17.42.040.F encourage alternatives to travel by automobile where appropriate. In addition, trip reduction measures that may be required by the CAG Congestion Management Program include bicycle parking facilities, employee shower and locker room facilities, preferential carpool/vanpool parking, amenities for pedestrians and participation in the BART/Caltrain shuttle service. These policies, programs and requirements would be addressed in the development regulations (Housing Element Program H.B.1.b) and form-based codes (Housing Element Program H.D.1.d) for the new NCRO-3 & R-SWB Districts. Also see III.a, VII.a and XV.b, above.								
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:								
a) Exceed wastewater treatment requirements of the Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> & Explanation/Information Source: See XVII.e, below.								
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. No new/expanded wastewater treatment facilities are proposed as part of the Housing Element (General Plan Policies 146 & 215). Any construction of new/expanded water/wastewater treatment facilities might or might not result in significant environmental effects-- see I, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XIII and XV, above, and XVII, below.								
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. No storm water drainage facilities are proposed as part of the Housing Element, but the 2003 City of Brisbane Storm Drainage Master Plan (Enclosure 2, pages 2, 9 & 11) identifies needed pipeline replacements east of 41-43 Park Place, north or 25 Park Place and northeast of 3832 Bayshore Boulevard (General Plan Policies 146 & 221). The construction of new/expanded water/wastewater treatment facilities might or might not result in significant environmental effects--see I, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XIII and XV, above, and XVII, below.								
d) Have insufficient water supplies available to serve the project from existing entitlements and resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• <i>Explanation/Information Source:</i> There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The City of Brisbane receives its water supply from the City and County of San Francisco's Hatch Hatch reservoir and water delivery system as a member of the Bay Area Water Users Association through the 1984 Water Settlement Agreement, expiring in 2009. The City of Brisbane is entitled to additional water allotments from San Francisco through earlier agreements from 1884 and 1908. The City's total entitlement is 1,053 million gallons of water per day (gpd). The City's Water Master Plan projects water consumption rates of 140 gallons per day per single-family dwelling unit (SFDU) and 125 gpd per high-density dwelling unit (HDDU). The average consumption for non-residential parcels (NRP) is less than 1,900 gallons per acre per day.								
NCRO-3 District: (199 HDDU x 125 gpd) + (6.9 NR ac x 1,900 gpd) = 24,875 net gpd R-SWB District: (196 + 9 HDDU x 125 gpd) - (9 SF DU x 140 gpd) - (1.508 NR ac x 1,900 gpd) = 21,500 gpd R-1 District: 7 SF DU x 140 gpd = 980 gpd NET TOTAL: 47,355 gpd								
The San Francisco Public Utilities Commission has not indicated any insufficient supplies or significant environmental effects associated with the Housing Element. The City of Brisbane's water								

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact			Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
R-1 District: 7 SFDU x 105 gpd = 735 gpd NET TOTAL: 35,396 gpd										
The San Francisco Public Utilities Commission's Wastewater Enterprise Planning Division has confirmed that there is sufficient treatment capacity for the projected residential development potential and there are no significant environmental effects associated with the Housing Element. The City of Brisbane's sewer connection and installation fees for the project will mitigate impact to existing sewer pump capacity.										
d) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, state, and local statutes and regulations related to solid waste?										
• <i>Explanation/Information Source:</i> There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The South San Francisco Scavenger Company provides collection and disposal services for the City of Brisbane. Three landfill sites are used at Altamont Landfill, Ox Mountain Sanitary Landfill and the Hillside Class III Disposal Site, which have capacity, respectively, through 2025, 2018 and 2010 (Sierra Point Biotech Project EIR, pages 222-223). The South San Francisco Scavenger Company (providing solid waste collection services) has not indicated any insufficient capacities under the Housing Element (General Plan Policies 146 & 208 and Programs 143a & 166a). Impacts on landfills are reduced through the Source Reduction and Recycling Element adopted by the City per General Plan Policy 143 and Programs 143a, 143b, 143e & 143f and, more specifically, the Recycling & Diversion of Debris from Construction & Demolition Ordinance (Brisbane Municipal Code Chapter 15.75).										
g) Create a demand for energy that exceeds regional or local capacity, either on a peak or cumulative basis?										
• <i>Explanation/Information Source:</i> There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The City and County of San Francisco is committed to provide the City of Brisbane with wastewater treatment at the Southeast Wastewater Treatment Plant for 6.0 million gallons per day total daily dry weather flow. The City's Sewer Master Plan projects that dwelling units in medium density apartment complexes, multiple use residential projects, and planned developments (MFDU) generate 90 gallons per day, while single family homes (SFDU) generate 105 gpd/du. The City's Sewer Master Plan projects that flow rates for commercial and industrial uses range from 500 gallons per acre per day for the NCRO, TC and SCRO Districts to 2,380 gpd for the SP-CRO District.										
NCRO-3 District: (199 MFDU x 90 gpd) + (6.9 TC ac. x 500 gpd) = 17,910 net gpd R-SWB District: (196 + 9 MFDU x 90 gpd) - (9 SFDU x 105 gpd) - (1,508 SCRO ac. x 500 gpd) = 16,751 gpd										

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Potentially Significant Impact	Incorporated	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ISSUE									
Those projects with 20 or more dwelling units or 10,000 sq. ft. or more of commercial floor area will be subject to compliance with the City of Brisbane's Green Building Requirements (Brisbane Municipal Code Chapter 15.80).									
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE									
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?									
• <i>Explanation/Information Source:</i> See I, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XIII, XV, XVI and XVII, above.									
b) Does the project have impacts that are individually limited, but cumulatively considerable?									
• <i>Explanation/Information Source:</i> State CEQA Guidelines Section 15155(b) explains that cumulative impact is "...the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects." According to Section 15064(i)(3), "...a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g. water quality control plan, air quality plan, integrated waste management plan)..." Thus, a project's cumulative air quality impacts are not significant, if the project is consistent with the Clean Air Plan (see III.A, above). A project's cumulative biological impacts are not significant, if the project is consistent with the San Bruno Mountain Area Habitat Conservation Plan (see IV.a. & f, above). A project's cumulative water quality impacts are not significant, if the project is consistent with the National Pollutant Discharge Elimination System permit, the California Regional Water Quality Control Board's Order No. 99-59 and the San Mateo Countywide Stormwater Pollution Prevention Program (see VIII.a, c, d, e & f, above). A project's cumulative traffic impacts are not significant, if the project is consistent with the City/County Association of Governments of San Mateo County's Congestion Management Program (see XV.b, above). A project's other cumulative impacts are not significant, if the project is subject to General Plan policies and programs and implementing provisions of the Brisbane Municipal Code adopted to avoid significant environmental impacts. If a project's incremental effect is not									
cumulatively considerable per State CEQA Guidelines Section 15064(i)(1), the in-depth cumulative impact analysis required for EIRs per Section 15130 is not applicable (also see Section 15064(i)(2)). See I, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XIII, XV, XVI and XVII, above.									
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?									
• <i>Explanation/Information Source:</i> See I, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XIII, XV, XVI and XVII, above.									
Attachments: Housing Element Figures HE.2 & HE.3 Housing Element Appendices G.1 & G.2									

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ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Potentially Significant Impact	Incorporated	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ISSUE									
Those projects with 20 or more dwelling units or 10,000 sq. ft. or more of commercial floor area will be subject to compliance with the City of Brisbane's Green Building Requirements (Brisbane Municipal Code Chapter 15.80).									
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE									
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?									
• <i>Explanation/Information Source:</i> See I, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XIII, XV, XVI and XVII, above.									
b) Does the project have impacts that are individually limited, but cumulatively considerable?									
• <i>Explanation/Information Source:</i> State CEQA Guidelines Section 15155(b) explains that cumulative impact is "...the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects." According to Section 15064(i)(3), "...a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g. water quality control plan, air quality plan, integrated waste management plan)..." Thus, a project's cumulative air quality impacts are not significant, if the project is consistent with the Clean Air Plan (see III.A, above). A project's cumulative biological impacts are not significant, if the project is consistent with the San Bruno Mountain Area Habitat Conservation Plan (see IV.a. & f, above). A project's cumulative water quality impacts are not significant, if the project is consistent with the National Pollutant Discharge Elimination System permit, the California Regional Water Quality Control Board's Order No. 99-59 and the San Mateo Countywide Stormwater Pollution Prevention Program (see VIII.a, c, d, e & f, above). A project's cumulative traffic impacts are not significant, if the project is consistent with the City/County Association of Governments of San Mateo County's Congestion Management Program (see XV.b, above). A project's other cumulative impacts are not significant, if the project is subject to General Plan policies and programs and implementing provisions of the Brisbane Municipal Code adopted to avoid significant environmental impacts. If a project's incremental effect is not									
cumulatively considerable per State CEQA Guidelines Section 15064(i)(1), the in-depth cumulative impact analysis required for EIRs per Section 15130 is not applicable (also see Section 15064(i)(2)). See I, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XIII, XV, XVI and XVII, above.									
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?									
• <i>Explanation/Information Source:</i> See I, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XIII, XV, XVI and XVII, above.									

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EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the Explanation/Information Sources cited. A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) The explanation of each issue should identify the significance criteria or threshold, if any, used to evaluate each question; and the mitigation measure identified, if any, to reduce the impact to less than significance

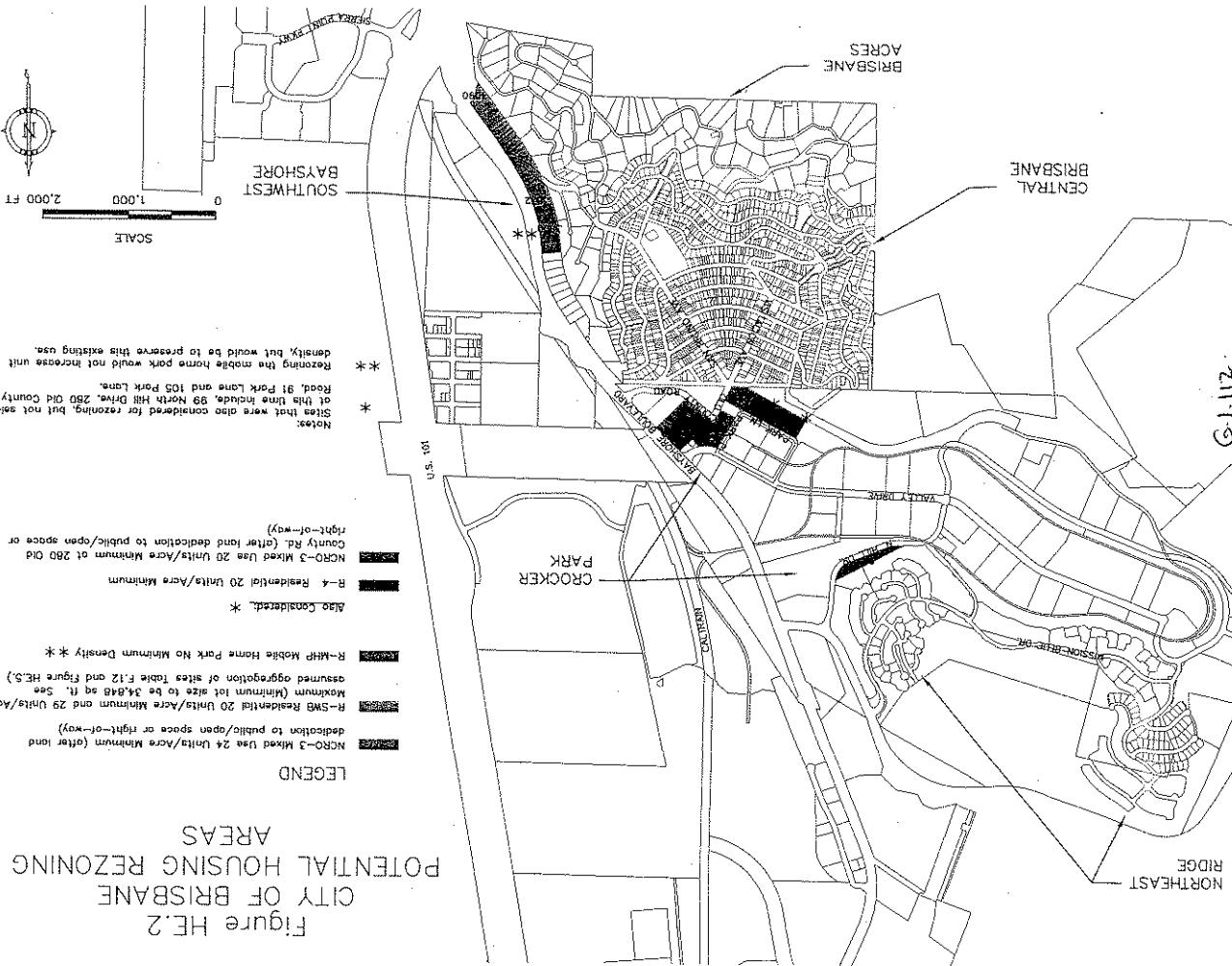
4) An answer of "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

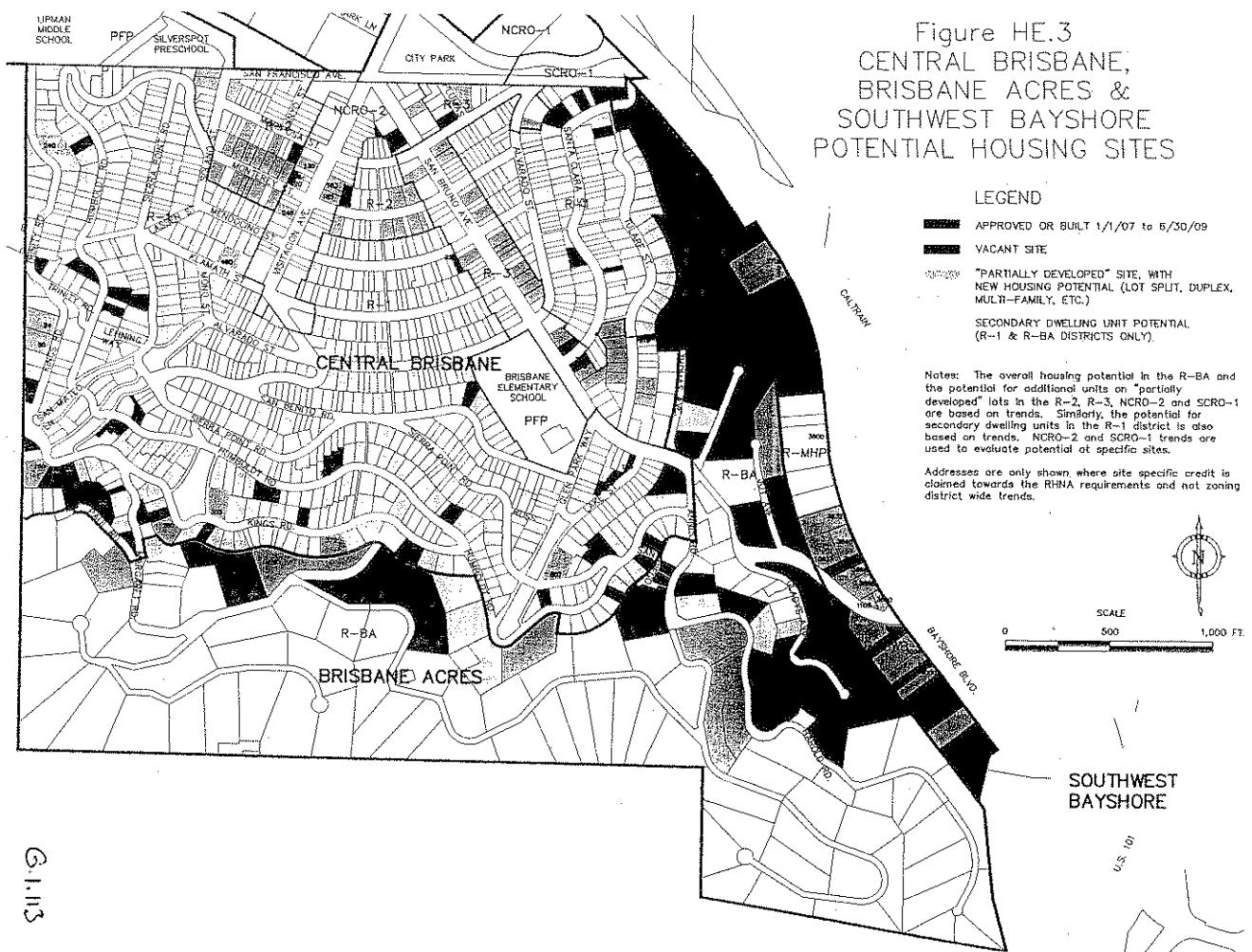
5) An answer of "Less than Significant Impact" is appropriate *only* in the event there is no substantial evidence that an effect is significant.

6) An answer of "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from a "Potentially Significant Impact" to a "Less than Significant Impact." A description of the mitigation measures is required, along with an explanation of how they reduce the effect to a less than significant level (mitigation measures from a previous analysis may be cross-referenced).

- 7) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. When an earlier analysis is used, the initial study shall:

 - a) Reference earlier analyses used. Identify earlier analyses. Unless noted otherwise, all previous environmental documents are available at the City of Bristow Community Development Department.
 - b) Note impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Identify mitigation measures. For effects that are “Less than Significant with Mitigation Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.





APPENDIX G.1.
Housing Element Environmental Assessment
By Subarea and Zoning District

H.B.1.b & H.D.1.d - District regulations and form based codes adopted per proposed Housing Element Programs H.B.1.b & H.D.1.d will address scenic vistas, respect for natural topography, vegetation screening/buffers, light pollution, air filtration systems, and fire-resistant landscaping.

HCP = Compliance with the San Bruno Mountain Area Habitat Conservation Plan will mitigate impacts upon endangered species habitat, if any.

PRC = Public Resources Code Section 2108.2.6 states the protocol should start any archaeological resources or human remains to be removed during excavation
GMC & CBC = Brisbane Municipal Code Chapter 15.01 requires geotechnical/engineering studies for grading in areas of potential landsliding, liquefaction and expansive soils. California Building Code Section 1802 requires soils investigations for construction in

182. AIRSHED EMISSIONS CREDITS SECTION (182) requires units investigations for construction in areas of potential landsliding, liquefaction and expansive soils.

& H.I.1 and Programs H.A.1.b, H.B.1.a, H.B.1.b, H.B.1.c, H.B.3.b, H.B.3.c, H.B.3.d, H.B.3.e, H.B.3.f, H.B.3.g, H.B.4.b, H.D.1.d, H.E.1.d, H.F.4.g, H.H.1.a, H.I.1.b & H.I.1.c, per the Bay Area Air Quality Management District's CLEQ Air Quality Guidelines, 4-12 through 4-19 and 9-8 through 9-20.

BMC – Although the proposed NC-03 District is within a 100-year flood zone, recent development projects have demonstrated that construction is feasible above calculated base flood elevations in compliance with Brisbane Municipal Code Chapter 15.56.

CBC = California Building Code Section 1207 requires that residential units built within traffic noise corridors (60-75 dBA) be designed so that outside noise levels within the units will not exceed 45 dB CNEL.

H.H.I.R. = Housing Element Program H.E.P. would require projects generating traffic that would impact the Bayshore Boulevard/San Bruno Avenue intersection to contribute their fair share toward the cost of reconfiguration and signalization of this intersection.

APPENDIX G.2.
Housing Element Environmental Assessment
By Proposed Program
(NI = No Impact, LTS = Less than Significant Impact)

Program	Description	Scalable & Specific Impacts	Adaptability	Flexibility	Cost-effectiveness	Public Health	Energy	Water	Waste	Transportation	Land Use	Community Character	Equity	Conservation	Local & Regional Systems	Implementation & Monitoring	Administrative & Regulatory Findings
H.A.1.a	Non-discrimination	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.A.1.b	Public information	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.1.a	Resolving: R-SWB District (125 Valley Dr., 25 & 41-43 park Pl.)	125-199	LTS with H.B.1.b & H.D.1.d	NI	LTS with H.B.1.b & H.D.1.d	LTS	LTS: BMC & CBC	Pre-mitigation**	LTS with H.B.1.b & H.D.1.d	LTS: BMC & CBC	NI	LTS: CBC	LTS	LTS	LTS	LTS	LTS
H.B.1.b	Resolving: R-SWB District (3832- 009 Bayshore Blvd., 191-197 San Bruno Ave & McLean Rd.)	136-196	LTS with H.B.1.b & H.D.1.d	NI	LTS: HCP	LTS: PRC	LTS: BMC & CBC	Pre-mitigation**	LTS with H.B.1.b & H.D.1.d	LTS	NI	LTS: CBC	LTS	LTS	LTS	LTS	LTS
H.B.1.c	Resolving: K-MDP District (3800 Bayshore Blvd.)	No change see BMC Section 17.16.030. A.15	LTS	NI	LTS	LTS: HCP	LTS	LTS	LTS	LTS	NI	LTS with H.B.1.b & H.E.1.e	LTS	LTS	LTS	LTS	LTS
H.B.1.d	Development regulations	N/A	Pre-mitigation**	NI	Pre-mitigation**	LTS: HCP	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS
H.B.1.e	Design Permits	N/A	See H.B.1.a	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.1.f	General Plan land use amendments	See H.B.1.a	LTS with H.B.1.b & H.D.1.d	NI	LTS: HCP	LTS: PRC	LTS: BMC & CBC	LTS	LTS with H.B.1.b & H.D.1.d	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS
H.B.1.g	Second Unit affordability	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.1.h	Definitions	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.1.i	SRO Units in SCRO-T District	No change see BMC Section 17.16.030. A.15	LTS	NI	LTS	LTS: HCP	LTS: PRC	LTS: BMC & CBC	LTS	LTS	NI	LTS: CBC	LTS	LTS	LTS	LTS	LTS
H.B.2.a	Preserve affordable units	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.2.b	Housing sites for seniors & persons with disabilities	N/A	LTS	NI	LTS	LTS	LTS: PRC	LTS: BMC & CBC	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.2.c	Parking for senior housing	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.2.d	Parking for units for persons with disabilities	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.2.e	Converselent homes in R-SWB District	See H.B.1.a	LTS with H.B.1.b & H.D.1.d	NI	LTS	LTS: HCP	LTS: PRC	LTS: BMC & CBC	LTS	LTS	NI	LTS: CBC	LTS	LTS	LTS	LTS	LTS
H.B.2.f	Shared housing	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

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APPENDIX G.2: Housing Element Environmental Assessment By Proposed Program
(NI = No Impact, LTS = Less than Significant Impact)

Program	Description	Scalable & Specific Impacts	Adaptability	Flexibility	Cost-effectiveness	Public Health	Energy	Water	Waste	Transportation	Land Use	Community Character	Equity	Conservation	Local & Regional Systems	Implementation & Monitoring	Administrative & Regulatory Findings
H.B.3.g	Special needs housing	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.3.h	County homeless programs	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.3.i	Emergency shelters in R-SWB District	See H.B.1.a	LTS with H.B.1.b & H.D.1.d	NI	LTS	LTS: HCP	LTS: PRC	LTS: BMC & CBC	LTS	LTS with H.B.1.b & H.D.1.d	LTS	LTS	LTS	LTS: CBC	LTS	LTS	LTS with H.H.1.a
H.B.3.j	Wastewater & sewer service	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.4.a	Condo conversions	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.4.b	Transitional housing	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.5.a	Density bonus incentives	Incentivized LTS with H.B.1.b & H.D.1.d	NI	Pre-mitigation**	LTS: HCP	LTS: PRC	LTS: BMC & CBC	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS
H.B.6.a	Stable hillside development	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.7.a	Affordable housing programs	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.7.b	Non-profit housing	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.7.c	Home equity program	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.8.a	County rental assistance programs	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.a	Redevelopment funds for non-profit housing	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.b	Land bank	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.c	PPF District	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.d	Rehabilitation	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.e	Redevelopment subsidies	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.f	Fair-lime homebuyer program	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.g	Property rehabilitation program	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.h	Self-help projects	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.i	Leverage	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.j	Referrals loans & grants for special needs	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.k	Fee subsidies	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.l	State and Federal programs	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.m	Joint jurisdiction projects	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.C.1.a	Inspection program	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

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APPENDIX G.2: Housing Element Environmental Assessment By Proposed Program
(NI = No Impact, LTS = Less than Significant Impact)

Program	Description	Environmental Impacts	Assessments	Analysis	Findings	Environmental Impacts	Assessments	Analysis	Findings	Environmental Impacts	Assessments	Analysis	Findings	Environmental Impacts	Assessments	Analysis	Findings	Environmental Impacts	Assessments	Analysis	Findings
H.C.1.b	Public works rehab program	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.C.1.c	Newswarming uses & structures	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.C.1.d	NCHO-2 District rehab programs	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.1.a	Infrastructure master plan	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation**	NI	NI
H.D.1.b	Dwelling groups	N/A	LTS	NI	LTS	LTS	NI	LTS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.D.1.c	SCHD-1 District setbacks	N/A	LTS	NI	LTS	LTS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.D.1.d	Form-based codes	N/A	Pre-mitigation**	NI	LTS: HCP	LTS: PRC	LTS: BMC & CBC	Pre-mitigation**	NI	NI	NI	NI	LTS: CBC	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
H.E.1.a	Mixed-use and live-work housing	See H.B.1.a	LTS	NI	Pre-mitigation**	LTS	LTS: PRC	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	Pre-mitigation**	LTS	LTS	LTS
H.E.1.b	Residential uses in mixed-use districts	See H.B.1.a	NI	NI	Pre-mitigation**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation**	NI	NI	NI
H.E.1.c	General Plan land use requirements	See H.B.1.a	See H.D.1.b & H.D.1.d	NI	See H.C.1.b & H.C.1.d	LTS: HCP	LTS: PRC	LTS: BMC & CBC	LTS	See H.B.1.b & H.D.1.d	NI	NI	LTS	Pre-mitigation**	NI	LTS	LTS	LTS	LTS	LTS	LTS
H.E.1.d	Transit oriented development zoning	See H.B.1.a	NI	Pre-mitigation**	LTS	LTS: PRC	LTS	Pre-mitigation**	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation**	NI	NI	NI
H.F.1.a	Green building ordinance	N/A	NI	NI	Pre-mitigation**	NI	NI	NI	Pre-mitigation**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.F.1.b	Energy conservation	N/A	NI	NI	NI	NI	NI	NI	Pre-mitigation**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.F.1.b	Encourage retrofitting	N/A	NI	NI	NI	NI	NI	NI	Pre-mitigation**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.F.1.c	Energy efficiency	N/A	NI	NI	NI	NI	NI	NI	Pre-mitigation**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.F.1.a	Water conservation	N/A	NI	NI	NI**	NI	NI	NI	Pre-mitigation**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.F.1.b	Water conserving retrofits	N/A	NI	NI	NI	NI	NI	NI	Pre-mitigation**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.F.1.a	Natural heating & cooling, solar access	N/A	NI	NI	NI	Pre-mitigation**	NI	NI	Pre-mitigation**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.G.1.a	Information programs for local employees	N/A	NI	NI	NI	NI	NI	NI	Pre-mitigation**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.G.1.b	Relocation assistance	N/A	NI	NI	NI	NI	NI	NI	Pre-mitigation**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.H.1.a	Mitigation costs	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation**	NI	Pre-mitigation**	NI

6.1.1.7

APPENDIX G.2: Housing Element Environmental Assessment By Proposed Program
(NI = No Impact, LTS = Less than Significant Impact)

Program	Description	Environmental Impacts	Assessments	Analysis	Findings	Environmental Impacts	Assessments	Analysis	Findings	Environmental Impacts	Assessments	Analysis	Findings	Environmental Impacts	Assessments	Analysis	Findings	Environmental Impacts	Assessments	Analysis	Findings
H.H.1.b	Fiscal impact studies	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.H.2.a	Environmental protection	N/A	Pre-mitigation**	NI	NI	Pre-mitigation**	Pre-mitigation**	NI	Pre-mitigation**	Pre-mitigation**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.H.2.b	Clustered development	N/A	LTS	NI	LTS: HCP	Pre-mitigation**	LTS: PRC	LTS: BMC & CBC	LTS	LTS	LTS	LTS	LTS	LTS: CBC	LTS	LTS	LTS	LTS	LTS	LTS	LTS
H.H.2.c	Density transfer calculations	N/A	LTS	NI	LTS: HCP	Pre-mitigation**	LTS: PRC	LTS: BMC & CBC	LTS	LTS	LTS	LTS	LTS	LTS: CBC	LTS	LTS	LTS	LTS	LTS	LTS	LTS
H.H.2.d	Density transfer values	N/A	LTS	NI	LTS: HCP	Pre-mitigation**	LTS: PRC	LTS: BMC & CBC	LTS	LTS	LTS	LTS	LTS	LTS: CBC	LTS	LTS	LTS	LTS	LTS	LTS	LTS
H.H.2.e	Safety & Conservation Elements	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.I.1.a	Permit processing	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.I.1.b	Parking requirements	N/A	NI	NI	NI	Pre-mitigation**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.I.1.c	Second unit parking	See Table 35, Note A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.I.1.d	Lot split modifications	5	NI	NI	NI	Pre-mitigation**	LTS	LTS: PRC	LTS: BMC & CBC	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
H.I.1.e	Substandard lots	2	NI	NI	NI	Pre-mitigation**	LTS	LTS: PRC	LTS: BMC & CBC	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
H.I.1.f	Staffing	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.I.1.g	Newly City's water & sewer provider	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.I.1.h	Annual report	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.I.1.i	Intra-agency constraints	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.I.1.j	Work with League of California Cities	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

NOTES:

*This is not applicable (N/A) to programs that would not result in additional units not already possible under existing zoning. The potential impacts of units already possible under existing zoning are not addressed in this review, but will be subject to project-specific environmental review.

**Programs integral to the Housing Element (as opposed to those incorporated subsequently) that are to mitigate potential impacts are described here as premitigation.

HCP = Compliance with the San Bruno Mountain Area Habitat Conservation Plan will mitigate impacts upon endangered species habitat, if any.

PRC = Public Resources Code Section 110812 sets the protocol should any archaeological resources or human remains be found during excavation.

BMC & CBC = Building and Construction Code Chapter 15.01 requires geotechnical/engineering studies for grading in areas of potential landsliding, liquefaction and expansive soils. California Building Code Section 1807 requires soils investigations for construction in areas of potential landsliding.

RBC = Although the proposed NCHO-3 District is within a 100-year flood zone, recent development projects have demonstrated that construction is feasible above calculated base flood elevations in compliance with Brisbane Municipal Code Chapter 15.06.

CBC = California Building Code Section 1207 requires that residential units built within traffic noise corridors (60-75 dBA) be designed so that outside noise levels within the units will not exceed 45 dB CNEL.

6.1.1.8



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Comm. Dev. Dept. Brisbane

Fix your phone!
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August 3, 2010

SMGEN071

Mr. Tim Tunc
City of Brisbane
50 Park Place
Brisbane, CA 94005

Dear Mr. Tunc:

CITY OF BRISBANE DRAFT 2007-2014 HOUSING ELEMENT – NOTICE OF CONSULTATION

Thank you for including the California Department of Transportation (Department) in the environmental review process for the City of Brisbane Housing Element. The following comments are based on the Notice of Consultation. As lead agency, the City of Brisbane is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, and implementation responsibilities as well as lead agency monitoring should be fully discussed for all proposed mitigation measures and the project's traffic mitigation fees should be specifically identified in the environmental document. Any required roadway improvements should be completed prior to issuance of project occupancy permits. An encroachment permit is required when the project involves work in the State's right of way (ROW). The Department will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agency ensure resolution of the Department's California Environmental Quality Act (CEQA) concerns prior to submittal of the encroachment permit application; see the end of this letter for more information regarding the encroachment permit process.

Community Planning

The Department encourages the City of Brisbane to locate needed housing near the Caltrain station, in addition to having a citywide street configuration that facilitates walking and biking. We also recommend that the City refer to, "Reforming Parking Policies to Support Smart Growth," a Metropolitan Transportation Commission study funded by the Department, for sample parking ratios and strategies that support Transit Oriented Development. These actions will encourage alternate forms of transportation, reduce regional vehicle miles traveled and help alleviate future traffic impacts on the state highways.

Traffic Impact Study
The environmental document should include an analysis of the impacts of the proposed project on State highway facilities in the vicinity of the project site. Please ensure that a Traffic Impact Study (TIS) is prepared providing the information detailed below:

1. Information on the plan's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed. The study should clearly show the percentage of project trips assigned to State facilities.
2. Current Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets, highway segments and intersections.
3. Schematic illustration and level of service (LOS) analysis for the following scenarios: 1) existing, 2) existing plus project, 3) cumulative and 4) cumulative plus project for the roadways and intersections in the project area.
4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State highway facilities being evaluated.
5. The procedures contained in the 2000 update of the Highway Capacity Manual should be used as a guide for the analysis. We also recommend using the Department's "Guide for the Preparation of Traffic Impact Studies"; it is available on the following web site: <http://www.dot.ca.gov/hq/traffops/developmentsystems/eports/tisguide.pdf>.
6. Mitigation measures should be identified where plan implementation is expected to have a significant impact. Mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We encourage the City of Brisbane to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work.

We look forward to reviewing the TIS, including Technical Appendices, and environmental document for this project. Please send two copies to the address at the top of this letterhead, marked ATTN: Lisa Carboni, Mail Stop #10D.

Encroachment Permit

Any work or traffic control within the State ROW requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information: <http://www.dot.ca.gov/hq/traffops/developmentsystems/permits/>

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Michael Condie, Mail Stop #5E.

Caltrans improves mobility across California

G.1.119.

Caltrans improves mobility across California

G.1.120

Should you have any questions regarding this letter, please call me at (510) 622-5491.

Sincerely,

Lisa Carboni

LISA CARBONI
District Branch Chief
Local Development - Intergovernmental Review

"Caltrans improves mobility across California"
(G.I., p2).

timing of the improvement. This mitigation measure would allow the intersection to operate at LOS B during the AM peak hour and LOS C during the PM peak hour. (LTS)

- (2) **Freeway Segment Operations Analysis.** Project traffic volumes on freeway segments were established by adding the estimated project trips to existing freeway segment volumes. The results of the analysis are summarized in Table IV-C-11. The results show that none of the directional freeway segments analyzed would operate at an unacceptable LOS F during at least one of the peak hours under Background Plus Project Conditions. All of the analyzed freeway segments would operate at an acceptable LOS E or better during the AM and PM peak hours.
- d. 2030 Cumulative Plus Project Conditions Analysis.** The analysis of Cumulative Conditions was conducted based on projected roadway link volumes using year 2030 land use data, AM and PM peak hour traffic volumes were developed using the C/CAG Travel Demand Model System "TDM 1101" for 2030. For the purposes of estimating the impacts of the project in the cumulative conditions, the traffic impacts of the project were evaluated relative to the 2030 cumulative traffic volumes without the project. The traffic estimates for the 2030 Cumulative Plus Project Conditions were produced using the following three step process:
- To determine cumulative traffic generation and trip distribution, the 2030 C/CAG Travel Demand Forecasting System was run using ABAG Projections 2005 for year 2030. These projections of jobs and households reflect all new development in Brisbane (including Sierra Point), South San Francisco, and the Executive Park/Candiesick Park areas of San Francisco.
 - To determine cumulative traffic assignment for the project, the 4-hour AM and PM vehicle trip tables, derived from the peak period diurnal model, were assigned to the AM and PM transportation networks using equilibrium highway assignment. As part of this process, a detailed account of the assignment of the project trips for Sierra Point Biotech project was also produced. The project trips were subtracted from the total "Cumulative Plus Project" volumes to yield "Cumulative Without Project" traffic volumes. The assigned project trips were added to the 2030 traffic volumes, as shown in Figure IV-C-8.

- (1) Cumulative Intersections Analysis.** The results of the intersection level of service analysis under Cumulative Plus Project Conditions are summarized in Table IV-C-12. The level of service calculation sheets are included in Appendix C. In the year 2030 Cumulative Conditions (without the project), Table IV-C-11 shows that four of the study intersections would operate at an unacceptable LOS per the City of Brisbane significance criteria:
- The unsignalized intersection (#9) of Sierra Point Parkway/US 101 northbound ramp would operate at LOS F during the AM peak hour.
 - The unsignalized intersection (#8) of Sierra Point Parkway/Lagoon Way would operate at LOS F during the PM peak hour.
 - The unsignalized intersection (#10) of Sierra Point Parkway/Shoreline Court would operate at LOS F during the PM peak hour.
 - The signalized intersection (#6) of Bayshore Boulevard/Old County Road would operate at LOS D during the AM peak hour and LOS C during the PM peak hour. Under cumulative conditions with the project it would operate at LOS D during the AM peak hour, with an increase in the average delay of more than 4 seconds. During the PM peak hour, the intersection would operate at LOS D.

Table IV.C-11: Background Plus Project Conditions Peak Hour Freeway Operating Conditions

Freeway	Segment	Direction	Peak Hour	Background Plus Project Trips			Project Trips
				# of Lanes	Volume	V/C	
US 101 Parkway	Haney Way to Sierra Point	SB	AM	4	8,975	0.98	E
US 101 Boulevard	Sierra Point Parkway to Oyster Point	SB	AM	4	7,405	0.80	D
US 101	Boulevard	SB	PM	4	7,629	0.83	D
I-280	Alemany Boulevard to San Jose Ave	SB	AM	4	5,559	0.59	A
Oyster Point Boulevard to Sierra Point Parkway	Sierra Point Parkway to Haney Way	NB	AM	4	8,657	0.94	E
US 101	Sierra Point Parkway to Haney Way	NB	PM	4	8,451	0.92	E
US 101	San Jose Avenue to Alemany Boulevard	NB	AM	4	7,879	0.86	D
I-280	Boulevard	NB	PM	4	5,680	0.62	B

Source: Caltrans freeway count data and Hexagon Transportation Consultants, Inc., 2006.

While the following intersections in the study area would operate at LOS F under Cumulative Plus Project Conditions in the AM peak hour, implementation of the project would not cause the operation of the intersections listed below to result in an increase in critical delay of four (4) or more seconds and therefore would not represent a significant impact:

- Bayshore Boulevard and Sister Cities/Oyster Point Boulevard;
- Alemany Boulevard and Geneva Avenue;
- Mission Street and Geneva Avenue;
- Bayshore Boulevard and Geneva Avenue.

Impact TRANS-4: Implementation of the proposed project would contribute to a significant cumulative impact at the intersection (#9) of Sierra Point Parkway and the US 101 northbound ramp. (S)

During the AM peak hour, the unsignalized intersection of Sierra Point Parkway and the US 101 northbound ramp would operate at LOS F under Cumulative Conditions without the project. Under Cumulative Plus Project Conditions, it would operate at LOS F, with an increase in the average delay of more than 4 seconds constituting a significant impact according to the City of Brisbane guidelines.

Mitigation Measure TRANS-4: Implement Sierra Point Parkway and the US 101 northbound ramp measure would allow the intersection of Sierra Point Parkway and the US 101 northbound ramp to operate at LOS C during the cumulative PM peak hour and LOS F during the AM peak hour with a decrease in the average delay compared to Cumulative Conditions without the project. While implementation of this mitigation measure would reduce the impact, it would not reduce it to a less-than-significant level in the cumulative AM peak hour condition and this impact would remain significant and unavoidable. (SU)

Table IV.C-12: Cumulative 2030 Peak Hour Intersection Levels of Service Summary

Intersection	Control	Peak Hour	Cumulative 2030 Peak Hour Intersection Levels of Service Summary		
			Average Delay (Seconds)	Cumulative Without Project	Cumulative With Project
			LOS	Average Delay (Seconds)	Cumulative LOS
1. Bayshore Boulevard and Sister Cities/Oyster Point Boulevard	Signal	AM	133.6	F	127.7
	Signal	PM	21.4	C	21.3
2. Alameda Boulevard and Congdon Street	Signal	AM	11.9	B	10.5
	Signal	PM	10.7	B	10.6
3. Alameda Boulevard and Geneva Avenue	Signal	AM	215.6	F	217.4
	Signal	PM	65.3	E	67.4
4. Mission Street and Geneva Avenue	Signal	AM	190.4	F	191.7
	Signal	PM	70.5	E	72.5
5. Bayshore Boulevard and Geneva Avenue	Signal	AM	295.3	F	295.5
	Signal	PM	72.0	E	75.4
6. Bayshore Boulevard and Old County Road ^a	Signal	AM	36.9	D	42.0
	Signal	PM	34.8	C	36.5
7. Tunnel Avenue and Lagoon Way	All-Way Stop	AM	20.6	C	25.5
	All-Way Stop	PM	27.5	D	33.4
8. Sierra Point Parkway and Lagoon Way	All-Way Stop	AM	14.4	B	16.5
	All-Way Stop	PM	83.9	F	220.7
9. Sierra Point Parkway and US 101 NB Ramps	One-Way Stop	AM	153.7	F	620.0
	One-Way Stop	PM	13.2	B	18.5
10. Sierra Point Parkway and Shoreline Court	All-Way Stop	AM	8.8	A	10.6
	All-Way Stop	PM	86.1	F	319.8

^a Per City of Brisbane level of service guidelines, intersection must remain at LOS C or better.
Source: Hexagon Transportation Consultants, Inc., 2006.

Impact TRANS-5: Implementation of the proposed project would contribute to a significant cumulative impact at the intersection (#8) of Sierra Point Parkway and Lagoon Way. (S)

During the PM peak hour, the unsignalized intersection of Sierra Point Parkway and Lagoon Way would operate at LOS F under Cumulative Conditions (Year 2030) without the project. Under Cumulative Plus Project Conditions it would operate at LOS F, with an increase in the average delay of more than 4 seconds constituting a significant impact according to the City of Brisbane guidelines. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

Mitigation Measure TRANS-5: Implement Mitigation Measure TRANS-2. This mitigation measure would allow the intersection of Sierra Point Parkway and Lagoon Way to operate at LOS B during the AM peak hour and LOS B during the PM peak hour, with a decrease in the average delay compared to Cumulative Conditions without the project. (LTS)

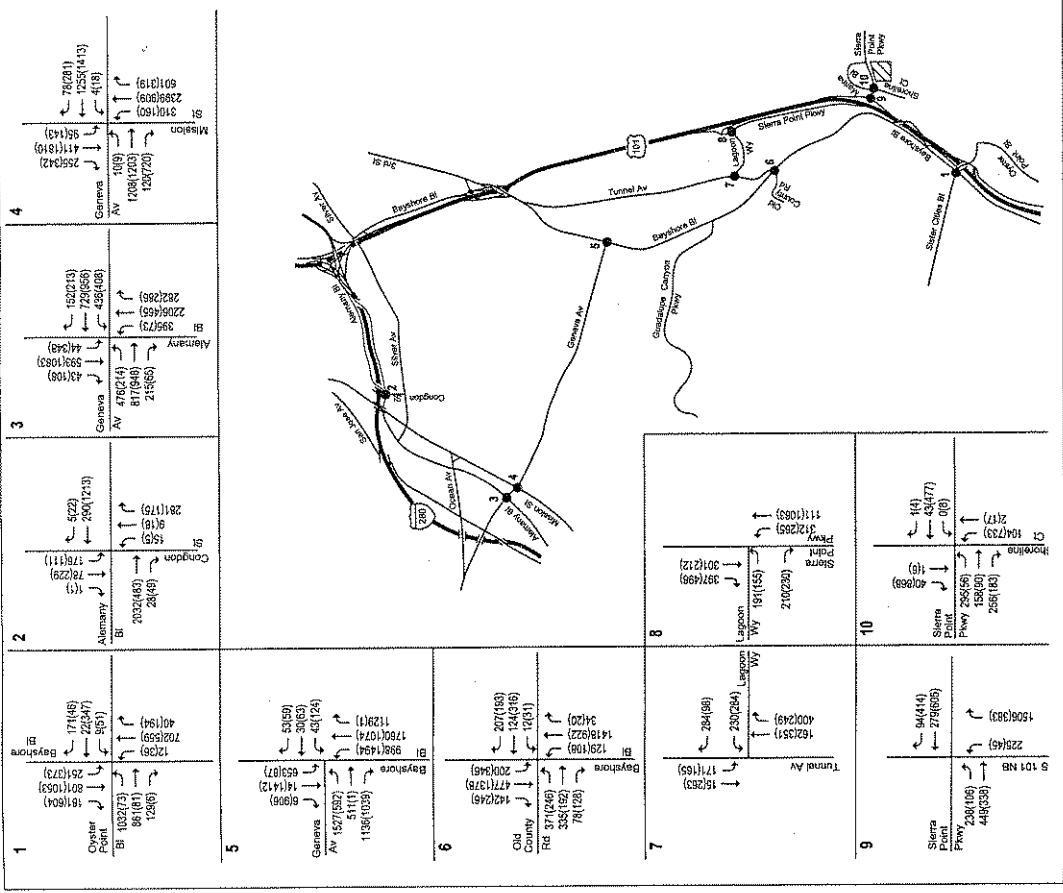


FIGURE IV.C-8
Sierra Biotech Project EIR
Cumulative (Year 2030)
With Project Traffic volumes



FIGURE IV.C-9
Sierra Biotech Project EIR
Cumulative (Year 2030)
With Project Traffic volumes

SOURCE: HEXAGON TRANSPORTATION CONSULTANTS, INC. 2006

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Impact TRANS-6: Implementation of the proposed project would contribute to a significant cumulative impact at the intersection (#10) of Sierra Point Parkway and Shoreline Court. (S) During the PM peak hour, the unsignalized intersection of Sierra Point Parkway and Shoreline Court would operate at LOS F under Cumulative Conditions (year 2030) without the project. Under Cumulative Plus Project Conditions, it would operate at LOS F, with an increase in the average delay of more than 1 seconds, constituting a significant impact according to the City of Brisbane guidelines. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

During the PM peak hour, the unsignalized intersection of Sierra Point Parkway and Shoreline Court would operate at LOS F under Cumulative Conditions (year 2030) without the project. Under Cumulative Plus Project Conditions, it would operate at LOS F, with an increase in the average delay of more than 4 seconds, constituting a significant impact according to the City of Brisbane guidelines. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

Mitigation Measure TRANS-6: Implement Mitigation Measure TBANS-3. This mitigation measure TRANS-6: Implement Mitigation Measure TBANS-3. This mitigation

measure would allow the intersection of Sierra Point Parkway and Shoreline Court to operate at LOS B during the AM peak hour and LOS C during the PM peak hour, with a decrease in the average delay compared to the cumulative condition without the project. (LTS)

Impact TRANS-7: Implementation of the proposed project would contribute to a significant cumulative impact at the intersection (#6) of Bayshore Boulevard and Old County Road. (S)

During Cumulative Conditions (year 2030), without the project, the signalized intersection of Bayshore Boulevard and Old County Road would operate at LOS D during the AM peak hour and LOS C during the PM peak hour. Under Cumulative Plus Project Conditions it would operate at LOS D during the AM peak hour, with an increase in the average delay of more than 4 seconds. During the PM peak hour, the intersection would operate at LOS D. An LOS D at this intersection would constitute a significant impact according to the City of Brisbane guidelines. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

Mitigation Measure TRANS-7: The project applicant shall implement up to two of the following measures (per the requirements of the City Engineer) in regards to design and the timing of the improvement(s), to reduce the project's contribution to the impact to the intersection of Bayshore Boulevard and Old County Road:

- Install an additional second eastbound left-turn lane and convert the existing shared-through-left to a through lane at the intersection of Bayshore Boulevard/Old County Road. This improvement would change the existing eastbound geometry from one left-turn, one shared-through-left, and one right-turn to two left-turns, one through lane, and one right-turn lane. This mitigation measure would allow the intersection to operate at LOS C during both the AM and PM peak hours. Implementation of this mitigation may require the need for additional right-of-way to be obtained from nearby property owners.
 - Install a westbound through lane at the intersection of Bayshore Boulevard/Old County Road to change the existing westbound geometry from one shared-through-left and one right-turn to one shared-through-left, one through lane, and one right-turn lane. This mitigation measure would allow the intersection to operate at LOS C during both the AM and PM peak hours. This mitigation may require the need for additional right-of-way to be obtained from the nearby property owners.
 - Adjust the signal timing of the intersection which would improve the LOS to an acceptable level (LOS C).

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(2) **Cumulative Freeway Segment Operations Analysis.** Traffic volumes on freeway segments were obtained from the C/CAG 2030 Travel Demand Forecasting Model for the Cumulative Plus Project Conditions. The results of the analysis are summarized in Table IV-C-13. As shown, seven of the directional freeway segments analyzed would operate at an unacceptable LOS F during at least one of the peak hours under Cumulative Plus Project Conditions. However, per the C/CAG's Policy on Traffic Impact Analysis and the relevant significance criterion, a significant impact associated with project-related traffic that contributes to an increase of 1 percent or more of freeway segment capacity would result on only three of the LOS F freeway segments studied.

Impact TRANS-8: Implementation of the proposed project would contribute to a significant level of service cumulative impact on the following three freeway segments:

- US 101 southbound between Harney Way and Sierra Point Parkway in the AM Peak hour.
- US 101 southbound between Sierra Point Parkway and Oyster Point Boulevard in the PM Peak hour.
- US 101 northbound between Oyster Point Boulevard and Sierra Point Parkway in the AM Peak hour. (S)

Mitigation Measure TRANS-8: In accordance with CMP requirements, the project applicant shall ensure that Travel Demand Management (TDM) measures to reduce project impacts are implemented by the project applicant or tenants, per the approval of the City Engineer regarding the specific measures and the implementation timing. A list of TDM measures are provided in the San Mateo County Final Congestion Management Program. In coordination with the City and prior to issuance of a building permit, the applicant shall prepare and provide the City with a Traffic Reduction Plan that identifies specific TDM measures to be implemented. Specific measures that could be included in the Plan are listed below.

- Provide for the existing shuttle service to serve the Sierra Point Biotech project buildings and provide for increased frequencies of the shuttle during the peak periods to access the CalTrain and/or BART rail stations. Coordinate with the shuttle and transit operators with respect to the location of transit stops and the provision of related shuttle-user amenities (e.g., dedicated shuttle stops, seating areas, crosswalks);
 - Provide secure bicycle parking;
 - Provide and operate an on-site commute assistance center to allow for one stop shopping for transit and commute alternatives information, preferably staffed with a live person to assist building tenants with trip planning;
 - Provide subsidized transit passes;
 - Charge for parking and offer employees a parking cash-out program; and
 - Implement an alternate hours workweek program, also known as flextime.

- A mitigation measure would align the intersection to operate at LOS C during both the AM and PM peak hours. This mitigation may require the need for additional right-of-way to be obtained from the nearby property owners.
- Adjust the signal timing of the intersection which would improve the LOS to an acceptable level (LT5)

Table IV.C-13: Cumulative Plus Project Conditions Peak Hour Freeway Operating Conditions

Freeway	Segment	Direction	Segment Capacity	Peak Hour Lanes	# of Lanes	Cumulative Plus Project Trips			Project Trips
						V/C	LOS	Percent Capacity	
US 101	Harney Way to Sierra Point Parkway	SB	9,200 AM	4	9,204	1.01	F	319	3.4
			9,200 PM	4	10,205	1.11	F	51	0.5
US 101	Sierra Point Parkway to Oyster Point Boulevard	SB	9,200 AM	4	7,455	0.81	D	50	0.5
			9,200 PM	4	10,673	1.09	F	216	2.1
I-280	Alameda Boulevard to San Jose Ave	SB	9,200 AM	4	5,460	0.59	A	1	0.0
			9,200 PM	4	11,536	1.25	E	6	0.1
US 101	Oyster Point Boulevard to Sierra Point Parkway	NB	9,200 AM	4	10,261	1.12	F	241	2.1
			9,200 PM	4	9,443	1.03	F	39	0.4
US 101	Sierra Point Parkway to Harney Way	NB	9,200 AM	4	9,388	1.02	F	66	0.7
			9,200 PM	4	8,344	0.96	E	286	3.1
I-280	San Jose Avenue to Alameda Boulevard	NB	9,200 AM	4	11,003	1.20	F	7	0.1
			9,200 PM	4	7,390	0.80	D	1	0.0

Source: Hexagon Transportation Consultants, Inc., October 2006.

While implementation of this mitigation measure would reduce the impact, mitigation measures involving implementation of TDM measures are typically designed to achieve a 10 to 20 percent traffic reduction. Even if these reductions could be achieved, the freeway segments could continue to operate above the CMP threshold for significant impacts. The measure would not reduce impacts to a less-than-significant level in the cumulative condition and this impact would remain significant and unavoidable. (SU)

e. **Construction Traffic.** Construction traffic that would access the site during each phase of construction could generate short-term traffic impacts on the surrounding roadway network. The project will also require the importation of construction material including approximately 47,400 net cubic yards of fill and raw materials for the building pads, the parking areas, and landscaping.

The following mitigation measure would reduce the impact to a less-than-significant level.

Impact TRANS-9: Construction traffic associated with employees, grading and development of the project site could impact surrounding roadways by interrupting traffic flow. (S)

Mitigation Measure TRANS-9: Prior to the approval of a grading permit, the applicant shall prepare a Construction Traffic Control Plan for review and approval by the City. The plan should identify locations for temporary signals; construction signage; striping; construction vehicle travel routes and site ingress and egress; staging areas; and timing of construction activities which appropriately limits hours during which large construction equipment may be brought on or off the site. (LTS)

f. **Public Transit Operations.** Transit service in the project vicinity would be provided via CalTrain, the Caltrain shuttle service to Sierra Point and several Samtrans operated bus routes.