

City of Brisbane

Planning Commission Agenda Report

TO: Planning Commission For the Meeting of September 26, 2019

SUBJECT: Case GP-1-19; Proposed amendments to the General Plan to implement voter-approved Measure JJ (Case GP-1-18) related to the Brisbane Baylands; including Baylands and Beatty General Plan Subareas and Bayshore Blvd.. Applicant; City of Brisbane

REQUEST: That the Planning Commission recommend approval of GP-1-19 amending the General Plan to implement Case GP-1-18 as approved by Brisbane voters in November, 2018 via the passage of Measure JJ. Specifically GP-1-19 involves amending the General Plan by (1) incorporating approved text and graphics from GP-1-18 into the General Plan; (2) revising general plan standards for roadway Level of Service (LOS) for purposes of internal general plan consistency; and (3) updating factual information in the General Plan that was adopted in 1994.

RECOMMENDATION: Approve Case GP-1-19 including supporting Addendum via adoption of Resolution GP-1-19 containing the required findings

ENVIRONMENTAL DETERMINATION: Because proposed revisions to the General Plan were previously described and analyzed at a programmatic level in the EIR certified for GP-1-18, no additional environmental documentation in the form of a Subsequent or Supplemental EIR is required. An addendum to the Baylands Final Program EIR (State Clearinghouse #2006022136) has been prepared pursuant to California Environmental Quality Act (CEQA) Guidelines §15162 and §15164.

BACKGROUND:

General Plan Amendment GP-1-18 was approved by the Brisbane City Council on July 19, 2018 and subsequently approved by Brisbane voters as Measure JJ in November 2018. GP-1-18 and Measure JJ permit development of 1,800 to 2,200 dwelling units and up to 6.5 million square feet of non-residential use, along with an additional 500,000 square feet of hotel use (total of 7.0 million square feet of non-residential development) within the Baylands General Plan Subarea. The full text of GPA-1-18 and related graphics are included as Exhibit 1 to this staff report.

Other provisions of Measure JJ included:

- Deleting the Northeast Bayshore subarea and incorporating this former subarea into the Baylands subarea;
- Revising the boundary between the Baylands and Beatty subareas;
- Redesignating the Baylands subarea as “Baylands Planned Development” and specifically identifying locations within the subarea where residential uses are permitted and prohibited;

- Revising the text of the Baylands Subarea land use designation;
- Requiring the preparation of a single specific plan addressing a number of policy directives set forth in pertaining to site remediation and landfill closure, incorporating sustainability measures, securing a reliable water supply, habitat restoration and preservation, flood protection and sea level rise, roundhouse restoration, fiscal protection for the City, and project phasing.

In approving GP-1-18 via adoption of Resolution 2018-62, the City Council further directed City staff to “prepare for Council’s consideration any other amendments to the General Plan or zoning ordinance as may be needed” to implement GP-1-18. Proposed GP-1-19 now under consideration was initiated per the City Council’s direction.

DISCUSSION:

To implement GP-1-18, the proposed GPA includes three basic elements which include:

- (1) Incorporating GP-1-18 and Measure JJ into the General Plan and ensuring the General Plan’s consistency with GP-1-18;
- (2) Revising roadway Level of Service (LOS) standards in limited instances within the City; and
- (3) Updating factual information in the existing General Plan, which was originally adopted in 1994.

This results in proposed revisions to Chapters II, V, VI, and XII of the Brisbane General Plan (The Planning Area, Land Use, Circulation, and Policies and Programs by Subarea, respectively). A brief discussion of the nature and location of the proposed amendments is included below.

Incorporating GP-1-18 and Measure JJ into the General Plan and ensuring the General Plan’s consistency with GP-1-18

Proposed amendments in GP Chapter V (Land Use) reflect the land use direction from GP-1-18 related to the 1,800-2,200 permitted residential units and amount of allowed non-residential developmental. Other changes in this chapter and Chapter II (Planning Area) result from elimination of the Northeast Bayshore subarea. Many of the proposed changes occur within Chapter XII (Policies and Programs by Subarea) as the policies approved under Measure JJ are incorporated into the Baylands subarea.

Revising roadway Level of Service (LOS) standards in limited instances within the City

The 1994 General Plan established Level of Service (LOS) standards for intersections within the City of Brisbane. LOS is a measure of delay, calculated as either the time delay experienced by drivers at an intersection during peak morning and afternoon travel times, or as the ratio of traffic volume to an intersection or roadway’s capacity during peak morning and afternoon travel times. LOS is assigned a letter grade on an A-F scale with ‘A’ representing free flowing traffic movement and ‘F’ representing gridlock. The General Plan establishes LOS D as the standard for arterial streets, except for the intersections of Bayshore Boulevard/Old County Road and Bayshore Boulevard/San Bruno Avenue, which have standard of LOS C.

While traffic delay is an important transportation and community issue, reliance on LOS as the sole metric for evaluating transportation has its shortcomings. From a practical perspective

increasing roadway capacity to reduce traffic congestion and improve LOS by has consistently been shown to promote or induce additional vehicle trips. Over time these higher traffic volumes increase traffic congestion and degrade LOS, thereby triggering the need for additional capacity, thereby inducing even more vehicle trips. Promoting vehicle trips by accommodating higher amounts of traffic also serves to increase transportation-related greenhouse gas (GHG) emissions. Lastly, LOS is a measure of vehicle delay which prioritizes the movement of passenger vehicles and disregards all other forms of mobility. Specifically, many of the attributes associated with achieving with ‘better’ LOS scores, such as increased road width, increased traffic volumes, and higher vehicular speeds, make other forms of mobility such as biking and walking less desirable and less safe.

There are also practical difficulties with the City’s current LOS policy. Mobility and transportation are issues with both a local and regional component. While LOS may be useful in managing delay on local streets, it is ineffective in addressing roadways which serve regional needs. The traffic study performed in conjunction with the certified Baylands Program EIR indicated that City’s LOS standards will be exceeded at some intersections along Bayshore Boulevard due to future regional background traffic growth and development in other cities, even if no new development occurs within the Baylands or elsewhere in Brisbane. Additionally, a recent traffic analysis prepared for the City illustrates the degree to which Bayshore Boulevard serves a regional purpose. This study indicates that on a daily basis only 10-15% of all trips on Bayshore are generated by Brisbane residential neighborhoods, with another 15-20% of the daily trips associated with employment centers in Brisbane. The remaining 65-75% of the daily trips along Bayshore are pass-through trips generated by development in other cities with no destination in Brisbane.

Given current circumstances, an unintended consequence of the existing LOS policy is that increasing roadway capacity on Bayshore Boulevard induces additional regional traffic. Additionally, the existing policy would preclude planned development in the Baylands and elsewhere in Brisbane as envisioned in the Land Use Element of the General Plan, and the need to modify this policy was recognized when the City Council approved GP-1-18.

As shown in the amended Circulation Element (Chapter X1), proposed revisions would:

- Create a new category of roadways, Regional Routes¹, designate Bayshore Boulevard and Geneva Avenue as Regional Arterial Routes, and set forth the rationale for distinguishing Bayshore Boulevard and Geneva Avenue from other roadways within the City.
- Replace existing LOS standards for intersections along Bayshore Boulevard with a requirement for:
 - Preparation and implementation of multi-modal mobility plans for Bayshore Boulevard and the Geneva Avenue extension providing for a combination of roadway, intersection, transit, bicycle, and pedestrian facility improvements that accommodate regional through traffic while enhancing mobility for Brisbane residents and businesses.

¹ “Regional Routes,” as used in proposed revisions to the General Plan, refers to U.S. Highway 101 (Freeway) and Bayshore Boulevard (Regional Arterial).

- Replace existing LOS standards at intersections with freeway offramps along U.S. Highway 101 with a new Policy addressing queuing of vehicles along freeway off-ramps and at intersections to prevent traffic on a freeway off-ramp from backing up onto the freeway mainline or traffic at an intersection from backing up into another intersection.
- Maintain the current standard of LOS D at all other intersections along principal and minor arterials (i.e., all existing arterial roadways within Brisbane other than those along Bayshore Boulevard, the Geneva Avenue extension, and at freeway interchanges).
- Reorganize Chapter VI (Circulation) and modify or add policies and programs to put greater emphasis on multi-modal mobility for Brisbane residents and businesses, accommodation of bicycles and pedestrians in addition to vehicular movement, and provisions for comfortable and safe travel from within the community to shopping, employment, recreation, transit, and U.S. Highway 101.
- Establish criteria defining when traffic impact analyses would be required to confirm compliance of proposed development projects with the City's LOS standard.

Update existing factual information in the General Plan, which was originally adopted in 1994.

There are numerous instances where the 1994 General Plan text is outdated, and this amendment updates text throughout Chapters II, V, VI, and XII to reflect current conditions.

ATTACHMENTS:

- A. Approved GP-1-18
- B. Proposed General Plan Amendment (redlined version)
- C. Draft Resolution GP-1-19
- D. EIR Addendum



John Swiecki, Community Development Director

ATTACHMENT A

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**GENERAL PLAN AMENDMENT NO. GP-1-18
FOR THE BAYLANDS, NORTHEAST BAYSHORE, AND BEATTY SUBAREAS
FINAL**

Chapter V: Land Use

1. **General Plan Land Use Diagram.** Revise as follows:
 - a. Delete the Northeast Bayshore subarea and incorporate this former subarea into the Baylands subarea
 - b. Revise the boundaries of the Beatty subarea to include the area bordered by the rail line on the west, Highway 101 on the east and the future extension of Geneva Avenue on the south as illustrated in the General Plan Land Use Diagram.
 - c. Redesignate the Baylands subarea as “Baylands Planned Development” specifically identifying locations within the subarea where residential uses are permitted and prohibited as illustrated in the General Plan Land Use Diagram.

2. **Land Use Designations.** Revise the Baylands Subarea land use designation to read as follows:

The Baylands subarea provides for a transit-oriented variety of residential, employment- and revenue-generating uses; natural resource management; and public and semi-public facilities. A range of 1800-2200 dwelling units (the upper range of which shall not exceed all units permitted under the State density bonus or other law providing for affordable housing), up to 6.5 million square feet of new commercial development, with an additional 500,000 square feet of hotel development shall be permitted. Non-residential development shall be distributed both to the west and to the east of the rail line. Residential uses shall be permitted only in the northwest quadrant of the site bounded by Bayshore Boulevard on the west, the City and County of San Francisco on the north, the Caltrain rail line on the east, and the line of Main Street (extended) on the south as shown on the General Plan Land Use Diagram.

3. Development within the Baylands Subarea shall be subject to the City’s approval of a single specific plan for the entirety of the Baylands Subarea and a development agreement that is consistent with General Plan policies, incorporates all applicable EIR mitigation measures, and is consistent with the following standards:
 - A. The single specific plan and development agreement subject to City review and approval referenced above shall include:
 - (i) detailed plans for Title 27 compliant closure of the landfill and Remedial Action Plans for OU-1 and OU-2 that have been approved by all appropriate regulatory agencies, which include, but shall not be limited to, CalRecycle, the San Mateo County Environmental Health

Department, the California Department of Toxic Substances Control, the California Regional Water Quality Control Board;

- (ii) a specific schedule establishing the time frames by which (i) the landfill must be closed in full compliance with Title 27 and (ii) the remediation of OU-1 and OU-2 must be completed; and
- (iii) specific means by which the City may enforce the applicant's adherence to the schedule for closure and remediation and specific consequences, e.g., monetary penalties, suspension of building permits, etc., that the City may impose on the applicant for failing to adhere to the schedule.

B. A reliable water supply approved by the City of Brisbane to support proposed uses within the Baylands shall be secured prior to site development.

C. All residential development shall be designed and remediated to accommodate ground level residential uses and ground level residential-supportive uses such as daycare, parks, schools, playgrounds, and medical facilities.

D. Each increment of development shall be provided with appropriate transportation related and other infrastructure, facilities, and site amenities as determined by the City. Such transportation related and other infrastructure, facilities, and site amenities (e.g., parks, open space preservation, habitat enhancement) shall be provided at the developer's cost.

E. Baylands development shall be revenue positive to the City on an annual basis where all City costs (e.g., annual operating costs, maintenance and replacement of equipment, facilities, infrastructure, cultural resource and habitat protection and management etc.) are exceeded by project-generated revenues to the City (e.g., to the City's General Fund, enterprise funds, special funds, etc.) during all phases of development and upon final buildout.

F. Sufficient assurances for the satisfactory ongoing performance of site remediation and site development (e.g. site monitoring, performance bonds, environmental insurance) shall be provided as determined by the City.

G. The required specific plan for the Baylands shall include a sustainability program for new development consistent with the principles of the Sustainability Framework for the Brisbane Baylands, Final Report accepted by the City Council on November 5, 2015. Baylands development shall be designed so as to be energy neutral on an ongoing basis.

H. Key habitat areas, including Icehouse Hill and Brisbane Lagoon and adjacent habitat as identified in the 2001 City Open Space Master Plan shall be preserved, enhanced, and protected.

I. The historic Roundhouse shall be protected and preserved. The required specific plan shall ensure rehabilitation of the Roundhouse for adaptive reuse at the developer's cost.

J. Development shall be designed to protect uses from the 100-year flood, including 100 years of projected sea level rise as determined based on regulatory standards or guidelines in effect at the time of project construction, with the reference to guidelines and

sea level rise projections approved by the Director of Public Works/City Engineer based on context-specific considerations of risk tolerance and adaptive capacity.

K. Prior to the issuance of a grading permit to export soil or move soil from the existing landfill area for incorporation in a remediation or grading plan, the soil shall be tested in a manner approved by the City.

3. **Table 5, 1994 General Plan: Land Use Designations and Density/Intensity by Subarea.**
Revise to read as follows:

SUBAREA	LAND USE DESIGNATION	POPULATION DENSITY	NUMBER OF UNITS/ MAXIMUM FLOOR AREA RATIO	MINIMUM OPEN SPACE/OPEN AREA
Northeast Bayshore	Trade Commercial	1.23 – 3.22 E/1,000	2.0 FAR	Per Zoning Requirements
Baylands	Planned Development Trade Commercial	4,032 – 4,928 residents 1.23 – 3.22 E/1,000	1,800 to 2,200 dwelling units increase of up to 6.5 million square feet of non-residential building area with an additional 500,000 square feet of hotel development South of channel** 0-2.4 FAR North of channel** 0-4.8 FAR	Minimum 25% of land area
	Bayfront	0	0	100%
	Lagoon	0	0	100%
Beatty	Heavy Commercial	0 - 1.23 E/1,000	0 -1.0 FAR	Per Specific Plan

* E/1,000 = employees per 1,000 square feet

** as stated in Policy LU.1 “the intent of the FARs given for the Baylands is to accommodate diversity in the height and intensity of structures in order to encourage interesting, flexible, and variable development. In no event shall the FARs shown be interpreted as permitting the maximum intensities to be established throughout the subarea.”

Chapter XII: Policies and Programs by Subarea

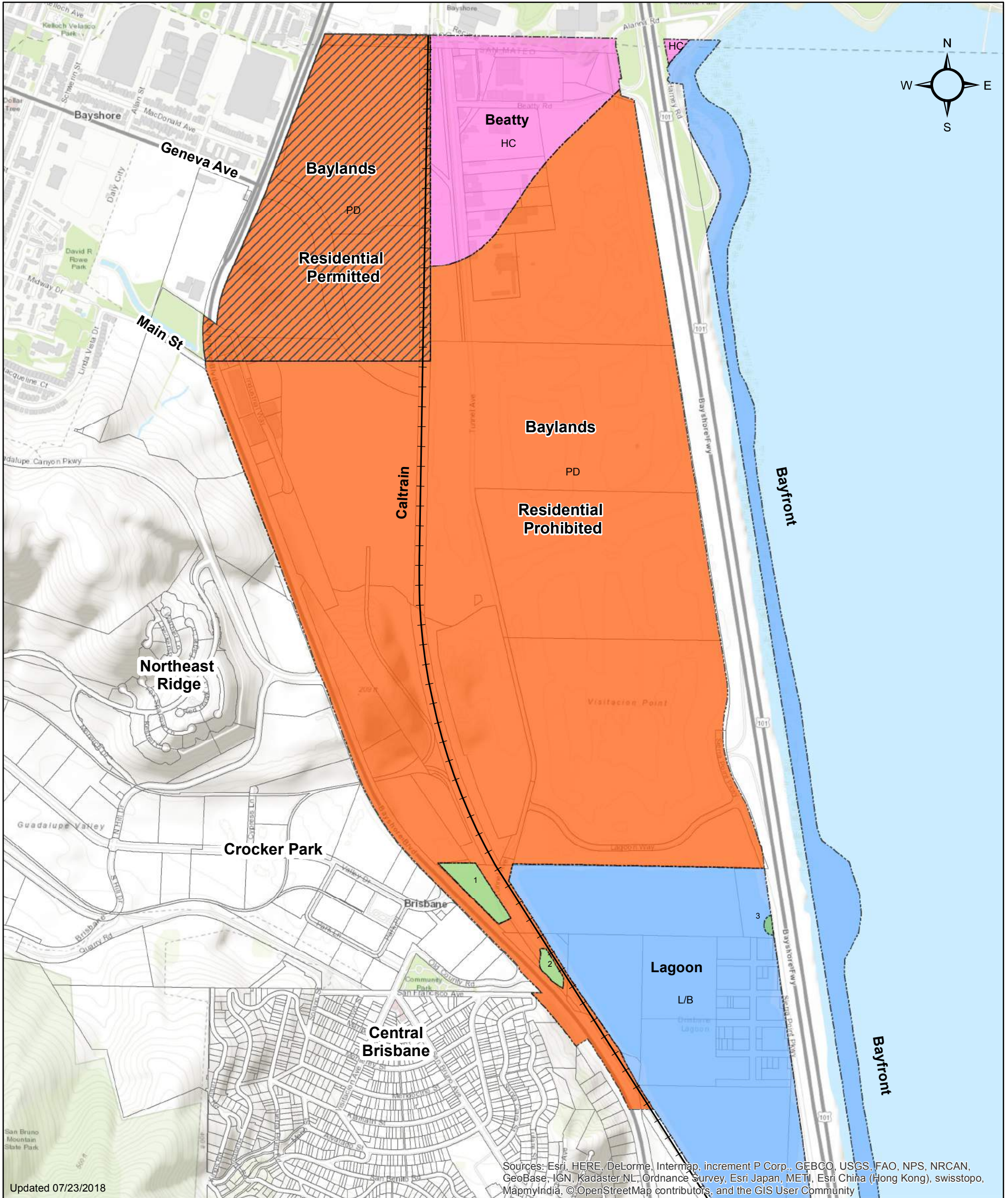
4. Delete Policy BL.5 (formerly Policy 330.1) as follows:

Policy BL.5. ~~Prohibit housing on the Baylands.~~



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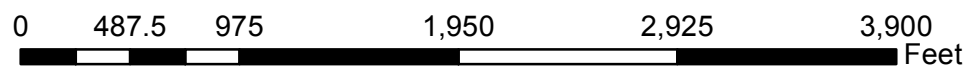
General Plan Land Use Diagram

GP - 1 - 18





Baylands

-  Planned Development PD (Residential Permitted)
-  Planned Development PD (Residential Prohibited)



Other Land Uses

-  Public Facilities and Parks PFP
-  Lagoon / Bayfront L/B

Other Commercial

-  Heavy Commercial HC

Public Facilities and Parks

- 1 - Bayshore Blvd Fire Station
- 2 - Park and Ride Lot
- 3 - Fisherman's Park



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ATTACHMENT B

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Factual update.

Includes Updates Adopted by City Council in January 2018
Resolution 2018-01
and
July 2018
Resolution 2018-63

CHAPTER II

THE PLANNING AREA

Physical Setting

Demographic Setting

THE PLANNING AREA

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All revisions of this page are factual updates.

CHAPTER II

THE PLANNING AREA

II.1 PHYSICAL SETTING

The City of Brisbane is located in northern San Mateo County, bordering the City and County of San Francisco to the north, the City of Daly City to the northwest, the City of South San Francisco to the southeast, and unincorporated lands of San Mateo County to the south and west.

The ~~General Plan study area depicted in Figure II-A is made up of those lands which will be influenced by the updated General Plan and General Plan policies. The southern and western limit of the planning area is the~~ ridgeline of San Bruno Mountain, which also defines the southerly and westerly limits of the plan area and contains the extreme upper slopes of the watersheds ~~that define~~ within the planning area. The slopes of San Bruno Mountain not only provide the aesthetic setting for the City, but the geologic, hydrologic and biologic conditions on upper slopes influence potential ~~constrain the~~ development on lower slopes and valleys.

~~In Figure II-A the hatched area shows unincorporated lands; the cross-hatched area shows lands that are not within~~ The area encompassed by the General Plan includes properties within the City boundaries limits and properties but are within the boundaries of the City's Sphere of Influence. ~~Brisbane's Sphere of Influence is determined by San Mateo County's Local Agency Formation Commission (LAFCO), which is made up of elected County and City officials and a public member.~~ A Sphere of influence boundary designates the ultimate service area of ~~a the city or a special district.~~

~~For the General Plan analysis, the~~ The planning area ~~has been~~ is further divided into ~~14~~ subareas as depicted, which are shown in Figure II-A. As shown in that figure, 12 of the General Plan's 14 subareas are within the City limits and 2 are within the City's sphere of influence as shown below ~~The subareas are:~~

Subareas Within Brisbane's City Limits

- Sierra Point
- Southeast Bayshore
- Southwest Bayshore
- ~~the~~ Brisbane Acres
- Central Brisbane
- Parkside Area
- Crocker Park
- ~~the~~ Northeast Ridge
- Northwest Bayshore
- Guadalupe Hills
- ~~Northeast Bayshore~~
- Baylands
- ~~the~~ Beatty ~~Subarea.~~

Factual update.

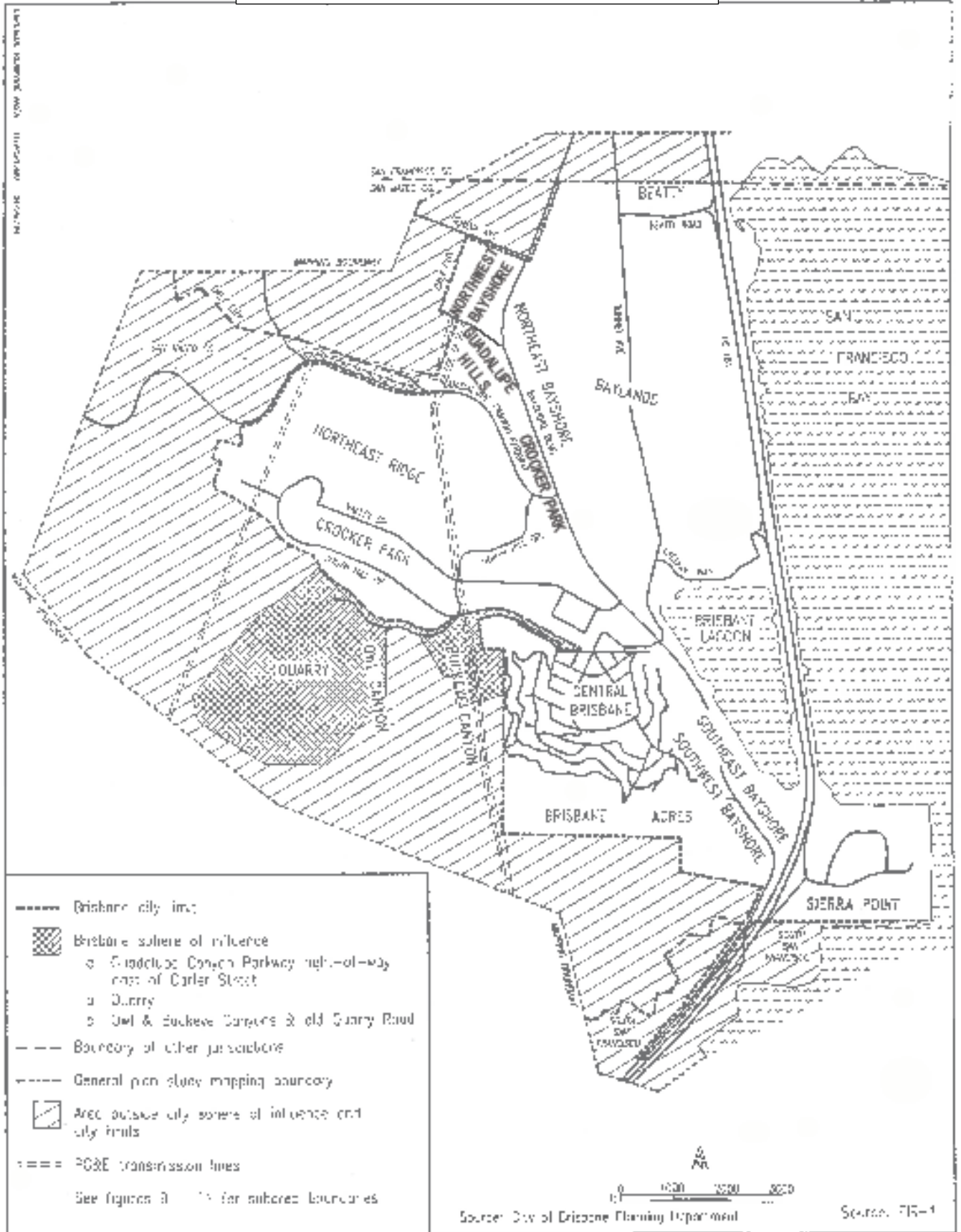
Subareas Within Brisbane's Sphere of Influence:

- Owl and Buckeye Canyons
- Quarry

Figure to be deleted from General Plan.

FIGURE II-A —

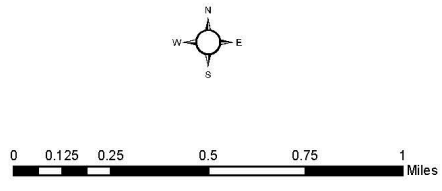
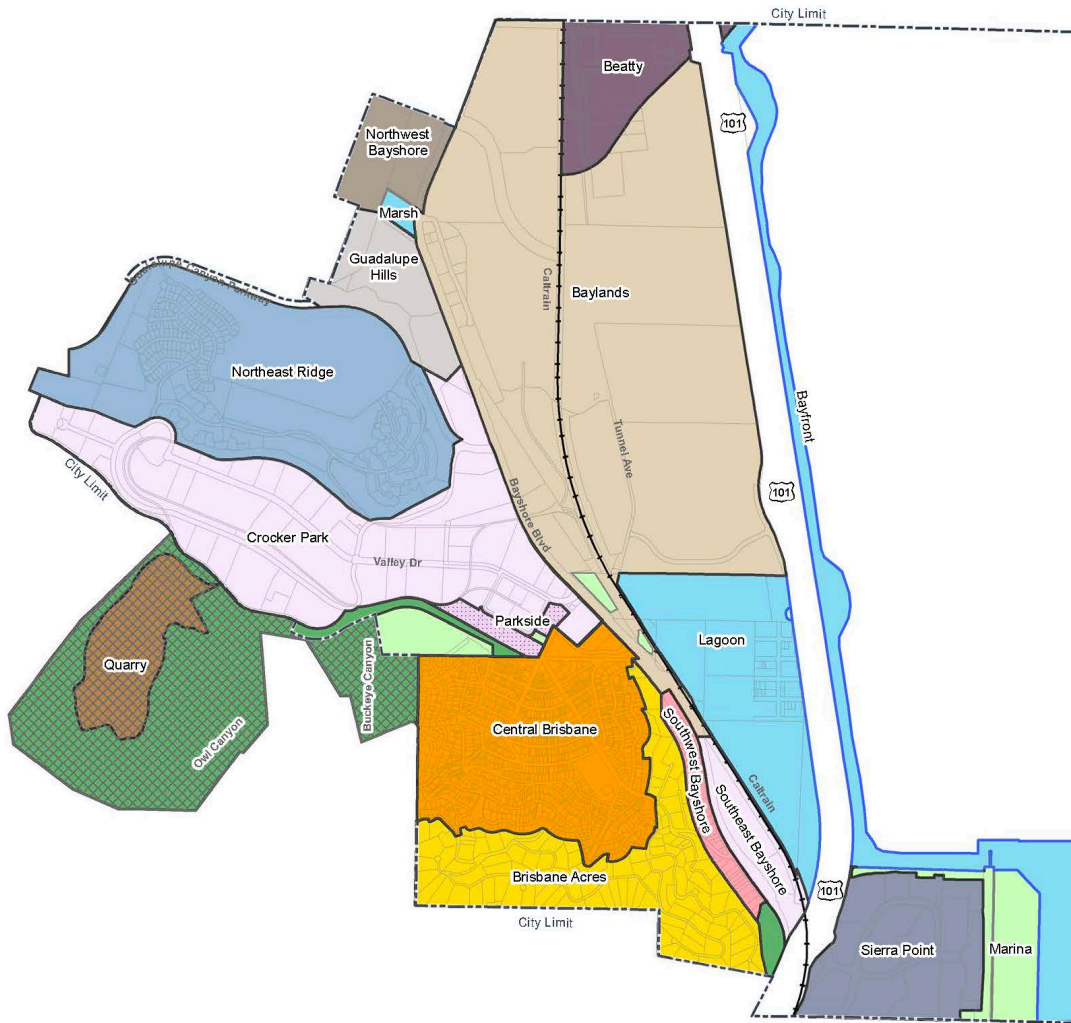
Incorporate GP-1-18 into the General Plan.



Incorporate GP-1-18 into the General Plan.

Figure to be added to General Plan.

Figure PA - 1: General Plan Subareas



--- Brisbane City Limits
--- Sphere of Influence Outside Brisbane City Limit



September 5, 2019

Sierra Point

Factual update.

Across Highway 101 at the southern extreme of the City is Sierra Point, an approximately peninsula with a 104 acre peninsula. The Sierra Point subarea was planned for and is mostly developed with office, park research and development and hotels along with in Brisbane and a 30 acre municipal marina, which were constructed in the 1980s on an engineered sanitary landfill. Another approximately 24 acres of the Sierra Point peninsula lie in South San Francisco and shares freeway access with Brisbane's Sierra Point subarea. The site is an engineered sanitary landfill for which Methane gas and air and water quality monitoring is are conducted on an ongoing basis. Privately owned parcels range from approximately 3 to 10 acres in size. Construction at Sierra Point began in the 1980s, and as of 2019, all parcels, except the 6 acre master planned hotel site adjacent to the Marina, have either been developed or are actively engaged in permitting for development There are 13 parcels of land at Sierra Point. Three parcels are developed with office buildings, each with a unique contemporary architectural design. All improvements have been designed to address the requirements of landfill development, including the potential for liquefaction and intense ground-shaking during earthquakes. There is a theoretical potential for tsunami run-up on Sierra Point, although a wave of the magnitude necessary to affect the subarea has never been recorded, and the probability of such a wave is once every 200 years.

Factual update.

Sierra Point's self-contained storm drainage system, major roads, landscaping and utility lines are all in place. Utility lines serving individual structures and associated site improvements are installed as each parcel is developed. The office park is privately owned, with most of the land held by a joint partnership. Development on Sierra Point is guided by the Sierra Point tied to Design Guidelines, incorporated into the 1984 Development Agreement between the City of Brisbane and Sierra Point Associates One and Two. The Design Guidelines have been updated over time. The subarea falls within the boundaries of Brisbane's Redevelopment Project Area No. 4.

Factual update.

The Brisbane Marina, owned and operated by the City and supported by berthing fees, contains a 567 berth harbor, a public fishing pier, a picnic area, two restroom buildings and the Harbormaster's building. Sierra Point's 100 foot wide shoreline band is regulated by the Bay Conservation and Development Commission (BCDC). Any improvements within this area must provide public access to and protection of the Bayfront. The City is currently applying to the BCDC for a dredging permit in order to maintain the depth of the Marina. Such maintenance Dredging is required at approximately 15 year intervals to maintain the depth of the Marina. A landscaped trail along the shoreline, a par course and the picnic area at the southeast corner of the subarea, the fishing pier at the northeast corner and a yacht club at the Marina provide recreational facilities. Enjoyment of the facilities on Sierra Point is enhanced by scenic views of San Francisco, San Bruno Mountain and the surrounding Bay Area.

Factual update.

Access to Highway 101 southbound from Sierra Point requires an approximately 1 mile drive north on Sierra Point Parkway along the Lagoon to gain access to an freeway on-ramp. Likewise, access to Sierra Point from southbound Highway 101 is gained using the same route. Traffic on Highway 101 generates a noise contour of Community Noise Equivalent Level (CNEL) 65 dB or more across Sierra Point within approximately 1500 feet of the freeway.⁽¹⁾ There are currently

Factual update.

~~few commercial services for users of the Marina and office buildings and no direct access to public transportation with the exception of a shuttle bus for use by employees of some of the businesses in the subarea.~~

Southeast Bayshore

Factual update.

This subarea contains lands east of Bayshore Boulevard, west of the ~~Southern Pacific~~ CalTrain Railroad tracks and south of Tunnel Avenue. The subarea is a business park of approximately 17 acres and is largely built out with warehouse structures, primarily housing Van Waters and Rogers Corporation (VWR), which warehouses and distributes scientific supplies, including chemicals. ~~VWR is one of the City's larger employers, with 180 employees.~~

Factual update.

Heavy landscaping and grade elevation differences along Bayshore Boulevard screens most of the structures in the business park. However, from Lagoon Way and Sierra Point Parkway, the rear of the buildings are visible ~~impact scenic views of San Bruno Mountain and the Lagoon.~~ Traffic along Bayshore Boulevard, ~~on~~ and Highway 101, ~~and on the~~ along with railroad ~~tracks~~ operations generates a noise contour of CNEL 65 dB or more across the entire subarea.

Susceptibility to seismically induced landslides ranges from low to moderate-to-high.⁽²⁾ The portion of the subarea that is landfill is subject to liquefaction and very intense ground-shaking during earthquakes.⁽³⁾

Southwest Bayshore

Factual update.

Southwest Bayshore ~~comprises is~~ the hillside area of the lower flank of San Bruno Mountain immediately west of Bayshore Boulevard, ~~and generally~~ south of Old County Road, and including the Bayshore Boulevard right-of-way extending ~~toward~~ to the south to South San Francisco. Most of the subarea consists of the unrecorded subdivision known as the "Highway Lots." It is developed with a mix of uses, including a ~~63-unit~~ mobile home park, a liquid petroleum gas retail facility at the corner of Bayshore Boulevard and San Bruno Avenue, individual sales and service businesses under various private ownerships, and single-family ~~homes~~ residences.

Factual update.

The ~~sparsely developed,~~ steeply sloped hillsides in the subarea are susceptible to landsliding and erosion, and present some risk of wildland fires. They are within the jurisdiction of the San Bruno Mountain Area Habitat Conservation Plan and are subject to restrictions to protect endangered species' habitat. A portion of the subarea adjacent to Bayshore Boulevard has a moderate-to-high susceptibility to liquefaction during an earthquake.

Factual update.

The entire subarea is within the CNEL 65 dB noise contour generated by the traffic along Bayshore Boulevard. ~~Traffic also generates litter along the roadway.~~ Because of the shallow depth of the frontage of the lots fronting Bayshore Boulevard, access to the street and off-street parking are difficult to accommodate.

Brisbane Acres

Factual update. | The Brisbane Acres are located immediately south and east of Central Brisbane on the steep upper slopes of San Bruno Mountain ~~and along the east side of Central Brisbane approximately parallel to Bayshore Boulevard~~ west of the Southwest Bayshore subarea. During the 1930s, this subarea was divided into 112 numbered lots, which were subsequently sold to individual owners by metes and bounds descriptions. The subdivision was never recorded, and no streets or utilities were provided to service the area.

Factual update. | Many of the upper Brisbane Acres lots have been obtained by the City of Brisbane for dedication to open space, due to their endangered species habitat value ~~Approximately 20 of the original 112 lots have been developed and contain an estimated 50 dwelling units in 32 buildings.~~ The ~~d~~Development is generally confined to the lower elevations east of Central Brisbane and, to a lesser extent, to lots bordering on the uppermost streets at the southern edge of Central Brisbane. Many of the older homes are accessed via shared private driveways, which poses constraints on additional future development, especially for those lots farthest away from city infrastructure ~~Access is provided via privately maintained accessways.~~

Factual update. | ~~Today~~ As of 2019, most of the Brisbane Acres subarea remains undeveloped, inaccessible, and without infrastructure. The terrain is very steep, with slopes well over 40% in much of the subarea. Intermittent streams are found in some canyons. Informal trails through the Brisbane Acres link Central Brisbane with the San Bruno Mountain State and County Park and provide recreational hiking opportunities and panoramic views of the Bay Area.

Factual update. | The Brisbane Acres include habitat for rare and endangered species, including three butterfly species, the Mission blue, San Bruno elfin and Callippe silverspot ~~(the Mission blue and San Bruno elfin are federally listed as endangered species, and the Callippe silverspot has been proposed for listing)~~, and plants such as Collinsia franciscana and Helianthella castenea. The Brisbane Acres lie within the jurisdiction of the San Bruno Mountain Area Habitat Conservation Plan (HCP). The HCP specifies that if the Brisbane Acres are developed, at least 40% of the area must be conserved as endangered species' habitat.

Several portions of the Brisbane Acres are considered high-to-extreme fire hazard areas due to steep slopes, wildland vegetation and inaccessibility. The soil in the Brisbane Acres is subject to slippage and a high-to-very-high-rate of erosion. While susceptibility to non-seismically induced landslides is generally low, two areas near Bayshore Boulevard are highly susceptible to such landslides. Susceptibility to seismically induced landslides is moderate for most of the subarea and high in roughly the same two areas near Bayshore Boulevard. Some portions of the subarea experienced debris flows during the 1982 fifty year storm. The eastern portion of the Brisbane Acres within 300 feet of Bayshore Boulevard is within a CNEL 65 dB noise contour generated by the traffic on the roadway. At the southeastern corner of the subarea, noise from Highway 101 generates noise contours of CNEL 65 dB or more within 1,400 feet of the freeway.

Central Brisbane

Factual update. | Central Brisbane contains the primary residential area of the City. It also serves as the town center, with businesses along Visitation and San Bruno Avenues, the Brisbane Village Shopping Center, ~~access to the~~ post office, a library, a community center and three churches. An elementary

school, middle school and pre-school provide facilities such as playgrounds, playing fields, a gymnasium and indoor space for public meetings and events. Numerous ~~protected heritage~~-trees enhance the natural beauty of the subarea. ~~The Community Park, s~~Several mini-parks, walkways and natural canyons, some with intermittent streams, provide open space, pedestrian access and recreational opportunities for residents. ~~A large triangular vacant parcel at the foot of Visitation and San Bruno Avenues, which was the site of a deteriorated motel that was demolished in December 1986, is under construction as a community park.~~

This subarea rises from what was originally the shoreline of the Bay to more than halfway up the northeastern slope of San Bruno Mountain to an elevation of approximately 350-400 feet above sea level. Vacant parcels are scattered throughout.

Two intersections at Bayshore Boulevard provide access and egress for Central Brisbane: Old County Road and San Bruno Avenue. Within Central Brisbane, several streets are dead-ended. Bottlenecks due to narrow street width and on-street parking constrict traffic at numerous points throughout the area. This problem is particularly prevalent on the upper hillsides, where the streets' narrow widths, steep slopes and sharp curves make emergency vehicle access difficult and the homes interface with wildland vegetation.

Aging sewer lines in Central Brisbane present ongoing maintenance problems due to root intrusion, joint separation and sagged pipes. Joint separation in steep terrain is also reported for the storm drain system. Private sewer laterals that traverse private properties continue to present maintenance problems.

Soils in Central Brisbane are subject to a moderate-to-high rate of erosion, with erosion and slippage potential increasing on the steeper slopes. Susceptibility to non-seismically induced landsliding in most of the subarea is low, increasing in steeper terrain. The subarea's susceptibility to seismically induced landsliding ranges from high in portions of the upper slopes to very low at the base of the bowl, with a larger area in the middle elevations where susceptibility to such landsliding is moderate. The base of the subarea is subject to liquefaction and intense ground-shaking during earthquakes.

Although residential areas, particularly on the hillsides, are generally quiet, noise contours of CNEL 65 dB within 250 feet of Bayshore Boulevard are generated by traffic on that roadway and affect the extreme northeastern corner of the subarea.

There are many existing zoning nonconformities, such as buildings that do not meet current setback or parking requirements and residential densities that do not comply with current zoning regulations. The great variety of building styles and site improvements contribute to the unique character of the area. Several of the commercial buildings downtown are deteriorated. Many are not used commercially.

Parkside Area

The Parkside Area is an approximately 25-acre area located between Crocker Industrial Park and Central Brisbane subareas. The Parkside Area is comprised of 11 properties developed with

neighborhood commercial, retail, and office, public facilities and parks, and trade commercial uses. Vital community assets in the Parkside Area include the City's two primary entrances via Valley Drive and Old County Road, as well as the Brisbane Village Shopping Center, Community Park, Brisbane Skate Park, and public basketball courts. The Parkside Area was established by the Parkside at Brisbane Village Precise Plan, the culmination of two-year community visioning and planning process from 2015-2017 to implement the City's 2015-2022 Housing Element, which designated sites within the Parkside Area subarea for potential residential development.

Crocker Park

Crocker Park, a 264-acre business park, is located northwest of Central Brisbane. It was developed beginning in the 1960s and it was designed by architect Lawrence Halprin as the first garden-style industrial park in the United States, Crocker Park was annexed to the City of Brisbane in 1983. The Technology Park, north of Guadalupe Canyon Parkway, was added to the subarea in 2017. Crocker Park contains various warehousing, research and development, distribution, service, manufacturing and offices uses and is an important employment center and revenue source for the City. ~~A survey prior to the 1994 General Plan identified 163 businesses operating within 70 buildings and regularly employing approximately 3,800 people within the Park. These businesses provide a substantial portion of the City's income. For fiscal years 1984-1990, 54% of the City's sales taxes and nearly one-third of all General Fund revenues came from Crocker Park. However, in the three years preceding adoption of the General Plan in 1994, as leases were expiring, key businesses had left Crocker Park and City revenues had been declining. Since then, the City has diversified its General Fund revenues to help protect against such market cycles, but Crocker Park continues to play a significant role in the City's revenue stream.~~

There is almost no vacant land left in Crocker Park to develop, although there is potential for existing structures to enlarge and businesses to intensify. Most of the railroad spurs that traverse the Park have been converted to walking trails. Landscaping, a key element to the Park's character, is now mature.

Crocker Park is served by the Guadalupe Valley Municipal Improvement District (GVMID) water distribution system. ~~At the time of adoption of the General Plan a study was underway to evaluate whether additional storage capacity was needed to meet contemporary fire protection standards and a~~ A water tank was constructed ~~subsequently added~~ in 1998 to provide adequate storage to meet fire protection standards and serves ~~that feeds~~ both the Northeast Ridge development and Crocker Park. ~~More recently,~~ The "2017 Water Master Plan" reported that there were no fire flow deficiencies in Crocker Park. The Park is also served by the GVMID drainage system. Localized flooding in the area of Valley Drive and Bayshore Boulevard has been known to occur during heavy rains and high tides. The eastern portion of Crocker Park is subject to liquefaction and very intense ground-shaking during earthquakes.⁽⁴⁵⁾

Noise contours of CNEL 65 dB or more within 200-250 feet of Valley Drive and North Hill Drive are generated primarily by the truck traffic associated with warehouse and distribution operations and the nearby Quarry. Traffic on Bayshore Boulevard generates noise contours of CNEL 65 dB or more within 225 feet of the roadway.

Northeast Ridge

Factual update.

The Northeast Ridge of San Bruno Mountain lies directly north of Crocker Park. It was annexed by the City in 1983. The property owners, Southwest Diversified, Inc., were granted approval for a planned development of 579 residential units in 1989. ~~The plan calls for 97 single-family detached units, 268 townhouses, and 214 condominiums built as stacked flats~~ That plan was later modified to preserve more butterfly habitat area, after the listing of the Callippe silverspot butterfly as an endangered species. The mix of residential units was revised, and the total number of units was reduced to 499 housing units, comprised of 125 detached single family residences, 160 townhomes and 214 stacked flats. Development of the homes was completed in 2015.

Factual update.

This subarea has scenic views of San Bruno Mountain, the Bay and surrounding areas. It lies within the boundaries of the HCP and contains rare and endangered species habitat. The Northeast Ridge development project was designed so that land not devoted to housing is kept as open space and is Conserved Habitat. ~~Grading for the project is currently underway on a large portion of the property, and construction of the units is estimated to be completed within the next five or six years. At the present time, no infrastructure is in place.~~

Factual update.

The soil on the Northeast Ridge is subject to slippage and a high-to-very-high rate of erosion. These factors have been taken into consideration in designing the grading program for the project. ~~Some planting has been done in connection with grading activities to curb erosion.~~ The subarea has a low susceptibility to non-seismic landslides and contains some areas of high and moderate susceptibility to seismically induced landslides. A portion of the southern end of the subarea is subject to intense ground-shaking during earthquakes. During the 1982 storm, one area on the Northeast Ridge experienced debris flow. These potential hazards have also been considered in the engineering for the Northeast Ridge development project. There is some risk of wildland fires, which are supportive of the habitat, and the development was designed to permit wildland fires within the Conserved Habitat yet protect the residential community.

Traffic on Guadalupe Canyon Parkway to the north and Valley Drive to the south generates noise contours of CNEL 65 dB along the outer edges of this subarea.

Northwest Bayshore

Factual update.

The Northwest Bayshore subarea includes approximately 32.5 developed acres primarily occupied by Pacific Gas and Electric Company (PG&E) Martin Substation and the small private commercial development of the historic 7 Mile House. The Martin Substation includes a mix of PG&E power transmission facilities as well as offices, warehouse and service buildings, most of which is located behind a concrete block wall along the Bayshore Boulevard and Geneva Avenue frontages. The 7 Mile House site is less than 5,000 square feet in size and includes the 7 Mile House Bar and an automotive service station. Historically, dating back to the mid 1800's, the 7 Mile House served as a stagecoach stop for travelers along the old Bayshore Highway, between San Francisco and points south on the peninsula.

At the southern edge of this subarea is the wetland marsh and storm waters may cause flooding along Bayshore Boulevard primarily due to the inadequate capacities of an old, heavily sedimented brick arch sewer under Bayshore Boulevard (see Guadalupe Hills subarea for further discussion, below).

~~The PG&E property has potential for pre-historic resources.~~

Soils and groundwater on the PG&E properties have been contaminated by materials, polycyclic aromatic hydrocarbons (PAHs), generated by the San Mateo Power Company gasification plant that reportedly operated from 1905 to 1913, to manufacture gas from oil. The gas plant was dismantled in 1916 and the Martin Substation was built beginning in 1922. Although, to some degree, contamination would have been known over the years, it wasn't until the early 1980's that subsurface investigations were conducted to delineate the nature and extent of contamination. With oversight by Department of Toxic Substances Control (DTSC), the site was divided into two operable units in 1993, with Operable Unit (OU) – 1 being in Daly City and OU-2 being within Brisbane. The Remedial Action Plan (RAP) for OU-1 was approved by DTSC in 1993 and the RAP for OU-2 was approved in 1998. Remediation activities, including removal of contaminated soil from a number of areas of the sites and in-place soil encapsulation, or capping, in others to prevent exposure and contaminant migration, as well as a groundwater interceptor trench in OU-2 to prevent contaminated groundwater from migrating off site. Operation and maintenance and groundwater monitoring activities have been on-going since then and the property has been deed restricted to limit uses and to require coordination with DTSC prior to ground disturbing construction activities. More information on subsurface contamination may be found through DTSC's EnviroStar system, an on-line database. DTSC continues to have ongoing authority over the operations and monitoring of remediation activities.

In the northern portion of the subarea, very intense ground-shaking is likely to occur during earthquakes. Debris flows were experienced in portions of the subarea during the 1982 storm.

Traffic creates noise contours of CNEL 65 dB or more to 300 feet of the west side of Bayshore Boulevard. Additional noise is generated by traffic on Guadalupe Canyon Parkway, with CNEL 65 dB or more within 200 feet. Existing access to the subarea is limited, as is infrastructure for utilities and storm drainage.

Guadalupe Hills

The Guadalupe Hills subarea consists primarily of the two large vacant lots, historically referred to as the "Levinson" and "Peking Handcraft" sites, approximately 22 and 11 acres respectively. PG&E power transmission lines run along the western edge of the subarea, on PG&E owned lots. A marsh parcel is located at the northern edge of the subarea. San Francisco Water Department lines also run through the subarea.

Steep slopes are found in the upper elevations of the subarea, to the south and west.

The properties within this subarea fall within the boundaries of the San Bruno Mountain Habitat Conservation Plan and contain habitat for rare plants and endangered Mission Blue and Callippe Silverspot butterflies. The City approved an Open Space Plan in 2001 which provides mapping of areas along the western side of the subarea with endangered butterfly habitat and proposed open space.

At the northern end of the subarea is a wetland marsh, fed by drainage from the Bayshore Basin, which has mitigated most, but not all, of the historic storm waters that have caused flooding along Bayshore Boulevard. The remainder of the flooding has been attributed to inadequate capacities of an old, heavily sedimented brick arch sewer under Bayshore Boulevard.

Soils in the wetland marsh area, including the north edge of the Levinson parcel, have been contaminated by materials generated by a gasification plant that operated on the PG&E parcel, to the north. A number of remedial actions have been undertaken over the years related to the gasification plant. In the late 1990's, the City undertook construction of a new erosion-resistant open channel, reconstructing the stormwater channel as a stormwater detention basin/marsh. Excavation for that project resulted in the removal and off-site management of soil, some of which would have been impacted from historical rainwater runoff from the plant. The channel was then lined with filter fabric and gabions to prevent erosion, plus clean topsoil to allow for establishment of vegetation. More information on subsurface contamination in the area and subsequent remediation may be found through the DTSC.

The sloped portions of the subarea contain soils subject to slippage and a high to-very-high rate of erosion, and these present a moderate-to-high risk of seismically induced landslides, as well as a risk for wildfires. This is particularly a risk in the northern portion of the subarea, where very intense ground-shaking is likely to occur during earthquakes. Debris flows were experienced in portions of the subarea during the 1982 storm.

The 1994 General Plan background studies identified traffic ~~created~~ noise contours of CNEL 65 dB or more up to 300 feet of the west side of Bayshore Boulevard. Additional noise is generated by traffic on Guadalupe Canyon Parkway, with CNEL 65 dB or more within 200 feet. Existing access to the subarea is limited, as is infrastructure for utilities and storm drainage.

Northeast Bayshore

~~Northeast Bayshore is the subarea that contains the Brisbane Industrial Park, located along Industrial Way off of Bayshore Boulevard.~~

~~The subarea is developed with metal and brick warehouse and industrial buildings, including the historic Moore Building. Thirty-six businesses operate within the subarea. These businesses include warehouses, offices, manufacturing, storage and shop uses, and a wastewater pumping station.~~

~~Access to Industrial Way is limited, as the street terminates in a dead end. Drainage from Daly City causes flooding on Bayshore Boulevard in the vicinity of Industrial Way. The subarea is subject to liquefaction and very intense ground-shaking during earthquakes.~~

Factual update.

Incorporate GP-1-18 into the General Plan.

GP-1-18

~~Traffic on Bayshore Boulevard generates noise contours of CNEL 65 dB or more within 300-325 feet of the east side of Bayshore Boulevard.~~

Baylands

Incorporate GP-1-18 into the General Plan.

Northeast of Central Brisbane, ~~aeross-easterly of~~ Bayshore Boulevard, is the subarea known as the Baylands. With the exception of Icehouse Hill and the Brisbane Lagoon, this subarea is ~~a flat~~ man-made ~~through deposition of fill material within the historic limits of the San Francisco Bay.~~ ~~plain, vacant except for scattered commercial development including a fuel tank farm and fuel distribution facilities, recycling and reclamation activities, offices, warehouse and storage uses, statutory production and a lumber yard. Railroad tracks, used primarily for the Caltrain commuter line, traverse the subarea in a north/south direction.~~ Most of the subarea is owned by ~~the Tuntex Properties Inc. (Brisbane)~~ Universal Paragon Corporation, which purchased the land from Southern Pacific Transportation Company in 1989.

The majority of the subarea is vacant. Development within the subarea includes the Bayshore Industrial Park located on Industrial Way which is developed with older warehouse and industrial buildings and a Bayshore Sanitary District wastewater pumping facility. Other uses within the subarea include a fuel tank farm and fuel distribution facilities, a lumberyard, warehouse and storage uses and a number of interim uses established pursuant to the City's zoning regulations. Railroad tracks, used primarily for the Caltrain commuter line, bisect the subarea in a north/south direction and the Bayshore Caltrain Station is located at the northerly end of the subarea.

Factual update.

The portion of the Baylands west of the railroad tracks was filled at the turn of the century and was used until ~~recently the mid 1980s~~ as a railroad maintenance yard. ~~The tracks have been removed and r~~Remediation efforts to ~~deal with~~ address the contaminants ~~left by~~ resulting from that use as well as from adjacent historic industrial uses in San Francisco are underway ongoing. The portion of the subarea east of the railroad tracks was used for over 30 years as a municipal waste landfill, followed by surcharging with inert fill. A methane gas ~~collection system was recently installed~~ is in place. ~~Landfill is generally prone to differential settlement, and is also subject to liquefaction and very intense ground shaking during earthquakes.~~

The portion of the Baylands known as Icehouse Hill, located between the railroad tracks and Bayshore Boulevard at the end of Guadalupe Canyon Parkway, contains soil that is subject to slippage and a high-to-very-high rate of erosion and natural vegetation that creates a moderate-to-high wildland fire hazard.

Factual update.

The Brisbane Lagoon, located in the southern portion of the Baylands, was created when Highway 101 was constructed. An outlet under the highway near the northeast corner of the Lagoon provides periodic tidal action and allows some flushing of the Lagoon water. Fishing along the Lagoon's eastern shoreline is a popular recreational activity, which is enhanced by scenic views of San Bruno Mountain. Several open drainage channels traverse the Baylands: One such channel runs in an east/west direction through the subarea; another drainage ditch parallels the railroad spur tracks extending into Crocker Park; and the third channel runs in a north/south direction ~~along the western edge of the subarea~~ near Industrial Way. Periodic flooding of the channels occurs during high tides or periods of heavy storm runoff.

Factual update.

~~A building of local historic interest is located on~~ The Baylands: includes the Southern Pacific Railroad Roundhouse, ~~an historic brick railroad roundhouse in the old Southern Pacific Railroad Yard~~ a designated historic resource that is listed on the National Register of Historic Places. ~~Also,~~ ~~The Machinery & Equipment Company building, a brick icehouse that served the railroad, is~~ another historic structure located off Bayshore Boulevard near Icehouse Hill. These are both unreinforced masonry (URM) buildings that present seismic hazards unless upgraded. They Both buildings are currently vacant or used only for materials or equipment storage.

Factual update.

The Baylands subarea is impacted by a number of noise generators: Traffic on Highway 101 generates noise contours of CNEL 65 dB or more within 1400 feet along the eastern side of the subarea; traffic along Bayshore Boulevard generates a noise contour of CNEL 65 dB or more within ~~250-300-325~~ feet of that roadway; and noise contours of CNEL 65 dB are generated by train traffic within 175 feet of the railroad tracks.

Factual update.

There is no infrastructure serving most of the Baylands. Development on the subarea would require new roads, a water system, storm drains and sewer systems and improved. ~~The Tunnel Avenue overpass is in need of seismic retrofitting and cannot support truck traffic, thus presenting access constraints for trucks coming into and out of the tank farm or otherwise serving the area. There is no adequate~~ pedestrian ~~or~~ and bicycle access between the Baylands and the portions of Brisbane west of Bayshore Boulevard.

Beatty

Incorporate GP-1-18 into the General Plan.

The Beatty Subarea consists of the properties located east of Tunnel Avenue at its intersection with Beatty Avenue and northerly of the future extension of Geneva Avenue. ~~The majority of properties within the subarea are~~ which are owned by Noreal/Sanitary Fill Company Recology Inc. and is primarily developed with ~~occupied by a~~ Recology's facility to ~~It is~~ process, sort, and handle solid waste generated in the County and City of San Francisco. The facility is developed with buildings that accommodate a variety of processing, warehouse, office and maintenance uses. Ancillary- storage and parking uses also occur at the facility. ~~developed with office and warehouse buildings and storage yards.~~

Factual update.

~~The Sanitary Fill Company~~ Recology's operations, ~~which occupy the majority of this subarea,~~ overlap the boundary between San Francisco and Brisbane. Although processing and transfer activities are concentrated on the San Francisco side of the boundary, the impacts of traffic, noise and odor cross over into Brisbane's jurisdiction. Much of the subarea consists of former refuse landfill. ~~The Sanitary Fill Company has proposed a Systems Plan to upgrade the property, including the portion within Brisbane. An EIR for the proposal is under way under the jurisdiction of the City and County of San Francisco.~~

Factual update.

Noise contours of CNEL 65 dB or more are found within 1400 feet of Highway 101 to the east and within 150 feet of the railroad tracks to the west of the subarea. The portion of the subarea that is comprised of former landfill is subject to very intense ground-shaking and liquefaction during earthquakes.

Owl and Buckeye Canyons

Factual updates.

Directly west ~~and south~~ of the City Limits, between ~~the~~ Central Brisbane and ~~the~~ Quarry ~~subareas~~, climbing up the face of San Bruno Mountain, are Owl and Buckeye Canyons. These ~~canyons~~ ~~areas are within the City's sphere of influence and~~ comprise areas of ecologically unique natural environment. ~~and~~ ~~They~~ provide habitat for ~~two-three~~ federally listed endangered butterfly species, the Mission blue, ~~and the~~ San Bruno elfin, ~~as well as~~ ~~and~~ the ~~rare~~ Callippe silverspot butterfly, ~~and as well as~~ several species of rare plants. There is a Native American archaeological site in Buckeye Canyon. Springs have been observed in both canyons. Owl and Buckeye Canyons lie within the boundaries of the San Bruno Mountain HCP and are permanently protected Conserved Habitat.

Factual update.

In 1989, the Wildlife Conservation Board, a division of the ~~State~~ ~~California~~ Department of Fish and Game (now the Department of Fish and Wildlife), purchased Owl and Buckeye Canyons from the owners of the adjacent Guadalupe Valley Quarry. Also included in the purchase were Quarry Road and approximately one acre of vacant land at the corner of San Francisco Avenue and Quarry Road.

The canyons contain informal trails for use by hikers. However, unauthorized use by off road vehicles and traffic on utility company access easements have resulted in erosion in some areas. In addition, invasive plant species continue to threaten native species. There is a high risk of wildland fires in most areas in the canyons.

Factual updates.

The Quarry

The Guadalupe Valley Quarry is located in the jurisdiction of San Mateo County just outside of Brisbane's western City Limits, but within Brisbane's Sphere of Influence. It is adjacent to Crocker Park and Owl and Buckeye Canyons. It ~~is currently operated by the American Rock and Asphalt Company and has been~~ began supplying rock and gravel for the Bay Area construction industry ~~since in~~ 1895 and remains in operation as of 2019.

Factual update.

The Quarry property contains approximately 144.5 acres that lie within the boundaries of the San Bruno Mountain HCP and also within a State Designated Mineral Resources Area, Eighty with approximately 80 acres ~~are~~ within the active mining area, ~~while~~ ~~and~~ 60 acres ~~are in~~ open space and habitat lands. The Quarry property is relatively isolated from the rest of Brisbane and there are no nearby services. Access to the Quarry is currently limited to Quarry road via South Hill Drive.

Factual update.

Activities that have been historically been allowed under a San Mateo County Surface Mining Permit have included blasting, drilling and excavating of rock, crushing and sorting of rock materials and the production of asphalt. ~~The Quarry~~ currently operations have also included crushings and recyclings of previously used asphalt and concrete building materials. ~~This activity is currently being considered in conjunction with the mining permit renewal application before the County of San Mateo.~~ Rock production is was estimated at about 600,000 tons per year with remaining rock resources estimated at about 5.8 million tons as of January 1992. ~~It is~~

Factual updates.

~~estimated that approximately 240,000 tons of recycled materials are currently stored on the site for processing.~~

The Quarry maintains ~~three~~ sediment ponds inside the quarry work area that collect runoff from the upper quarry slopes and discharge into the GVMID storm drain system. ~~Whether all runoff is channeled into the existing quarry sediment ponds or into the GVMID system is currently being evaluated in the Mining Permit EIR.~~

Factual updates.

~~Quarrying o~~Operations at the quarry generate dust and noise and contribute to erosion and downstream siltation. Individual quarried benches are subject to collapse in severe storms or seismic activity. There is ongoing potential for rockfall and slope failure.⁽⁴⁾ Exposed rock faces appear as man-made stair-stepped slopes visible from the surrounding areas. ~~Attempts to revegetate the scarred slopes of the Quarry are currently under way.~~

II.2 DEMOGRAPHIC SETTING

Housing and Income

The 2010 U.S. Census showed a total residential population in Brisbane of 4,282, with a median age of 40.3 years. The total number of housing units was 1,934. The median family income in 2010 was reported as \$81,484. Additional residential demographic data is provided in Chapter 2 of the Housing Element.

The following provides a comparison of Brisbane's 1980 demographic data with 1990 data based on the results of the U.S. Census. (GP-2 & 3):

TABLE 2 – COMPARISON OF 1980 AND 1990 DEMOGRAPHIC DATA

	<u>1990</u>	<u>1980</u>	<u>MANGECHA</u> <u>NGE</u>
POPULATION	2,952	2,969	-17
HOUSEHOLDS (HH)	1,313	1,362	-49
AVERAGE NUMBER OF PERSONS PER HH	2.24	2.18	+0.9
MEDIAN AGE IN YEARS	35.7	33.6	+2.1
MEDIAN INCOME	\$38,368	\$19,618	+\$18,750

Employment

The 2010 U.S. Census also provided employment information for those living in Brisbane, as follows: Brisbane has compiled the following employment information based on the 1990 census and business surveys:

EMPLOYED PERSONS LIVING IN BRISBANE IN 2010 (>16 years of age)

Total <u>employed residents</u> :	<u>1,687,097</u>
<u>Transportation means</u> :	
Work at their home in Brisbane:	<u>209 4.2%</u>
<u>Drove car or larger vehicle (*13.1% of this group carpoled)</u>	<u>85.2%*</u>
<u>Rode motorcycle</u>	<u>1.4%</u>
<u>Took public transportation</u>	<u>5.6%</u>
<u>Biked, walked or other</u>	<u>3.6%</u>
<u>Work outside their home in San Mateo County:</u>	<u>601</u>
<u>Work outside of San Mateo County:</u>	<u>877</u>

Factual update.

~~EXISTING EMPLOYMENT ESTIMATES, CITY OF BRISBANE~~

Crocker Park:	3,800
Koll Center, Sierra Point:	875
Tunnel & Beatty Avenues:	420
Industrial Way:	350
Visitacion & San Bruno Avenues:	75
Brisbane Village Shopping Center:	64
Bayshore Boulevard:	406
Total:	5,986

Plan Bay Area 2040 adopted by the Metropolitan Transportation Commission and Association of Bay Area Governments in 2017 estimated 2010 employment in Brisbane at 5,200.

FOOTNOTES

1. Sound levels are measured and expressed in decibels (dB). CNEL, Community Noise Equivalent Level, is the adopted standard in California for a 24-hour weighted sound level. See NO-1 for further information on noise measurements.
2. Susceptibility to seismically induced landslides is broadly rated from high to very low based on a variety of factors, primarily slope and underlying geologic units. See NR-1 for further information on hazards in the geologic setting.
3. Areas with a moderate to high susceptibility to liquefaction in a moderate earthquake (of 6.5 magnitude) are mainly confined to areas of artificial fill. Engineered fill, such as that found at Sierra Point, is less subject to geologic hazard than unregulated fill. See NR-1 for further information on liquefaction susceptibility.
4. ~~See Guadalupe Valley Quarry Surface Mining Permit Renewal Draft EIR, August 1993, for detailed information on existing conditions in the subarea.~~
5. A number of properties have benefited from seismic retrofit to address these conditions. See City of Brisbane Building Inspection records on individual properties for further information.

Factual update.

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Includes Updates Adopted by City Council in October 2017 and January 2018
Resolutions 2017-50, ~~and~~ 2018-01, and 2018-62

CHAPTER V

LAND USE

GOALS:

The City of Brisbane will...

Preserve the Mountain for its own sake and as the symbol of the unique character and identity of the City;

Incorporate and reflect the natural environment as an integral part of land use;

Celebrate diversity as essential to the physical character of the City;

Incorporate a mix of land uses to best serve its citizens; and

Design infrastructure and public facilities to be efficient, cost-effective and to contribute to the cohesion and character of the community.

LAND USE

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All revisions on this page are factual updates.

CHAPTER V

LAND USE

Question: In your opinion, what is the most important problem that Brisbane residents will have to face and try to solve over the next ten years?

Respondents: "Development of lands currently vacant, to make certain they contribute and not diminish the quality of life."

"Managing growth to keep our independence."

"The Mountain. Save it."

General Plan Issues Questionnaire (GP-5)

Citizens who know and love the City will often explain that to understand Brisbane it is necessary to read the oral histories. A look to the past makes it clear that the City was incorporated as a defense against development that would have destroyed San Bruno Mountain and the quality of life of the community that had become established there. The passion for self-determination remains one of the most essential values of this community. This Land Use chapter begins with a look at the history of land use and subdivision patterns in the planning area.

This update of the General Plan provides an opportunity to reaffirm that Brisbane will control its destiny. If development is to occur, this community will set the standards. And the basis for these standards are the land uses and policies in the General Plan.

A General Plan usually includes an illustration of the general location of land uses on a map. ~~Map I Figures LU-1 and LU-2 is constitute~~ the Land Use Map for the 1994 Brisbane General Plan. ~~As described in the section on Land Use Alternatives, the uses that were chosen for the Land Use Map are those that the community considers most beneficial to its welfare. These land uses are categorized into land use designations, and this chapter includes a narrative description of each land use designation shown on the Land Use Map. Table 1 within this chapter describes the density and intensity of future planned land uses. The chapter closes with land use policies and programs, which describe~~ The land use policies and programs that describe how these land use designations are to be implemented. ~~uses establish how the designations on the map express themselves in the day-to-day environment.~~ The policies in this section for the most part apply on a city-wide basis. Land use policies and programs specific to each of the subareas are found in Chapter XII.

Factual update.

Factual update.

~~This Land Use chapter begins with a look at the history of the land use and subdivision patterns in the planning area. It goes on to describe the alternative land use scenarios considered in the environmental analysis for the General Plan. The chapter closes with the General Plan's land use policies.~~

V.1 HISTORY OF LAND USE AND SUBDIVISION

Land uses in Brisbane are well-established in many subareas of the City. In others, remainders of prior uses provide either opportunities or constraints to contemporary uses of the land. Land subdivision patterns in Brisbane have varied from one subarea to the next, depending on land use, topography, property ownership, and zoning regulations affecting lot sizes. The following is a brief chronological history of land use in the City, followed by an overview of the City's subdivision patterns.

Land Use History

Although the earliest recorded land use in the area that is now the City of Brisbane was ranching, archaeological remains indicate that this land was once a home to the Costanoan Tribe of Native Americans. The Guadalupe Valley, within which Central Brisbane, Crocker Park and the Northeast Ridge are now located, was part of the 1838 Mexican land grant known as *Rancho Canada de Guadalupe la Visitacion y Rodeo Viego*. Charles Crocker purchased most of this land grant in 1884 and called it Visitacion Ranch. In 1895, a section of the ranch was leased as a quarry, which operates to this day.

In the early 1900s, a small amount of urban development could be found in the area of Bayshore Boulevard and Geneva Avenue, in what is now the vicinity of the Northwest Bayshore subarea. The 7-Mile House, a bar and grill established in 1853 and still operating today, served travelers along Bayshore Boulevard, which was one of the main thoroughfares connecting San Francisco with points south. A gas manufacturing plant, which evolved into what is now the Pacific Gas & Electric Company's Martin Service Center and Substation, operated from 1905 to 1916 in the area of Bayshore and Geneva, now a part of Daly City. Across Bayshore Boulevard on what is now known as the Baylands subarea, the Southern Pacific Railroad maintenance and switching yard was built atop rubble from the 1906 San Francisco Earthquake that was used to fill a portion of the Bay. The use of the yard began to decline in the 1960s and was mostly idle when Southern Pacific sold the yard and surrounding land and structures in 1989 to ~~Tuntex~~[Universal Paragon Corporation](#). The land had featured a number of substantial industrial structures only a few of which remain, including the Roundhouse, which is one of the few of its kind still standing and is designated a historic resource on the National Register of Historic Places.

Residential development in what is now Brisbane also began to appear early in the century. The area of the Guadalupe Valley that is now Central Brisbane experienced a small amount of residential construction between 1908 and 1929. The most notable of the early residences in what was then known as the "City of Visitacion" is the Allemand Hotel, currently an apartment building at the corner of San Bruno Avenue and Mariposa Street. In 1929 the name of the settlement was changed to Brisbane. In the 1930s, during the Depression, the residential area boomed due to its affordability, with a commercial core developing along Visitacion Avenue. This residential area has continued to grow to the present and, to a limited degree, has extended into the lowest lying portions of the largely vacant Brisbane Acres.

Factual updates.

The 1930s also saw an intensification of garbage dumping into the Bay in the portion of the Baylands subarea east of the Southern Pacific railroad tracks. Starting from the north, dumping continued southward until it was finally stopped in the 1960s at the edge of what is now the Brisbane Lagoon. The [Noreal/Sanitary Fill Company](#) [Recology](#) complex of refuse transport and recycling facilities, located in the Beatty Subarea at the Brisbane-San Francisco border, is an active successor to this past use. Since the 1940s, a variety of uses has developed atop the oldest part of the landfill, including lumber yards and warehouse buildings.

Although Bayshore Boulevard was a major thoroughfare connecting San Francisco with points south until Highway 101 was constructed in 1954, only limited development occurred along its frontages. In the 1940s, a small amount of residential development occurred along the west side of southern Bayshore Boulevard in the subarea now known as Southwest Bayshore. In the decades that followed, some commercial uses, such as retail, service and warehousing, intermixed with the residential uses, including a mobile home park.

Factual updates.

The 1960s saw a flurry of industrial development, which continued into the early 1980s. In 1959, construction of Crocker Park began on the grazing lands of the floor of the Guadalupe Valley and adjacent wetlands, just north of Central Brisbane; the final phase of construction in Crocker Park was completed in the early 1980s, and Crocker Park was annexed to the City in 1983. In the 1960s, VWR Scientific first occupied a large office/warehouse building on the east side of southern Bayshore Boulevard; a second office/warehouse complex was added in the Southeast Bayshore subarea in 1981. First subdivided in 1969, the Brisbane Industrial Park, consisting mostly of metal buildings for warehouse, office and manufacturing uses, was constructed along Industrial Way in what is now [the westerly edge of the Baylands](#) ~~called the [Northeast Bayshore](#)~~ subarea. The late 1960s also saw the development on the Baylands of the Southern Pacific Pipelines Brisbane Terminal, located on the leveled portion of Visitacion Point, with a privately constructed extension of Tunnel Avenue including an overcrossing connecting to Bayshore Boulevard. Commonly referred to as the "Tank Farm," the facility and adjacent buildings provide fuel distribution services for the Peninsula [and San Francisco International Airport](#).

Factual updates.

Office and commercial development increased in the 1980s. Construction of the Brisbane Village shopping center began in 1979 at the entrance to Central Brisbane. This single structure shopping center contains approximately 20 storefronts and office spaces occupied mostly by retail businesses and professional offices. East of Highway 101 at Sierra Point, [several buildings of the \[Koll Center\]\(#\)](#) [Sierra Point](#) Office Park and the Brisbane Marina were constructed during the 1980s on a peninsula of ~~closed~~ engineered landfill [that was closed in 1972](#) ~~that was begun by the [San Francisco Scavenger Companies](#) in the mid-1960s and completed by 1972.~~

In 1989, a multi-phased residential project, including open space for conserved habitat, was approved for the Northeast Ridge of San Bruno Mountain. [The project includes 499 residential units and was completed in phases from the late 1990's through 2015.](#) ~~Preliminary grading began in 1992, but no structures have been built. Also in [In](#)~~ 1989, the Wildlife Conservation Board, a division of the State Department of Fish and Game, purchased Owl and Buckeye Canyons as an ecological reserve. They remain essentially in their natural state. Brisbane citizens, staff and local environmental organizations worked with the Trust for Public Land to accomplish this acquisition, which added to the permanent open space established by the creation of San Bruno

Mountain State and County Regional Park in the late 1970s.

History of Subdivision Patterns

The following describes the history of the subdivision of land in Brisbane by subarea. Following adoption of the 1994 General Plan, zoning and subdivision regulations will be reviewed to determine if amendments should be made to conform to General Plan policy.

Sierra Point. The Sierra Point subarea ~~was master planned and subdivided~~ ~~underwent a gradual process of subdivision~~ between 1981 and 1987, which resulted in the current configuration pattern of typically 5 to 10 acre parcels. This pattern is consistent with the 1 acre minimum parcel size requirement which has been in effect since 1984. ~~The area is subject to a development agreement.~~

Southeast Bayshore. The Southeast Bayshore subarea was subdivided in 1979 into two parcels, one 4 acres in size and the other 11 acres. This is consistent with the 10,000 sq. ft. minimum parcel size requirement in effect since at least 1969.

Southwest Bayshore. The steep hillsides of the Southwest Bayshore subarea were first sold off as typically 11,900 sq. ft. unrecorded lots in the 1930s. Each of the original lots fronted on what was then known as the Bayshore Highway, hence their name, the "Highway Lots." Subsequent lot subdivisions reduced some of these lots to areas as small as approximately 3,000 sq. ft. Regulations, which date back at least to 1969, established a 7,500 sq. ft. minimum lot size in the subarea.

Brisbane Acres. The Brisbane Acres subarea originated as an unrecorded subdivision in the 1930s. As the name implies, unrecorded lots were typically an acre in size. Subsequent land transfers by deed description resulted in individual ownerships, some with areas of less than 5,000 sq. ft. In 1980, regulations were adopted that set a 20,000 sq. ft. minimum lot size. Parcel maps ~~for three parcels of at least 20,000 sq. ft.~~ have been recorded for some of the previously unrecorded lots to allow for development. These are in the lower Brisbane Acres areas, close to public infrastructure, adding to the eight parcels for which maps were recorded prior to 1980. ~~The rest of the lands in the subarea remain unrecorded to this day.~~

Central Brisbane. In 1908, the American Realty Company subdivided the area that is now Central Brisbane into small residential lots. These lots were typically 25 feet wide and 100 feet deep, but in many instances lot dimensions were adjusted to fit the subarea's bowl-like terrain. Many of the lots were subsequently developed in pairs, some as three or more lots combined, and a few as one and a half lots. The current regulations requiring 5,000 sq. ft. minimum lot size for residential districts and 2,500 sq. ft. minimum for non-residential date back at least as far as the City's original Zoning Ordinance, adopted in 1969.

Parkside Area. The Parkside Area is an approximately 25-acre area located between Crocker Industrial Park and Central Brisbane subareas. The Parkside Area is comprised of 11 properties developed with neighborhood commercial, retail, and office, public facilities and parks, and trade commercial uses. Vital community assets in the Parkside Area include the City's two primary entrances via Valley Drive and Old County Road, as well as the Brisbane Village Shopping Center, Community Park, Brisbane Skate Park, and public basketball courts. The

Parkside Area was established by the Parkside at Brisbane Village Precise Plan, the culmination of two-year community visioning and planning process from 2015-2017 to implement the City's 2015-2022 Housing Element, which designated sites within the Parkside Area subarea for potential residential development.

Crocker Park. Most of the Crocker Park subarea was subdivided in three phases of the Park's development, recorded in 1959, 1965 and 1968. The subdivision of North Hill Drive followed in 1980. Subsequent parcel splits and mergers have resulted in lots ranging in size from 0.56 to 13.23 acres. ~~The Technology Park, north of Guadalupe Canyon Parkway, was moved from the Northwest Bayshore subarea to Crocker Park in 2018.~~ Current regulations require a 10,000 sq. ft. minimum lot size.

Northeast Ridge. The Northeast Ridge remained unsubdivided until it was recorded as a single parcel in 1975. The vesting tentative subdivision map for the planned development approved in 1989, ~~as subsequently modified,~~ divided the subarea into single-family residential lots (an average of 7,400 sq. ft. each), clusters of condominiums and townhouses (totaling approximately 39 acres), and large tracts of open space.

Northwest Bayshore. The existing irregular pattern of large parcels in the Northwest Bayshore subarea can be traced back to subdivision maps recorded as early as 1915. The subarea is built out with the PG&E Martin substation and 7 Mile House properties.

Guadalupe Hills. The Guadalupe Hills subarea was part of the Northwest Bayshore subarea until 2018, at which time it was designated as a separate General Plan subarea to reflect its different character, as vacant sites, separate from the PG&E substation to the north. It shares the same early subdivision history with Northwest Bayshore.

~~Northeast Bayshore. The Northeast Bayshore subarea was subdivided in 1969 as the Brisbane Industrial Park. Its lot sizes ranged from 0.23 to 5.663 acres, although subsequent consolidations of ownership have increased the average building site size. A 10,000 sq. ft. minimum lot size requirement has been in effect since at least 1969.~~

The Baylands. The Baylands subarea is largely unsubdivided, a vestige of the once extensive holdings of the Southern Pacific Transportation Company. Major portions of these holdings located in Brisbane are now owned by Universal Paragon Corporation ~~Tuntex Properties Inc. (Brisbane).~~ ~~The Brisbane Industrial Park portion of the Baylands was established via subdivision in 1969. Lot sizes ranged from 0.23 to 5.663 acres, although subsequent consolidations of ownership have increased the average building site size. The Industrial Park is now under the ownership of UPC and is slated for redevelopment as part of the larger Baylands specific plan.~~ There are ~~small~~ parcels in other ownerships scattered ~~about~~ throughout the subarea, ranging from approximately 5,000 sq. ft. to 230,000 sq. ft. in size. ~~Most of the subarea has a minimum site area requirement to be established by specific plan per regulations adopted in 1991.~~

~~The Beatty Subarea. The Beatty S subarea is a haphazard collection of parcels, reflecting a varied history of ownerships. Parcel sizes are generally from 0.176 to 7.043 acres. Most of the properties within this subarea are under the ownership of Recology. Within this subarea, minimum site area is established by specific plan per regulations adopted in 1991.~~

Factual update.

Factual update.

Incorporate GP-1-18 into the General Plan.

Factual update.

Factual update.

Owl and Buckeye Canons. The Owl and Buckeye Canons subarea consists of four parcels of land sold by the owners of the Quarry to the California Department of Fish and Game in 1989.

The Quarry. The Quarry subarea is divided into four parcels ranging in size from approximately 1.5 to 135 acres.

V.2 THE 1994 GENERAL PLAN LAND USE MAP AND LAND USE DESIGNATIONS

The 1994 General Plan Land Use Map

~~Map I, the~~ The land use map for the 1994 General Plan, (Figures LU-1 and LU-2) illustrates the general location of the land use designations given to both public and private properties within the General Plan planning area. For purposes of clarity, the ~~M~~map has been divided into the ~~13~~ 14 subareas described earlier in this text. The land use designations used in the map are described below.

Land Use Designations

The descriptions of the General Plan land use designations that follow are broadly drafted, as befits the intent of a General Plan. Specificity of land use by district is the province of the City's Zoning Ordinance. After adoption of a General Plan, the zoning map and zoning district regulations are analyzed to determine whether changes are necessary to conform to the adopted General Plan land use designations and policies.

Commercial/Retail/Office Designations

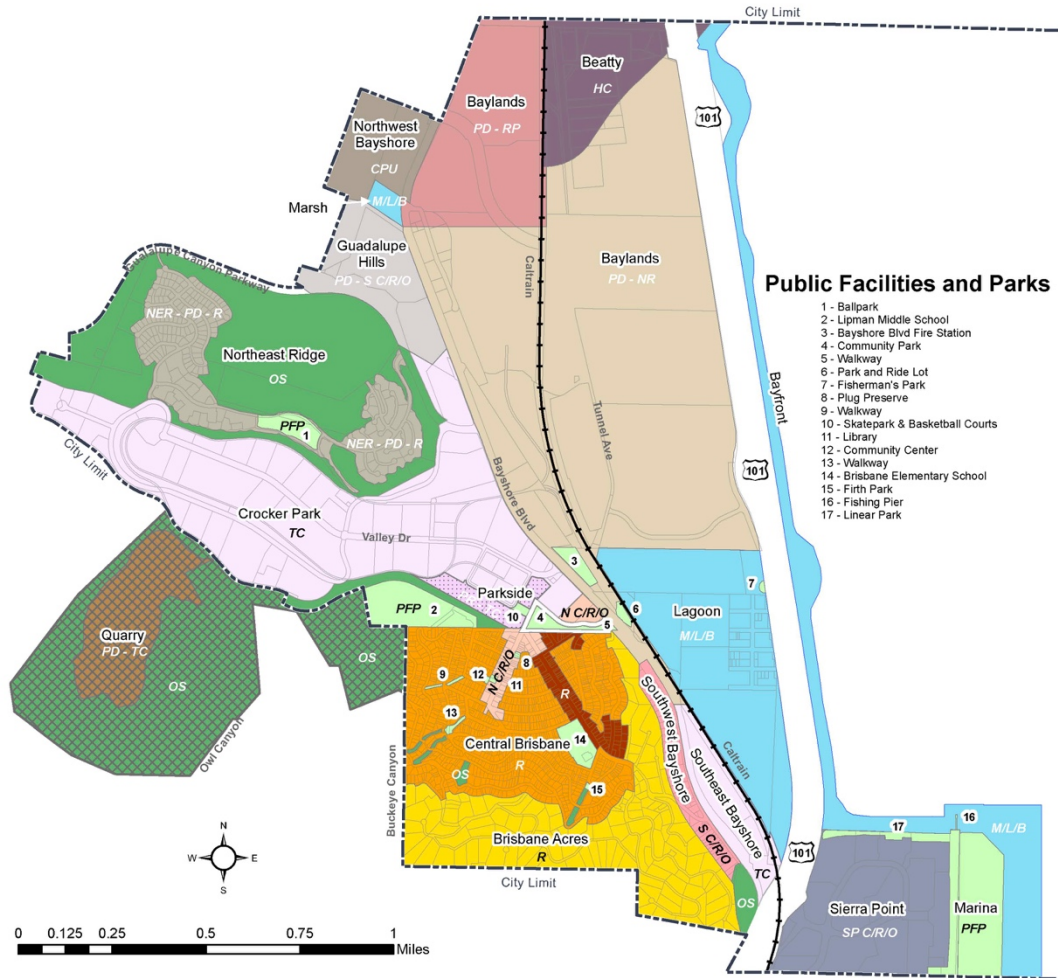
Neighborhood Commercial/Retail/Office (NCRO) designates a subarea devoted to a range of local retail and service uses, including shops, restaurants, medical, professional and administrative offices and other uses of the same general character. Public and semipublic facilities may be located under this designation. Residential uses may be permitted conditionally in implementing zoning districts. Portions of Central Brisbane and Parkside Area subareas are designated NCRO in the 1994 General Plan.

Subregional/Commercial/Retail/Office (SCRO) designates a subarea devoted to subregional retail uses, personal services, restaurants and offices. Public and semi-public facilities and educational institutions may be located under this designation. Commercial recreation, residential uses, warehouse and distribution facilities, research and development, and light industrial uses may be permitted conditionally in implementing zoning districts. The Guadalupe Hills and Southwest Bayshore subareas are designated SCRO. The Guadalupe Hills also has a Planned Development designation, that includes a Specific Plan requirement.

Sierra Point Commercial/Retail/Office (SPCRO) represents a subarea devoted to commercial enterprises, encompassing a wide range of uses, as outlined in the Development Agreement for Sierra Point. Such uses may include, but not be limited to, retail uses, personal services, medical, professional and administrative offices, corporate headquarters, hotels, conference centers and cultural facilities, commercial recreation, restaurants, and other uses of a commercial character. Public and semi-public facilities and educational institutions may be located under this designation.

Heavy Commercial (HC) provides for bulk sales, offices, meeting halls, vehicle storage and equipment maintenance. It also allows outside storage of vehicles and equipment. No materials storage, other than that associated with bulk sales and no processing of materials are permitted. Subareas designated Heavy Commercial are required to have an adopted specific plan to guide development in the area. The Beatty subarea is designated HC in the 1994 General Plan.

Figure LU - 1: Land Use Diagram



Residential

- Brisbane Acres Residential (0-2 DU/Acre) *R*
- Central Brisbane Residential (2.5-14 DU/Acre) *R*
- Central Brisbane Residential (15-30 DU/Acre) *R*

Mixed Use

- Neighborhood Commercial/Retail/Office *N C/R/O*
- Parkside Residential - Trade Commercial (20-28 DU/Acre)* *PR - TC*
- Subregional Commercial/Retail/Office *S C/R/O*

Planned Development

- Quarry Planned Development - Trade Commercial *PD - TC*
- Guadalupe Hills Planned Development - Subregional Commercial/Retail/Office *PD-S C/R/O*
- Baylands Planned Development - NonResidential *PD - NR*
- Baylands Planned Development - Residential Permitted *PD - RP*
- Northeast Ridge Planned Development - Residential** *NER - PD - R*
(Landmark: 5 DU/Acre, Viewpoint: 10 DU/Acre, Altamar: 15 DU/Acre)

Other

- Commercial Public Utilities *CPU*
- Public Facilities and Parks *PFP*
- Open Space *OS*
- Marsh/Lagoon/Bayfront *M/L/B*

Commercial

- Sierra Point Commercial/Retail/Office *SP C/R/O*
- Trade Commercial *TC*
- Heavy Commercial *HC*

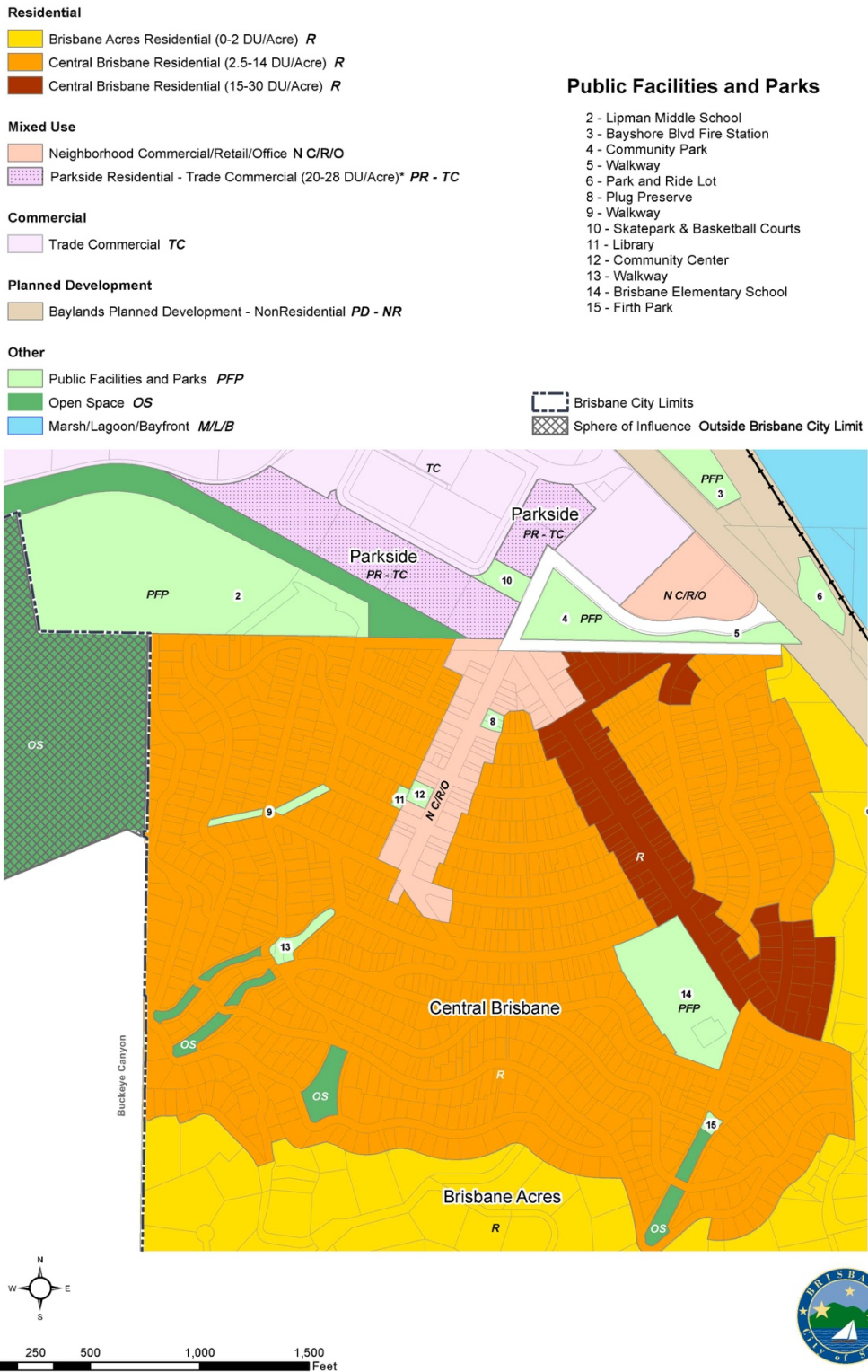
- Brisbane City Limits
- Sphere of Influence Outside Brisbane City Limit

* Parkside residential density is by Precise Plan, as an overlay district within Crocker Park.
 ** Northeast Ridge residential density is as established in the Planned Development Permit
 DU/Acre = Dwelling Units per Acre



September 5, 2019

Figure LU - 2: Detail Central Brisbane



Marsh/Lagoon/Bayfront (M/L/B) are aquatic areas designated by type.

The following subareas contain designated aquatic areas:

Northwest Bayshore: Marsh
 Baylands: Lagoon, Bayfront
 Beatty: Bayfront
 Sierra Point: Bayfront

Open Space (OS) designates properties that have been purchased, given or offered for dedication to a public agency for open space use or conservation purposes and are essentially unimproved by urban structures. The following subareas contain open space designations:

Central Brisbane: ~~Sierra Point~~, Costanos and Firth Canyons
 Northeast Ridge: Conserved Habitat
 Owl and Buckeye Canyons: Ecological Preserve
 Quarry: Conserved Habitat
 Southwest Bayshore: Remainder of the Bayshore Boulevard right-of-way

Planned Development (PD) designates subareas that are primarily vacant and that present unique development constraints. Subareas designated PD may be combined with other land use designations and/or site specific uses may be included in this Plan to guide the development of implementing zoning district regulations. Subareas designated PD require a specific plan and environmental impact report prior to any development of the property. A minimum of 25% of the surface land of any subarea designated Planned Development shall be in open space and/or open area.

There are three subareas designated PD:

Guadalupe Hills: Planned Development-Subregional Commercial/Retail/Office

This subarea was established in 2018. See the SCRO designation for more information regarding future land uses in this area.

The Baylands: Planned Development ~~Trade Commercial~~

The July 2018 amendment to the General Plan approved by the voters via passage of Measure JJ in November 2018 (Case GP-1-18) modified the General Plan by defining permitted uses and development intensities for the Baylands as noted below.

The Baylands subarea provides for a transit-oriented variety of residential, employment- and revenue-generating uses; natural resource management; and public and semi-public facilities. A range of 1,800-2,200 dwelling units (the upper range of which shall not exceed all units permitted under the State density bonus or other law providing for affordable housing), up to 6.5 million square feet of new commercial development, with an additional 500,000 square feet of hotel development is permitted. Non-residential development shall be distributed both to the west and to the east of the rail line. Residential uses shall be permitted only in the northwest quadrant of the site bounded by Bayshore Boulevard on the west, the City and County of San Francisco on the north, the Caltrain rail line on the east, and the line of Main Street (extended)

Factual update.

Factual update.

Incorporate GP-1-18 into the General Plan.

Incorporate GP-1-18 into the General Plan.

Factual update.

on the south as shown on the General Plan Land Use Diagram. Additional standards for the future development of the Baylands are described further in the Baylands subarea section of the General Plan.

~~The Quarry: Planned Development - Trade Commercial~~

~~The following alternatives were considered for the Quarry and reflect combinations of Open Space and urban land uses identified as desirable in voter surveys and at "Have Your Say Day":~~

Alternative I

~~Health Care Facilities~~

~~Educational Facilities~~

~~Open Space~~

Alternative II

~~Commercial Recreation~~

~~Open Space~~

Alternative III

~~Trade Commercial~~

~~Research & Development~~

~~Single Family Housing~~

~~Open Space~~

~~After consideration of available data, information in the General Plan EIR and public testimony, it was determined that t~~
 The following mix of uses would ~~guide the development of zoning district regulations~~ be considered under the *Planned Development-Trade Commercial* designation for the Quarry subarea:

- Open Space
- Long-term Health Care Facilities
- Educational Facilities
- Commercial Recreation
- Trade Commercial
- Research and Development

Factual updates.

~~and that s~~Single-family housing ~~should is not be included in any zoning district~~ due to safety and environmental sensitivities. The need to further examine the environmental characteristics of this subarea prior to the establishment of trade commercial uses is set forth in the following policy:

Policy LU.12 Require the highest level of environmental analysis of the Quarry subarea to disclose the characteristics of the land and its suitability to accommodate new uses.

Public Facilities and Parks (PFP) are outdoor spaces and buildings owned or leased by public agencies, including City parks, police and fire stations, schools and libraries. This designation does not include infrastructure.

The following subareas contain Public Facilities and Parks:

Sierra Point: Marina, Fishing Pier, Linear Park
 Central Brisbane: Brisbane Elementary School and grounds, Lipman Intermediate School and grounds, Firth Park, San Bruno Avenue Fire Station Site, Community Center, Library and Park, Bicentennial and other Walkways, Plug Preserve
 Parkside ~~Area~~: Community Park, skate park, basketball courts
 Northeast Ridge: School/ Park Site
 Baylands: Bayshore Boulevard Fire Station, Park and Ride Lot, Fisherman's Park

Residential (R) includes single- and multi-family areas and planned residential developments.

The subareas designated residential and the range of residential densities in the 1994 General Plan are:

Brisbane Acres:	0 - 2 units per acre
Central Brisbane:	2 1/2 - 14 units per acre and 15 - 30 units per acre
Northeast Ridge:	6.23 units per acre

~~For the Northeast Ridge, a planned residential development, the density represents an average of the 97 single family residential units, 214 condominiums and 268 townhouses approved on 93 acres. Also see Parkside Residential and Trade Commercial designation.~~

As discussed throughout this section there are several other subareas not formally designated residential which allow for residential uses. The Baylands subarea allows for a range of 1,800-2,200 residential units in the northwesterly corner of the subarea. The Parkside Residential and Trade Commercial (PRTC) subarea allows for a minimum of 228 residential units. Residential uses are also permitted in subareas designated NCRO and SCRO.

Commercial/Public Utilities (C/P-U) represents a mix of commercial and public utility uses. It includes uses such as utility substation facilities and associated warehouse, maintenance and office uses as well as private commercial uses.

Trade Commercial (TC) represents a mix of commercial uses including warehouses, distribution facilities, offices, retail uses, restaurants, commercial recreation, personal services, as well as light industrial, research and development, and uses of a similar character. Public and semi-public facilities and educational institutions may be located under this designation. Repair and maintenance services, such as auto body repair shops, may be conditionally permitted in the implementing zoning districts. In such districts, certain individual or groups of uses may predominate, thus distinguishing the districts one from the other. In the 1994 General Plan, Crocker Park, ~~Northeast Bayshore~~ and Southeast Bayshore are designated TC. Also see ~~Planned Development and~~ Parkside Residential and Trade Commercial designations.

~~Figure V-A illustrates the land use designations in the 1980 General Plan as amended in 1991 and Figure V-B illustrates the general location of existing land uses at the time of the preparation of the 1994 General Plan (see reference maps at the end of this chapter).~~

Parkside Residential and Trade Commercial (PRTC) includes single-family and multi-family residential developments and trade commercial uses, as allowed under the Trade Commercial

land use designation. For the Parkside Area subarea, the densities applied will result in a minimum of 228 dwelling units. Residential development in the Parkside Area is subject to compliance with the development standards and design guidelines established by the Parkside at Brisbane Village Precise Plan, adopted by the City Council in 2017.

The range of residential density for the Parkside Residential and Trade Commercial designation is ~~as follows:~~

~~Parkside Area: 20-28 units per acre.~~

Overview

~~The 1994 General Plan, as amended, reflects numerous changes several of the land use designations from the 1980 General Plan to be more comprehensive, and as well as more expressive of their intent, and to reflect changes in land use policy. In many instances the uses described in these designations remain essentially unchanged from the prior plan.~~

~~Comparing the land use designations in the 1980 General Plan as amended and the 1994 current General Plan, the following subareas experience no change in the following land use designations:~~

Brisbane Acres	Residential 0-2 units/acre
Central Brisbane	Residential 2 1/2-14 units/acre 15-30 units/acre
Owl and Buckeye Canyons	Open Space

~~Although new land use designations are given to the following subareas, these designations represent essentially no change in general use from the 1980 Plan:~~

Central Brisbane	Neighborhood Commercial/ Retail/Office, Open Space
Southeast Bayshore	Trade Commercial
Southwest Bayshore	Subregional Commercial/Retail/Office, Open Space
Northeast Bayshore	Trade Commercial
Beatty	Heavy Commercial, Bayfront
Sierra Point	Sierra Point/Commercial/Retail Office, Bayfront
Northeast Ridge	Residential: 6-23 units per acre

~~New land use designations and/or uses have been given to the following subareas:~~

All revisions on this page are factual updates.

Crocker Park	Trade Commercial
Northwest Bayshore (in 2018)	Commercial/Public Utilities
Guadalupe Hills (in 2018)	Planned Development—Subregional Commercial/Retail/Office, Marsh, Open Space (to be mapped at a later time)
The Baylands (in 2018)	Planned Development— Trade Commercial, Lagoon, Bayfront
The Quarry	Planned Development—Trade Commercial, Open Space
A new subarea established in 2017 for the Parkside Area subarea is designated for residential, trade commercial, neighborhood commercial/retail/office, and public facilities and parks uses:	
Parkside Area	Parkside Residential and Trade Commercial, Trade Commercial, Neighborhood Commercial/Retail/Office, Public Facilities and Parks

V.3 DENSITY AND INTENSITY STANDARDS

The Government Code requires that a General Plan include an indication of density and intensity of use for the land use designations in the Plan. The language of the Code reads:

GC 65302(a): The land use element shall include a statement of the standards of population density and building intensity recommended *for* the various districts and other territory covered by the plan.

These standards represent overall policy objectives that are implemented through the zoning district regulations. General Plan standards represent broad ranges, whereas zoning regulations establish specific development standards, such as height limits, setbacks, coverage and site area, that must fall within the General Plan range. After adoption of a General Plan, the zoning districts are reviewed and amended, as necessary, to bring them into consistency and best reflect the policy direction of the Plan.

Population Density

The populations that can be expected in an area on a predictable, daily basis for the land use designations in this Plan are represented in Table 5.1. For the residential designations in the General Plan, population is given in terms of number of residents and for nonresidential designations, by number of employees. The residential density is based on the number of housing units per acre and the average household size identified in the 1990 Census.⁽¹⁾ For non-residential land use designations, the number of employees per 1,000 square feet of floor area is used. These numbers represent common standards employed for economic analysis.⁽²⁾ Because the 1994 General Plan land use designations contain a range of uses, employee population density is expressed in ranges.

Building Intensity

The range of building intensity for the various residential land use designations in the 1994 General Plan is listed in Table 5.1. The intensity is expressed in terms of units per acre.

Building intensity for non-residential designations is expressed in a floor area ratio (FAR) formula. The formula relates the square footage within a building to the acreage upon which it sits. A floor area ratio is a very general indicator which must be further defined in zoning district regulations before any development can occur.

~~Based on the direction provided by Brisbane citizens through the community surveys described in Chapter 1, existing building intensity standards were retained for most of the subareas of the City. For all of the subareas, except the Baylands, Quarry and Guadalupe Hills, in Table 5 following, the floor area ratios represent what is permitted under the regulations and Development Agreements in place at the time of preparation of the 1994 General Plan.~~

The Baylands, Quarry and Guadalupe Hills Subareas are designated Planned Development because these subareas require extensive site investigation and planning before the most beneficial development patterns can be determined. The policies in Chapter XII require, for each of these subareas, a specific plan and environmental impact report before any development

can occur. Until these studies are completed and new information evaluated that can be used to refine the FAR standards, the FARs given in Table [5-1](#) represent standards that are comparable to those of subareas with similar uses and environmental constraints.

Specific plans for the Baylands shall distinguish between the areas north and south of the Bayshore Basin drainage channel as shown in Table [5-1](#) and further described below:

Policy LU.42: Development south of the Bayshore Basin drainage channel shall maintain a low profile, permitting low or mid-rise buildings, not to exceed six stories in height, in order to preserve the existing views of San Francisco and San Francisco Bay as seen from Central Brisbane, and to maximize the amount of landscape and open space or open area in this portion of the subarea.

It should be noted that the intent of the FARs given for the Baylands in Table [5-1](#) is to accommodate diversity in the height and intensity of structures in order to encourage interesting, flexible and variable development. In no event shall the FARs shown in Table [5-1](#) be interpreted as permitting the maximum intensities to be established throughout the subarea. The City will expect specific plans to emphasize intensities well below those figures. See Program [330b](#) [BL.4.b](#) for further direction addressing the design of buildings and building groups in the Baylands.

~~LAND USE ALTERNATIVES~~

~~A number of land use alternatives were considered in choosing the land use designations shown in Map I, the 1994 General Plan land use map for each of the 13 ¹²subareas that comprise the planning area for the City's General Plan. These alternatives, which were the subject of environmental analysis in the General Plan EIR, were established by means of the following process:~~

~~The range of land use alternatives of interest to the community were identified by means of a series of communications with Brisbane voters and businesses through public participation in surveys and workshops. Perspectives on appropriate land uses were obtained first through a mail survey of registered voters that took place in April 1992 and then at "Have Your Say Day" in May 1992. For several subareas, where consensus on land use was not clear from the information already received, an interview survey administered in February 1993 provided the opportunity to ask each respondent for an opinion on a number of land use options. For each potential use, the respondent was asked to indicate whether he/she would "tend to support" or "tend to oppose" it and to identify the uses that would be the first and second priority for these lands. The data from the interviews, mail surveys and workshop records were then used to establish the land use alternatives to be analyzed for environmental impacts according to the following methodology: All land uses supported by 60% or more of the respondents to the voter interview survey were included in Alternative ; all land uses supported by 50-60% of the respondents to the voter survey were included in Alternative 11; and all land uses supported by 40-50% of the respondents to the voter survey, and for which substantial interest was exhibited in the mail survey and at "Have Your Say Day," were included in Alternative III. When any major land use contained diverse components, these were identified in the respective alternative.~~

~~Table 4 illustrates the range of alternatives by subarea that were considered by the City. Subareas that were already developed or where conditions have remained essentially unchanged have retained land use designations and uses that are the same as or similar to those in the prior General Plan.~~

~~For four subareas a broad range of alternatives were considered.~~

~~Crocker Park~~

~~The 1980 General Plan land use designation for this subarea was Industrial. Specific policies were not established and the types of uses anticipated under an Industrial designation were not identified in the Plan, but references are made in the text to "light industrial" and "warehousing and distribution centers." The assumption was that light industrial uses would be generally beneficial and provide revenues to the City.~~

~~Crocker Park was annexed to the City in July 1983 and proved to be a generator of revenues. However, the source is sales tax rather than property tax and is commonly associated with a distribution point as a "point of sale" rather than resulting from a manufacturing activity.~~

~~The Background Report on Crocker Park (LEA-3) identified the following types of land uses operating within the Park in March 1992: 38% warehousing, storage, transportation,~~

~~distribution; 20% contractors, construction trades, repair and maintenance services; 14% professional, administrative, headquarters offices; 10% manufacturing.~~

~~Both the business and voter surveys conducted in preparation for the General Plan update identified an interest in a greater mix of uses in Crocker Park than currently exists, especially uses that could provide services to the residents and businesses in Brisbane, including retail sales, personal services, factory outlets, restaurants and health clubs. Although there are structures on all but one of the parcels in Crocker Park, the alternatives analysis focused on encouraging a mixture that includes a greater number of retail, commercial, and manufacturing uses in the subarea.~~

~~The new land use designation for the district, *Trade Commercial*, provides for a greater mix of uses, especially retail uses, restaurants, commercial recreation and personal services. Manufacturing and research and development uses, which have the potential to generate industrial impacts in terms of noise and hazardous materials, could be permitted in the zoning district as conditional uses.~~

~~Northwest Bayshore~~

~~The Northwest Bayshore subarea is composed of several large parcels. Four were designated Commercial/Retail/Office in the 1980 General Plan. The fifth parcel, which contains a PG&E substation, was designated Industrial. Portions of each of these parcels fall within the jurisdiction of the San Bruno Mountain Area Habitat Conservation Plan.~~

~~There was not much policy direction for the Northwest Bayshore subarea in the 1980 General Plan. Under the general heading "Industrial and Commercial," policy #3 referred to the area as follows: "Undeveloped lands west of the Southern Pacific Switch yard (Franciscan Heights) should be developed for retail and office uses." In the subarea descriptions the land was called "Northwest Industrial" and was included with the Southern Pacific Railroad yards. The text raised an issue of "the possibility of establishing a non-contiguous residential neighborhood away from Central Brisbane" in terms of "creating new and extended service requirements and in changing the traditional pattern of a compact, contiguous residential community." It also stated that public sentiment at that time favored a "revenue-producing development."~~

~~The parcel at the corner of Bayshore Boulevard and Guadalupe Canyon Parkway was considered as a part of the Northeast Ridge Development application. Under the 1982 Specific Plan, the following uses were given as permitted there: professional offices, restaurants, coffee shops, financial services, health or fitness clubs or spas and special dwelling groups, such as senior citizen housing.~~

~~The alternatives considered for this largely vacant subarea were based on the following combinations of open space and specific urban land uses, which were identified as desirable by voters in recent surveys (open space in all alternatives would consist primarily, but not exclusively, of lands under the jurisdiction of the Habitat Conservation Plan):~~

~~Alternative I~~

~~*Retail Commercial*~~

~~*Restaurants*~~

~~*Marsh/Open Space*~~

Alternative II

*Commercial Recreation (includes riding stables)
Single-Family Housing
Marsh/Open Space*

Alternative III

*Research & Development/Storage & Distribution
Marsh/Open Space*

~~After consideration of available data, information in the General Plan EIR and public testimony, it was determined that all the uses considered in the alternatives would be retained for this subarea under the *Planned Development–Subregional Commercial/Retail/Office* land use designation, except that residential uses would only be appropriate as a component of a mixed-use project, when combined with or accessory to retail, office or other non-residential uses.~~

The Baylands

~~The 1994 General Plan designated the Baylands as Planned Development–Trade Commercial to eliminate the prior designation of the site as Industrial.~~

~~The 1980 General Plan was amended in May 1991 to remove the land use designation Industrial from this subarea. The Industrial designation was a major factor in the largely vacant Baylands becoming a targeted location for hazardous waste collection and treatment facilities in the County Hazardous Waste Management Plan. The Baylands Amendment established a Commercial Mixed-Use land use designation for the subarea and listed the The the following uses were identified as potentially appropriate if approved following a specific plan and environmental analysis: retail sales, offices, residential uses, bulk sales, open space, recreational facilities, statuary, public and quasi-public facilities, services and utilities, commercial services, hotels, research and development, and educational institutions. The 1994 Plan did not establish density/intensity standards for future development but instead specified that the future specific plans would establish these parameters based on an environmental review that defined holding capacity in regard to a number of factors~~

~~The density/intensity of the area was represented in terms of the maximum impact of a combination of factors, including trip generation, water use, wastewater generation and stormwater flow. However, since the actual holding capacity of the land was unknown, a specific plan and environmental review was required before any development project could be considered.~~

~~Under all the alternatives considered for the largely vacant Baylands subareasubarea as part of the 1994 General Plan, the existing Commercial Mixed-Use designation was renamed *Planned Development–Trade Commercial* and various mixtures of specific uses identified in recent voter and business surveys were considered. The following alternative land use scenarios were considered for future development of the Baylands:~~

Alternative I

*Small Stores & Shops
Offices
Bulk Sales*

~~Lagoon/Bayfront Recreational Facilities
(no golf course)
Statuary
Public & Semi-Public Facilities
Commercial Services
Educational Institutions
like—UCSF
administrative offices
research laboratories
supply storage & distribution
medical treatment facilities
bookstores
Biotechnology Center
high-tech. manufacturing
Restaurants~~

Alternative II
~~Medium-Size Shopping Center
Offices
Bulk Sales
Lagoon/Bayfront Recreational Facilities
golf course
Statuary
Public & Semi-Public Facilities
Commercial Services
Hotels/Resorts
Research & Development
Educational Institutions
like—UCSF
administrative offices
research laboratories
supply storage & distribution
medical treatment facilities
bookstores
Biotechnology Center
high-tech. manufacturing
Restaurants~~

Alternative III
~~Major Shopping Center
Offices
Bulk Sales
Lagoon/Bayfront
Recreational Facilities
golf course
Statuary
Public & Semi-Public Facilities
Commercial Services
Hotels/Resorts
Research & Development
Educational Institutions~~

~~like—UCSF
administrative offices
research laboratories
supply storage & distribution
medical treatment facilities
bookstores
Biotechnology Center
high-tech manufacturing
Restaurants~~

~~After consideration of available data, information in the General Plan EIR and public testimony, it was determined that all uses considered in the alternatives would be retained under the Planned Development-Trade Commercial land use designation and that the uses would be further refined as the zoning districts are formulated and specific plans are submitted for the Baylands.~~

~~Leaving alternatives for further analysis does not mean approval at this time or in the future. Much more extensive analysis and environmental review will be undertaken before any specific uses are even considered for approval or disapproval. All of that will be conducted in conjunction with an open and public process.~~

~~The Quarry~~

~~The 1980 General Plan did not provide policies for the Quarry except in regard to rerouting truck traffic away from Old County Road. The 1980 General Plan map included just a part of the Quarry lands, which was designated as Open Space with adjacent Owl and Buckeye Canyons. In 1990, American Rock and Asphalt entered into a Quarry Property Agreement with the City that provided for the Quarry to file a series of development applications, including one for annexation to the City, that would, if approved, result in the development of some urban use and some dedication of Open Space after the cessation of quarrying activities. The County of San Mateo is currently considering applications for a new mining permit and reclamation plan for the property. An EIR is underway for that project. Another EIR will be necessary in conjunction with applications made to the City.~~

~~The Quarry Property Agreement proposes a future use on the site similar to an extension of Crocker Park and the dedication of the unmined lands as Open Space. A substantial amount of environmental review will be necessary in conjunction with the evaluation of the applications filed under the Quarry Property Agreement. In addition, based on the decrease in the level of quarrying activity in recent months, it does not seem likely that during the ten year planning period the active quarry site will reach the configuration required prior to the development of urban uses. In light of the foregoing, it should be emphasized that the General Plan land use alternatives are broad general designations.~~

~~The following alternatives were considered for the Quarry and reflect combinations of Open Space and urban land uses identified as desirable in voter surveys and at "Have Your Say Day":~~

Alternative I~~Health Care Facilities~~~~Educational Facilities~~~~Open Space~~Alternative II~~Commercial Recreation~~~~Open Space~~Alternative III~~Trade Commercial~~~~Research & Development~~~~Single Family Housing~~~~Open Space~~

~~After consideration of available data, information in the General Plan EIR and public testimony, it was determined that the following mix of uses would guide the development of zoning district regulations under the Planned Development-Trade Commercial designation for the Quarry subarea:~~

~~Open Space~~~~Long-term Health Care Facilities~~~~Educational Facilities~~~~Commercial Recreation~~~~Trade Commercial~~~~Research and Development~~

~~and that single family housing should not be included in any zoning district due to safety and environmental sensitivities. The need to further examine the environmental characteristics of this subarea prior to the establishment of trade commercial uses is set forth in the following policy:~~

~~Policy LU.2—Require the highest level of environmental analysis of the Quarry subarea to disclose the characteristics of the land and its suitability to accommodate new uses.~~

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Factual update.

TABLE 4
~~LAND USE DESIGNATIONS—ALTERNATIVES CONSIDERED BY SUBAREA~~

SUBAREA	1980 GENERAL PLAN AS AMENDED	1994 PLAN ALTERNATIVE I	1994 PLAN ALTERNATIVE II	1994 PLAN ALTERNATIVE III
1. Sierra Point	Commercial/Retail/Office Open Space	Sierra Point Commercial/Retail/Office Bayfront	Sierra Point Commercial/Retail/Office Bayfront	Sierra Point Commercial/Retail/Office Bayfront
2. Southeast Bayshore	Industrial	Trade Commercial	Trade Commercial	Trade Commercial
3. Southwest Bayshore	Commercial/Retail/Office	Subregional Commercial/Retail/Office Open Space	Subregional Commercial/Retail/Office Open Space	Subregional Commercial/Retail/Office Open Space
4. Brisbane Acres	Residential 0-2 du/acre	Residential 0-2 du/acre	Residential 0-2 du/acre	Residential 0-2 du/acre
5. Central Brisbane	Residential 2-1/2-14 & 15-30 du/acre Commercial/Retail/Office	Residential 2-1/2-14 & 15-30 du/acre Neighborhood Commercial/Retail/Office Open Space	Residential 2-1/2-14 & 15-30 du/acre Neighborhood Commercial/Retail/Office Open Space	Residential 2-1/2-14 & 15-30 du/acre Neighborhood Commercial/Retail/Office Open Space
6. Owl and Buckeye	Open Space	Open Space	Open Space	Open Space

TABLE 4: LAND USE DESIGNATIONS—ALTERNATIVES CONSIDERED BY SUBAREA
Page 2

7. Quarry	Open Space	Planned Development— Health Care Facilities Educational Facilities Open Space	Planned Development— Commercial Recreation Open Space	Planned Development— Trade Commercial Research and Development Single Family Housing Open Space
8. Crocker Park	Industrial	Trade Commercial	Trade Commercial	Trade Commercial
9. Northeast Ridge	Residential—0.5 du/acre	Residential 6.23 du/acre Open Space	Residential 6.23 du/acre Open Space	Residential 6.23 du/acre Open Space
10. Northwest Bayshore	Commercial/Retail/Office Industrial	Planned Development— Retail Commercial Restaurants Marsh/Open Space	Planned Development— Commercial Recreation Single-family housing Marsh/Open Space	Planned Development— Research & Development/ Storage & Distribution Marsh/Open Space
11. Northeast Bayshore	Industrial	Trade Commercial	Trade Commercial	Trade Commercial
12. Baylands	Mixed Use Commercial	Planned Development— Trade Commercial* Lagoon Bayfront	Planned Development— Trade Commercial* Lagoon Bayfront	Planned Development— Trade Commercial* Lagoon Bayfront
13. Beatty	Heavy Commercial	Heavy Commercial Bayfront	Heavy Commercial Bayfront	Heavy Commercial Bayfront

* See page V-16 for detail of uses. TABLE 51

1994 GENERAL PLAN: LAND USE DESIGNATIONS AND DENSITY/INTENSITY BY SUBAREA

SUBAREA	LAND USE DESIGNATION	POPULATION DENSITY	NUMBER OF UNITS/ MAXIMUM FLOOR AREA RATIO	MINIMUM OPEN SPACE/ OPEN AREA
1. Sierra Point	Sierra Point Commercial/Retail/Office	1.66 - 3.22 E/1,000 1.65 per hotel room	4.8 FAR	Development Agreement
	Bayfront	0	0	100%
2. Southeast Bayshore	Trade Commercial	1.23 - 3.22 E/1,000	2.0 FAR	Per Zoning Requirements
3. Southwest Bayshore	Subregional Commercial/Retail/Office	1.66 - 3.22 E/1,000	2.8 FAR	Per Zoning Requirements
	Open Space	0	0	0
4. Brisbane Acres	Residential	0 - 4.48 ppa	0 - 2 units/acre	40% per HCP + per Zoning Requirements
5. Central Brisbane	Residential	5.6 - 31.36 ppa	2 1/2 - 14 units/acre	Per Zoning Requirements
		33.6 - 67.2 ppa	15 - 30 units/acre	Per Zoning Requirements
	Neighborhood Commercial/ Retail/Office	1.66 - 3.22 E/1,000	2.4 FAR	Per Zoning Requirements
	Open Space	0	0	100%

TABLE 51: 1994 GENERAL PLAN: LAND USE DESIGNATIONS AND DENSITY/INTENSITY BY SUBAREA
Page 2

6. Parkside Area	Parkside Residential and Trade Commercial, Trade Commercial, Neighborhood Commercial/Retail/Office, Public Facilities and Parks	44.8 – 62.72 ppa 1.23 – 3.22 E/1,000	20 - 28 units/acre 2.0- 2.4 FAR	Per Zoning Requirements
7. Owl and Buckeye Canyons	Open Space	0	0	100%
8. Quarry	Planned Development - Trade Commercial	1.23 - 3.22 E/1,000	2.0 FAR	25% minimum
	Open Space	0	0	100%
9. Crocker Park	Trade Commercial	1.23 - 3.22 E/1,000	2.0 FAR	Per Zoning Requirements
10. Guadalupe Hills	Planned Development - Subregional Commercial Retail / Office	1.66 - 3.22 E/1,000	2.8 FAR	Per Specific Plan ,25% minimum
	Marsh	0	0	100%
	Open Space	0	0	100%
11. Northeast Ridge	Residential	13.95 11.2 – 33.6 ppa	6.23 5 - 15 units/acre*	Per Development Plans
	Open Space	0	0	100%
12. Northwest Bayshore	Commercial/Public Utilities	1.66 - 3.22 E/1,000	2.8 FAR	Per Zoning Requirements
13. Northeast Bayshore	Trade Commercial	1.23 – 3.22 E/1,000	2.0 FAR	Per Zoning Requirements

TABLE 51: 1994 GENERAL PLAN: LAND USE DESIGNATIONS AND DENSITY/INTENSITY BY SUBAREA
Page 3

14-11. Baylands	Planned Development - Trade Commercial	<u>4,032-4,928 residents</u> 1.23 - 3.22 E/1,000	<u>1,800-2,200 dwelling units</u> <u>Increase of up to 6.5 million square feet of non-residential building area with an additional 500,000 square feet of hotel development</u> south of channel** 0-2.4 FAR north of channel** 0-4.8 FAR	25% minimum
	Bayfront	0	0	100%
	Lagoon	0	0	100%
15-12. Beatty	Heavy Commercial	0 - 1.23 E/1,000	0 - 1.0 FAR	Per Specific Plan
	Bayfront	0	0	100%

ppa = persons per gross acre

E/1,000 = employees per 1,000 s.f. of building floor area

* 97-125 single family, and 160-268 townhouses and 214 stacked flats approved by Resolution #89-63, Nov. 6, 1989 and built.

** See Policy 14-LU-12, page V-13.

*** Minimum open space/open area in Crocker Park is per zoning requirements, except the Technology Park north of Guadalupe Canyon Parkway is also part of the San Bruno Mountain Habitat Conservation Plan (HCP) and future site modifications are to be evaluated for consistency with the HCP.

V.4 LAND USE POLICIES

Question: What do you like most about living in Brisbane:

Respondent: "I like the "touch of country in the City" atmosphere. I like the naturalness of the canyons in which we live--seeing the beauty of the Mountain at all hours...The quietness of Brisbane, its peace, are beautiful. The community is close, vital and neighborly. Care and concern about the type of development, building codes and quality of life is important ... Let's uphold a strong standard, high quality of life."

General Plan Issues Questionnaire (GP-5)

The combination of land uses, topography, natural features, subdivision patterns, streets, buildings, landscape, open areas and open spaces makes up Brisbane's physical character. The following pages contain policies and programs pertaining to both the mix of land uses and the physical character of the community. Policies are grouped under six headings: General Principles, Bay and Mountain Setting, Nature and Character of Development, Open Space and Open Areas, Streets, and Subdivision Patterns.

General Principles

Policy LU.3 Establish a mix of land uses that best serves the needs of the community.

Program LU.3.a: When evaluating land uses, consider whether a use would result in adverse impacts on existing and proposed land uses nearby, and whether those impacts can be mitigated.

Policy LU.4 Integrate physical, social, environmental and financial elements of the community for the benefit of current and future residents.

Policy LU.5 Establish a mix of uses with a diversified economic base to maintain and increase tax revenues and contribute to the City's ability to provide services.

Policy LU.6 Adopt development standards which protect and enhance the quality of life in Brisbane.

Program LU.6a: When drafting development standards, consider preserving a sense of openness in the design of structures and sites and the access to sky and sunlight for both new construction and renovation projects.

Policy LU.7 Enhance communications and information sharing with adjacent jurisdictions at early stages of project development in order to address issues of mutual concern.

Bay and Mountain Setting

Policy LU.8 Acknowledge the mountain setting and the proximity to the Bay as central factors in forming the physical character of the City.

Program LU.8.a: In making land use decisions, consider the proximity of open space on San Bruno Mountain and public views of and access to the Bay as issues to be addressed.

Policy LU.9 Preserve the ridgelines and hilltops in their open state.

Program LU.9.a: Prohibit land use changes that would result in development that would break the natural ridgeline.

Program LU.9.b: Adopt hillside development standards that protect against ridgeline development through regulation of the siting of structures, location of access, landscape requirements and other pertinent factors.

Policy LU.10 Respect the topography of the Mountain in design and construction.

Program LU.10.a: In conjunction with land use development applications, encourage options that minimize grading and transformation of the landform and fit comfortably with the topography.

Policy LU.11 In the context of respecting private property rights, make every effort to preserve and enhance public views of the Mountain and the Bay.

Program LU.11.a: Identify and map vistas and view corridors of community-wide value to be preserved and enhanced.

Program LU.11.b: Consider amendments to the Zoning Ordinance to provide for site plan review to assure that identified vistas and public view corridors remain accessible for public enjoyment. The review should evaluate building placement, height and bulk.

Program LU.11.c: In reevaluating the tree protection ordinance and landscaping requirements, consider the trade-off between desirability of foliage versus the preservation of views and access to sunlight.

Nature and Character of Development

The diversity of structures in Brisbane is central to the existing physical character of the City. It is a reflection of a City that developed lot by lot, of many different hands building to meet individual needs over the years. It is in the nature of cities that structures are built, changed, demolished and rebuilt as the years go by, and that demographic changes, economic factors, safety standards and personal preference affect the size, scale and appearance of development, as well as building codes and zoning standards.

The following policies emphasize Brisbane's desire to retain and continue to encourage diversity and individual expression as changes occur in the built environment, while encouraging quality construction and the upgrading and on-going maintenance of existing structures.

Policy LU.12 Retain diversity of development and individual expression in residential and commercial development, especially in Central Brisbane.

Program LU.12.a: Review the R and C-2 District regulations to ascertain if amendments would help preserve the diversity of existing development.

Program LU.12.b: Consider amendments to the Zoning Ordinance to prohibit issuance of a building permit for a single family dwelling on a lot of record when the design is essentially the same as that on any immediately adjacent lot.

Policy LU.13 Respect Brisbane's vernacular architectural heritage.

Policy LU.14 Provide clear performance standards in the Municipal Code for the physical character of all land use developments on private property.

Program LU.14.a: Consider amendments to the Zoning Ordinance which contain clear and defined standards to protect creativity and diversity in design while addressing issues of height, scale, mass and articulation.

Program LU.14.b: Review existing height limits in existing land use districts to determine whether current regulations result in structures appropriate in height and scale to the physical character of the City.

Program LU.14.c: Review the residential parking requirements in the Zoning Ordinance to determine their effect on the height, mass and scale of structures and grading implications and whether amendments to the Code should be considered.

Program LU.14.d Establish height limits for new zoning districts, taking into consideration the geology and topography of the area, as well as impacts to adjacent uses.

Program LU.14.e: Establish clear and defined performance standards in the Zoning Ordinance for buildings and signs visible from the hillsides of Central Brisbane. Standards should address light and glare, the treatment of roofs and the screening of mechanical equipment.

Program LU.14.f: Consider amendments to the Zoning Ordinance to establish standards for protecting the character of the existing residential Central Brisbane subarea, including attention to scale, juxtapositions, views, natural topography and ecological protection.

Program LU.14.g: Amend the Zoning Ordinance to prohibit tall smokestacks and industrial towers.

Program LU.14.h: Amend the Zoning Ordinance to require that large parking lots be broken up by landscaped areas and parkway strips.

Policy LU.15 Encourage the maintenance and upgrading of structures and sites that have played important roles in the City's history.

Program LU.15.a: Provide courtesy inspections of historic structures and sites to advise owners of needed corrections and repairs.

Program LU.15.b: Provide information to owners of historic structures regarding State tax incentives for rehabilitation.

Program LU.15.c: Seek official designation of historical structures and sites and pursue all means of ensuring their permanent preservation.

Policy LU.16 Encourage the maintenance and upgrading of residential and nonresidential structures to improve safety and appearance.

Program LU.16.a: Prevent blight and deterioration by providing public information and enforcing health and safety codes.

Program LU.16.b: Seek funding sources, such as low-interest loans and grants for rehabilitation of existing structures, and encourage property owners to take advantage of such programs.

The physical character of the community is an essential part of the "glue" that holds the community together. Knowing neighbors and merchants, meeting residents as a part of daily business, and attending community events at regular locations all contribute to the sense of community and all are directly affected by the arrangement of the physical environment.

Policy LU.17 Encourage interaction and involvement among neighbors on a day-today basis and foster a sense of security in the community through the design and location of private development and public improvements.

Program LU.17.a: Establish the Central Brisbane subarea as the "town center" and the hub of civic activities.

Program LU.17.b: As outer areas develop, assure connections and compatibility with the existing community.

Policy LU.18 Locate and design commercial recreational facilities and services so as to encourage use by a broad spectrum of Brisbane residents and businesses.

Program LU.18.a: Consider access for vehicles, bicycles and pedestrians in conjunction with the siting of commercial services and recreational facilities.

Program LU.18.b: Require all commercial services and public facilities to ~~be~~ be accessible to persons with disabilities in accordance with State and Federal regulations.

Policy LU.19 Provide centrally located public facilities for public services and community events so as to maximize use by Brisbane residents and businesses.

Program LU.19.a: As a part of the City's Capital Improvement Planning, consider the need for and appropriate location of public facilities, such as a City Hall, Community Center, Recreation Center and Police Station.

Program LU.19.b: Improve the Old County Road site as a central gathering point for community events.

Program LU.19.c: Continue to maintain and upgrade the Community Center.

Program LU.19.d: In coordination with the School District, continue shared community use of District facilities

Program LU.19.e: Determine the best civic use for the Old Fire Station site on San Bruno Avenue.

Open Areas

The developed community consists of a pattern of built structures and open areas. Open areas are defined below:

Open areas are parcels of land or portions thereof, primarily in private ownership, that serve to soften the impacts of urban development and otherwise provide primarily green areas and a feeling of "openness" to the development pattern. Open areas include, but are not limited to, setbacks and easements that are landscaped or characterized by native vegetation, gardens and landscaped vegetation. Open areas might also include golf courses, private parks and recreation areas within private developments. An open area may consist of a combination of hardscape and

Factual update.

landscape, typical of plazas, sculpture gardens and gathering places. Streets, sidewalks, parking lots and similar improvements, although not covered by structures, do not qualify as open areas.

The policies in this section address only these open areas. (For the definition of Open Space see page 111 and for policies on Open Space and Aquatic Areas, refer to Chapter VII.) Table [5-12](#) provides examples of the various types of open areas that could be provided in accordance with General Plan policy. To the extent that the development pattern is governed by code requirements that establish parameters for design and placement of improvements, the provision of open areas stems directly from City regulations. Most requirements for open areas will be formulated as part of the zoning regulations. It should be noted that in this chapter, the policy for subareas designated Planned Development establishes a minimum of 25% of the surface land, not including aquatic areas, to be preserved as either open space or open areas.

The following policies and programs speak to the provision of open areas in Brisbane's development pattern and the intent to preserve a sense of openness and avoid the feeling of increasing density.

Policy LU.20 The establishment of open areas within private developments shall be utilized as a means of preserving unique environmental features on the site or avoiding the appearance of excessive bulk or concentration of structures.

Policy LU.21 Preserve open areas **with biological value and/or significant topographic characteristics** at the perimeter of the City ~~that~~ maintain Brisbane as separate and distinct from nearby communities.

Policy LU.22 Retain sufficient open areas between structures to meet safety requirements, protect privacy and provide opportunities for landscaping.

Program LU.22.a: Review the setback, lot coverage and landscape requirements in the Zoning Ordinance to assure adequate open areas in the development pattern.

Program LU.22.b: Adopt new zoning regulations, as necessary, with specific qualifying requirements for open areas and square footage and for percentage minimum standards for all development districts.

Program LU.22.c: In all multi-structure development proposals, consider the pattern of open areas as an integral part of the development concept.

Factual update.

Factual update.

TABLE 5.12

Typical Open Areas

beach	open natural areas
berry farms	outdoor employee break area
bird sanctuary	parcourse
bocci ball courts	parkway strips
botanical gardens	parks
community garden	petting zoos
firebreaks	picnic grounds
fish ponds	playgrounds
gardens	playing fields
golf course	plazas
grassy amphitheaters	sculpture gardens
horse corrals and open arenas	tea gardens
horseshoe courts	topiary
landscaped areas outside the setbacks	tot lots
landscaped creeks and streams	tree farms
landscaped paths, trails	unimproved steep slopes
landscaped patios	wading pools
landscaped setbacks	water elements
landscaped swimming pools	water fountains
large landscaped medians	wetland areas
native plant exhibition areas	wildlife areas
nursery yard	

Policy LU.23 Retain sufficient distances between development and designated open space and natural areas to enhance and respect the amenity and value of the resource.

Program LU.23.a: Establish minimum setback requirements from the Brisbane Lagoon, Levinson Marsh, and other designated aquatic areas consistent with good planning and conservation practices in consultation with the California Department of Fish and Game.

Policy LU.24 Combine the benefits of open areas with the establishment of safety buffers and conservation areas.

Program LU.24.a: Consider a setback requirement to achieve separation from areas of wildland fire hazard.

Program LU.24.b: Consider hillside development standards that retain steep slopes as open areas.

Policy LU.25 Respect the historic pattern of open areas in Central Brisbane and retain this character in conjunction with the rehabilitation of existing structures when consistent with good planning and safety practices.

Program LU.25.a: Review the Zoning Ordinance for opportunities to retain certain parking and setback nonconformities that contribute to the historic pattern of open areas in Central Brisbane.

Program LU.25.b: Review the parking and setback requirements in the Zoning Ordinance to ascertain how the requirements affect the pattern of open areas and whether amendments to the Code could provide more open areas and landscape along the street right-of-way.

Program LU.25.c: Underground utilities in conjunction with all new development.

Program LU.25.d: If economically feasible, underground utilities in conjunction with street reconstruction.

Policy LU.26 Keep open areas and opportunities for landscaping along arterial and collector streets by establishing setbacks from the right-of-way.

Program LU.26.a: Examine district regulations to ascertain whether amendments to the Code are necessary to provide adequate setbacks to establish open areas along the right-of-way.

Streets

Streets serve to bridge the various parts of the community. They are important both in their function and in their physical expression. In Brisbane, residential streets have a unique character based on their relationship to the topography and their historical development. Likewise, some streets serving non-residential areas still reflect their origins as early highways and haul roads.

In cities, with the passage of years, streets require repair and reconstruction as well as modification to meet current safety standards. As vacant lands develop, new streets may be constructed. The following policies address the desired physical character of both new and existing streets in Brisbane (see the chapters on Transportation and Circulation, and Community Health and Safety for additional policies on streets):

Policy LU.27 In conjunction with safety improvements to existing streets, retain the historic character of the City to the greatest extent feasible.

Program LU.27.a: If safety standards are met, retain and enhance unique features such as rock escarpments, retaining walls, "gateways" (such as the entry to Crocker Park) and historic, aged trees.

Policy LU.28 Design new streets to be attractive and comfortable for pedestrians and bicyclists, and to safely accommodate vehicular traffic. Street configuration, landscape and signage should all be considered as they contribute to community character.

Program LU.28.a: Require landscaping along all major arterial streets.

Program LU.28.b: Construct landscaped medians where appropriate in arterial streets.

Program LU.28.c: Use drought resistant, water-conserving non-invasive plant materials that reflect local character.

Program LU.28.d: Continue to implement a street tree planting and management program and improve it as appropriate.

Program LU.28.e: Improve the program for street and directional signs

Program LU.28.f: Prohibit new commercial billboard sites and seek to remove those currently in place.

Program LU.28.g: Provide standards in the Municipal Code to assure that abutting properties have adequate separation from travelways and protection from noise and other traffic impacts

Program LU.28.h: Consider funding methods, such as landscape assessment districts, to install and maintain improvements within rights-of-way.

Program LU.28.i: Work with appropriate State and County agencies, private organizations, service clubs and property owners to maintain an attractive appearance of major thoroughfares

Program LU.28.j: Encourage environmental groups, local service clubs, individuals and local businesses to "adopt a street" to support litter removal and encourage volunteer beautification projects along streets and remaining rights-of-way

Program LU.28.k: Discourage wind channelization when approving new streets.

Subdivision Pattern

Policy LU.29 Establish subdivision standards that acknowledge the constraints of topography and the ability to serve parcels with infrastructure to City standards.

Program LU.29.a: Develop a list with supporting documentation of these constraints, including fiscal, geophysical, ecological, etc.

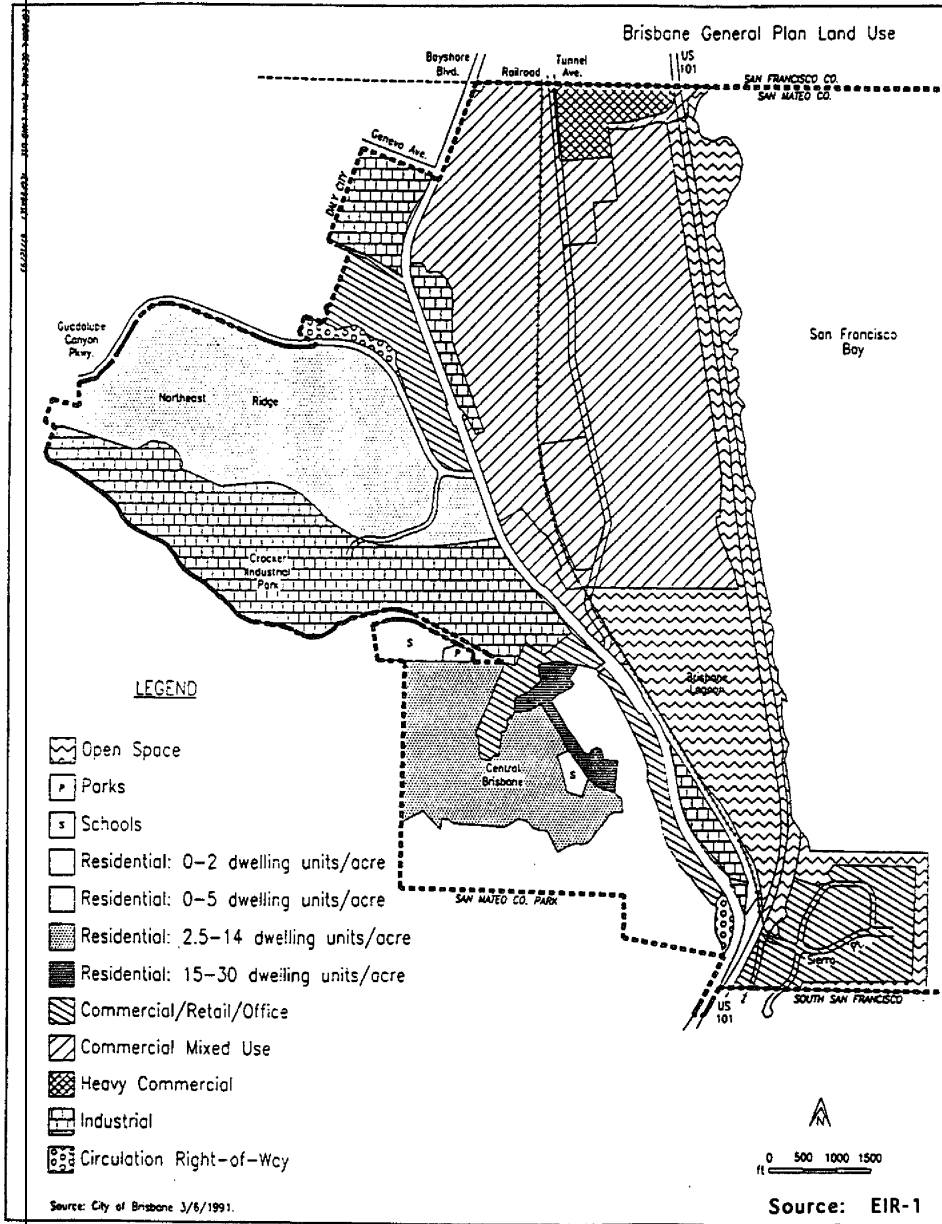
Policy LU.30 On an ongoing basis, bring unrecorded subdivisions into compliance with the Subdivision Map Act and City standards.

Program LU.30.a: Require that unrecorded lots be surveyed and a parcel map recorded before permitting new improvements to be constructed or existing improvements intensified on the property.

Factual update.

NOTE: FIGURE PROPOSED TO BE DELETED FROM GENERAL PLAN

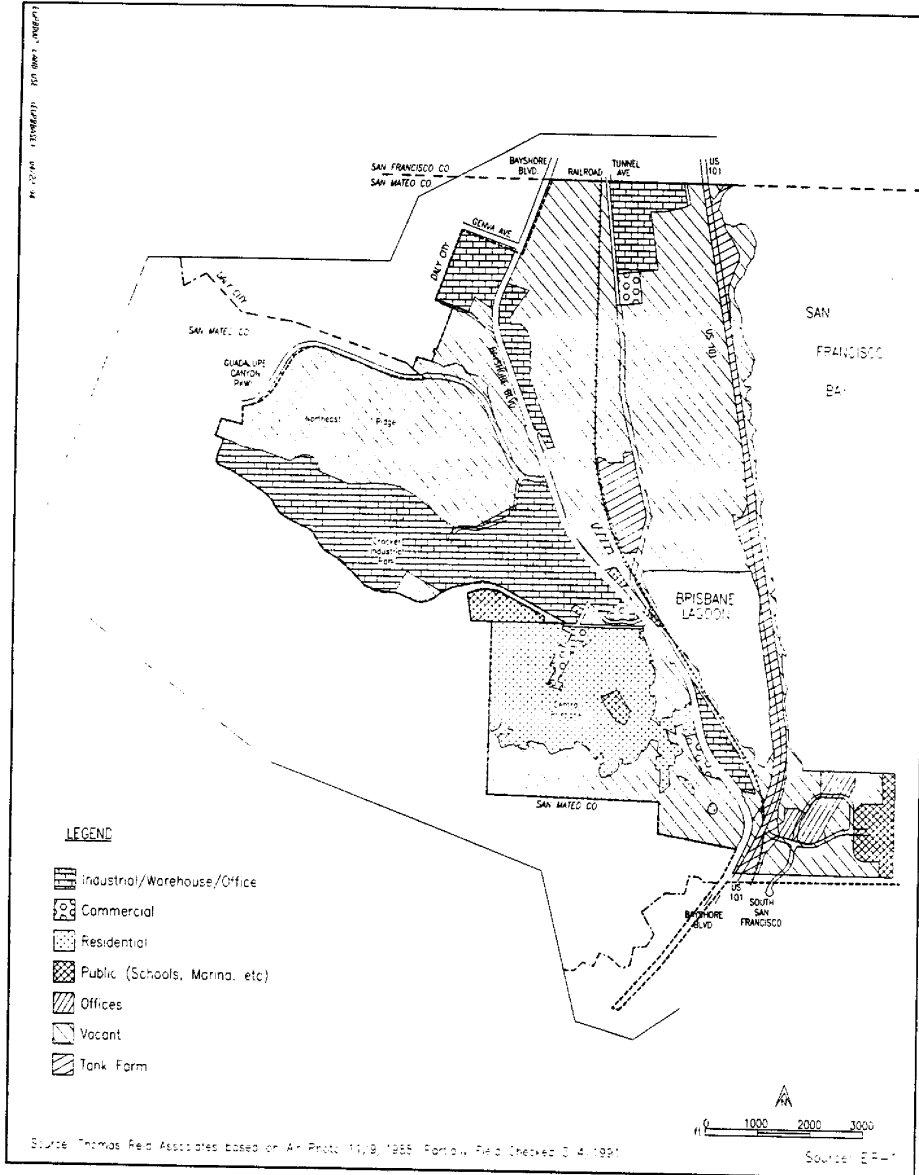
FIGURE V-A: LAND USE MAP - 1980 BRISBANE GENERAL PLAN, AS AMENDED



Factual update.

NOTE: FIGURE PROPOSED TO BE DELETED FROM GENERAL PLAN

FIGURE V-B - EXISTING LAND USES



FOOTNOTES

1. See Housing Element and background reports GP-2 and GP-3 for further detail.
2. See background report EC-2 for more information on employee density factors.

Adopted by City Council on September 17, 2015
Resolution 2015-38

CHAPTER VI CIRCULATION ELEMENT

GOALS:

Circulation

The City of Brisbane will be a place...

Where there is an established rational relationship between land use and circulation in place to guide the City into the future;

Where all users of the transportation network can travel safely and comfortably throughout Brisbane;

Where Complete Streets are integrated into the transportation network to provide for a balanced, connected, safe and convenient multi-modal network;

Where reliable public transit services are promoted and expanded, creating viable transportation alternatives to the automobile;

Where parking needs have been reasonably balanced to encourage walkable neighborhoods, economic vitality, safety and convenience; and

Where the transportation network serves the needs of residents as well as commercial and industrial businesses.

CIRCULATION

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CHAPTER VI

CIRCULATION ELEMENT

This circulation element addresses how the City of Brisbane will maintain, enhance and expand its circulation system to best meet the needs of its residents, business community, and visitors travelling to, from or through Brisbane.

Key considerations in Brisbane's circulation system planning are to recognize the land use context within the various areas of the City and the existing geographic or physical constraints in those areas, while at the same time recognizing opportunities for improvements and potential connections within the larger regional circulation network that will best serve the community. These considerations are reflected in Brisbane's circulation element goals, as detailed on the previous page, as well as through the policies and programs that follow.

In working to enhance both the local function of the circulation network and its regional connections, Brisbane will continue in its collaborative efforts with other local and regional agencies and will continue to seek various regional, state, and federal funding resources for projects which are of local and regional concern.

Brisbane's goals are consistent with the state and regional goals which are expressed through the Bay Area's Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments' (ABAG's), "Plan Bay Area" and the intent of the California Complete Streets Act of 2008 (AB 1358, Leno), codified in Sections 65040.2 and 65302 of the Government Code.

This element is organized as follows:

VI.1 Description of Circulation System

- Streets and Highways
- Transit Systems

VI.2 Traffic Flow, Convenience and Access

- ~~Level of Service~~ Roadway Performance
- North-South and East-West Corridors
- Street Standards

VI.3 Traffic Safety

- Local Residential Streets
- Arterial Streets
- Truck Routes
- Street Signage
- Improvements Funding

VI.4 Complete Streets

- Complete Streets Applicability and Design Standards
- Bicycles and Pedestrians
- Transit

VI.5 Transportation Management

VI.6 Parking

VI.7 Circulation and Land Use

VI.8 Green Streets

VI.9 ~~Other~~ Alternative Transportation Modes

VI.10 San Francisco-San Mateo Bi-County Transportation Study

Certain aspects of this element address broad policy issues while others are more detailed implementation programs. Given the technical nature of transportation issues, engineering analysis and judgment are integral to the implementation of the element. Where policies or programs refer to a City action, they may include tasks or decisions involving City Council and potentially multiple City departments, and/or professional engineering work under the responsible charge of the City Engineer. This is determined on a case-by-case basis, by the City, consistent with state law regulating the work to be done by qualified, licensed engineering professionals.

Figures C.1 and C.2 show the circulation system within the planning area, including the major thoroughfares as well as the local street network. Figure C.3 illustrates changes to the circulation system in the planning area.

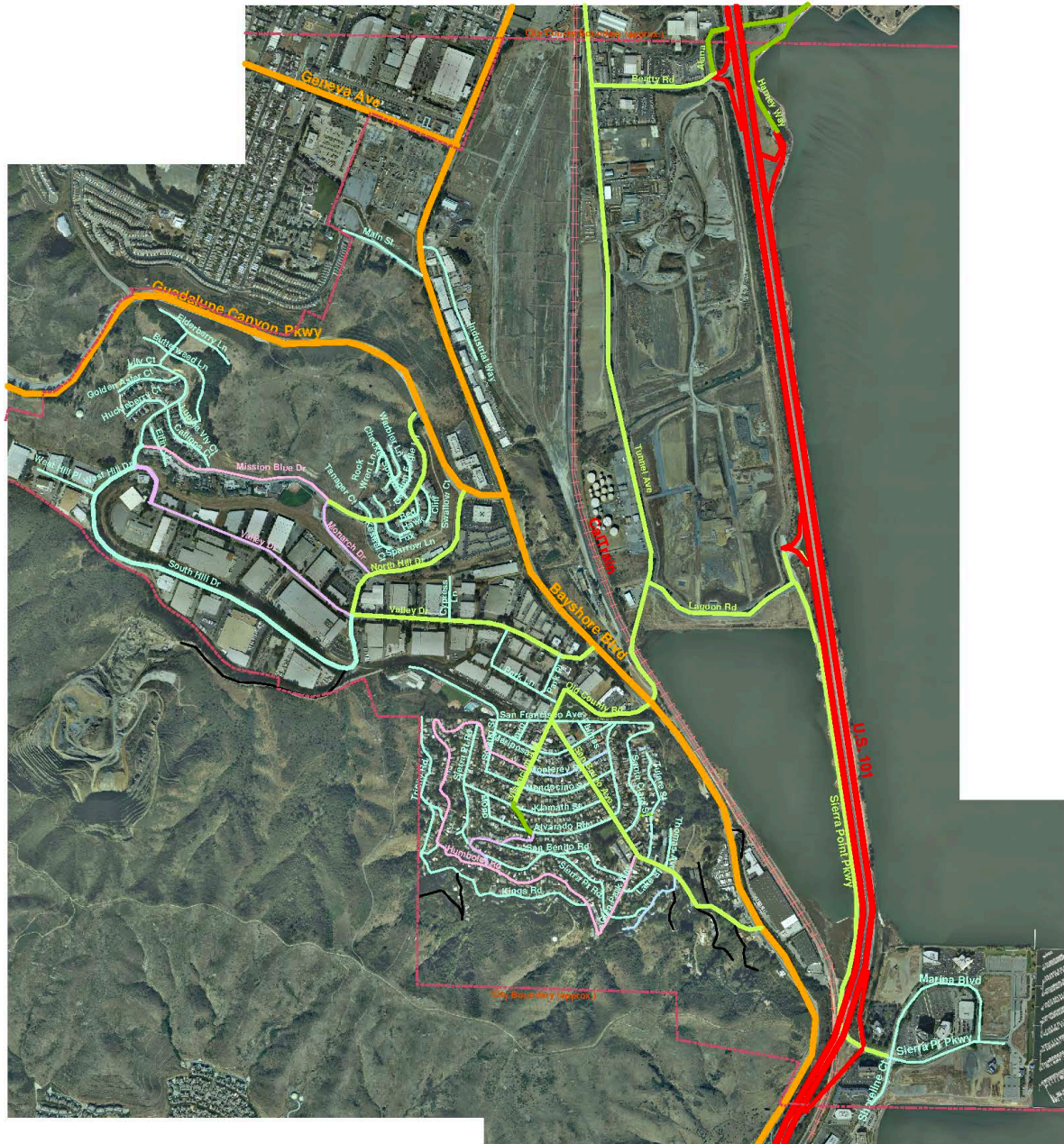
VI.1 DESCRIPTION OF CIRCULATION SYSTEM

VI.1.1 Streets and Highways

The San Francisco Bay and San Bruno Mountain are the major determinants of the geographic layout of the street and highway system serving the planning area, with Highway 101 and Bayshore Boulevard serving as the main transportation corridors to, ~~and~~ through and within the City. The following provides a brief outline of the major streets and highways. Streets or highways are assigned a functional classification, based on a hierarchy of the function, and which corresponds to vehicular travel movement capacity.

1. Regional Routes: Regional Routes are roadways and highways that cross county boundaries and/or carry large volumes of through traffic to and from locations outside of Brisbane that does not have a destination within the City other than the Bayshore Caltrain station. The need to distinguish mobility issues and policies along Regional Routes from issues and policies facing other roadways within the City is demonstrated by:

- Increased vehicular congestion that will occur within Brisbane along these routes due to the large amount of development being approved in cities to the north and south of Brisbane;
- Adoption of SB 743, which calls for balancing the need for infill residential, commercial, employment-generating, and mixed use development in proximity to transit and the need for reducing greenhouse gas and air pollutant emissions with the need for addressing vehicular traffic congestion;



- ▬ Freeway
- ▬ Principal Arterial
- ▬ Minor Arterial
- ▬ Major Collector
- ▬ Local
- ▬ Private



0 500 1,000 2,000 Feet

Figure C-1
Existing Street Classification

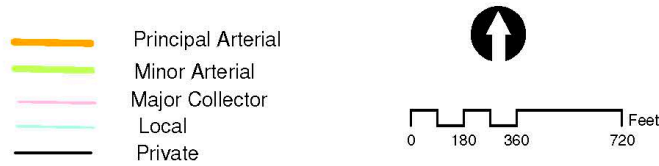
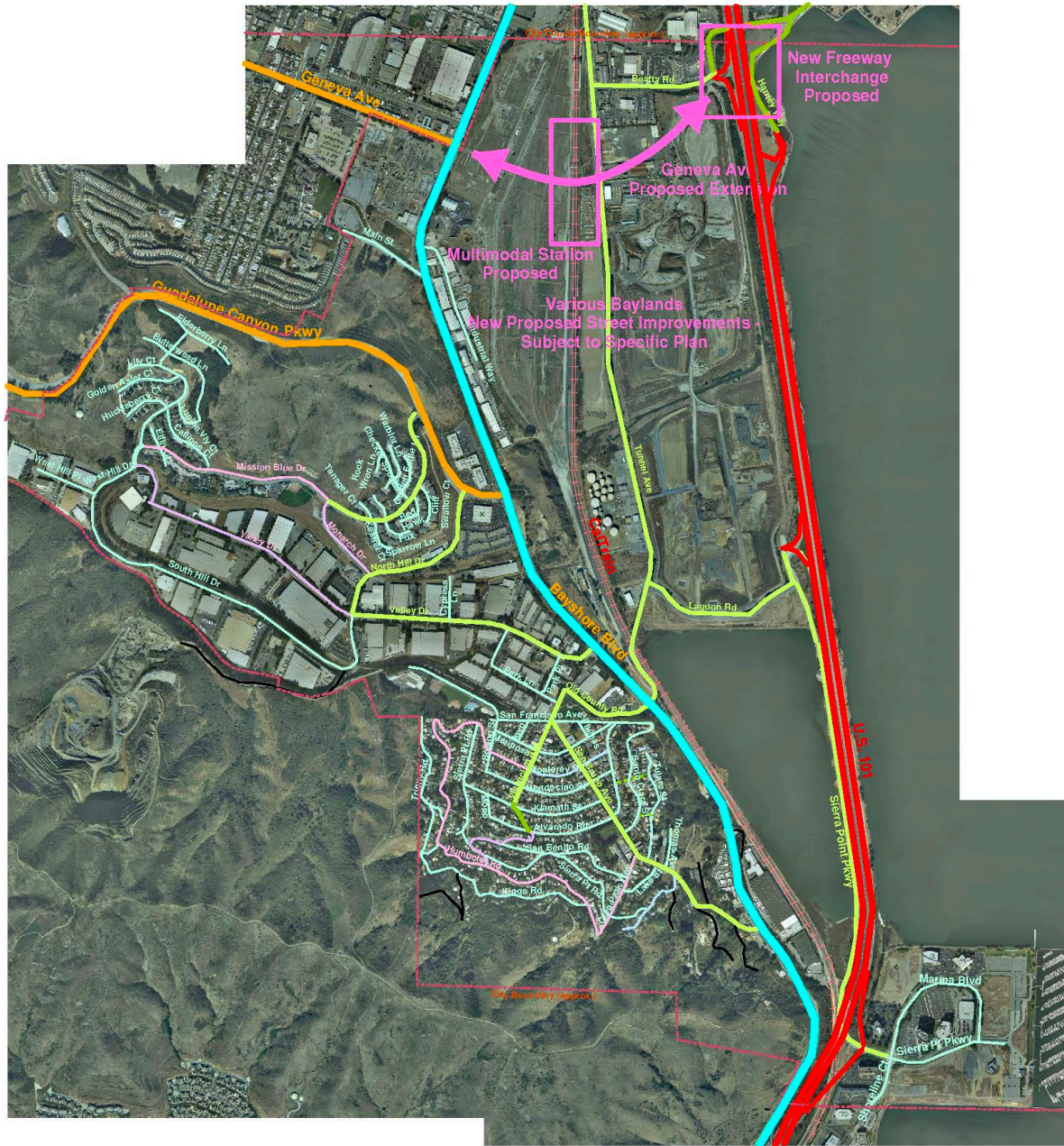


Figure C-2
Existing Street Classification
Central Brisbane Area



- Freeway
- Principal Arterial
- Minor Arterial
- Major Collector
- Local
- Private
- Regional Arterial



0 500 1,000 2,000 Feet

**Figure C-3
 Proposed
 Circulation Improvements**

- SB 743 CEQA Guidelines, approved in December 2018 that eliminate traffic congestion as a significant impact under CEQA;
- The US 101 freeway is owned, operated, and maintained by the State of California. Changes to the freeway and its interchanges are subject to review and approval by Caltrans. In practice, physical modifications to the freeway and its interchanges are more influenced by regional traffic patterns and regional organizations such as MTC and C/CAG than by local needs; and
- Limited capacity for widening of the 101 freeway and Bayshore Boulevard to accommodate vehicular traffic generated outside of the City, along with the limited ability of the City of Brisbane to make meaningful freeway improvements.

Two types of Regional Routes occur within Brisbane:

- a. Freeways or expressway: Freeways or expressways are limited access, high-speed travelways, which are included in the state and federal highway systems. They carry regional through traffic, and access is provided at interchanges, generally at intervals of one mile or greater. Brisbane has one freeway, U.S. Interstate Highway 101, along its eastern edge.
 - a.b. Regional Arterials: Regional Arterials are major streets, such as Bayshore Boulevard and the Geneva Avenue extension that serve regional functions and carry large volumes of traffic generated from outside of Brisbane that does not have a destination within the City.
2. Principal and minor arterials: Arterials are major streets that primarily serve through traffic and on a limited basis they may provide access to abutting properties. They are generally designed with 4 to 6 lanes and major intersections are usually signalized. Brisbane has both principal and minor arterials, with the minor arterials in Brisbane being only two lanes, except for the eastern portion of Valley Drive, which is four lanes.
 3. Major and Minor collectors: Collector streets connect arterial streets and local streets with reduced traffic volumes and generally narrower roadways than the arterials. They generally have two travel lanes, parking lanes, sidewalks, and street trees or planting strips.
 4. Local: Local streets provide access to individual abutting properties as their primary function. Local streets have no more than two travel lanes.

The street classifications within Brisbane are generally described as follows:

Regional Routes

U.S. Highway 101- Freeway/Expressway: The U.S. 101 freeway traverses the eastern edge of Brisbane and is the main corridor serving north-south traffic along the San Francisco Peninsula between the Santa Clara Valley and San Jose to the south and San Francisco to the north. Highway 101 on- and off-ramps within Brisbane are currently limited to those at Beatty Avenue/Harney Way and the north and south ends of Sierra Point Parkway.

Principal Arterials

Bayshore Boulevard: Bayshore Boulevard is a decommissioned State Highway and is now a City owned and maintained principal arterial roadway. ~~It effectively~~ Bayshore Boulevard serves as the City's primary north-south transportation spine ~~for the community~~, connecting Brisbane to San Francisco, Daly City, and South San Francisco. Together with its connecting minor arterial streets, Bayshore Boulevard also provides linkages to and from Highway 101. As a result, Bayshore Boulevard's performance affects all traffic access and circulation through the City.

Bayshore Boulevard functions primarily as a regional roadway through the City of Brisbane. Experience has shown peak hour congestion along Highway 101 causes traffic to be diverted from the freeway onto Bayshore Boulevard through the City of Brisbane as motorists attempt to avoid congested freeway traffic. Depending on the time of day and location, regional through traffic makes up 60 to 80 percent of traffic on Bayshore Boulevard. On a daily basis, only 10 to 15 percent of all trips on Bayshore Boulevard are generated from Brisbane's residential neighborhoods and 15 to 20 percent are generated by Brisbane's employment centers. The majority of traffic on Bayshore Boulevard within Brisbane is between San Francisco and cities to the south, with a smaller amount (approximately 15 percent of all trips) traveling between Daly City and the cities to the south.

A principal challenge for ~~Bayshore Boulevard~~ the City is maintaining vehicular mobility for Brisbane residents and businesses along Bayshore Boulevard. As large-scale developments occur in cities to the north and south of Brisbane, regional through traffic and congestion on Bayshore Boulevard is projected to increase. It is also important that Bayshore Boulevard provide ~~ing for~~ safe access and egress for sites located along its frontage while maintaining its ~~function as a principal arterial~~ ability to move vehicles through the City. Another ~~challenge has been~~ issue is providing for safe and comfortable access for bicyclists and pedestrians. In 2008 and 2011, bikeways were completed on both sides of Bayshore Boulevard, in part with funding obtained by the City through the California Transportation Development Act. These bikeways include 6 foot wide striped bike shoulders and rumble strips, which have enhanced their function within the regional bikeway network and have helped address bicycle access and safety.

Questions for the future remain regarding the function and design of Bayshore Boulevard ~~along its different sections~~ and how it ~~may be changed over time~~ to best address the way this roadway is being used by regional through traffic, while meeting the mobility needs of the local community, ~~while functioning as an arterial for traffic through, and in and out of the City.~~

Geneva Avenue: Geneva Avenue is currently an east-west arterial within the jurisdiction of Daly City with its current eastern terminus at Bayshore Boulevard, providing a link between Brisbane and Daly City. Upon development of the Baylands, an extension of Geneva Avenue will be constructed through the Baylands. The Geneva Avenue extension will serve as the primary east-west connection through the Baylands and as an important connection to Highway 101 for traffic generated within both Brisbane and Daly City. A new interchange for Geneva Avenue at Highway 101 would be constructed to replace the current Highway 101 on- and off-ramp interchange at Alana Way and Harney Way with a new more efficient interchange configuration known as the Candlestick Interchange.

Principal Arterials

Guadalupe Canyon Parkway & Geneva Avenue: Guadalupe Canyon Parkway and Geneva Avenue are is an east-west principal arterials, both with their-its eastern terminus at Bayshore Boulevard, providing links to Daly City.

Alana Way & Harney Way: Short segments of Alana Way and Harney Way are within Brisbane and serve as principal arterials connecting to Highway 101 from Beatty Ave. in Brisbane and Harney Way at Candlestick Point. Geneva Avenue borders the northwest corner of the City and is within the jurisdiction of Daly City. Upon development of the Baylands, an extension of Geneva Avenue will be constructed to serve as the east-west arterial through the new development and provide an important connection to Highway 101. This would replace the current Highway 101 on- and off-ramp interchange at Alana Way and Harney Way.

Minor Arterials

Visitacion and San Bruno Avenues connect with Old County Road in Central Brisbane and all three streets serve as minor arterials for this area. Old County Road becomes Tunnel Avenue as it crosses over Bayshore Boulevard, and connects with Beatty Avenue and Lagoon Way. Lagoon Way then connects with Sierra Point Parkway. All of these are classified as minor arterials. Similarly, Valley Drive (eastern portion), North Hill Drive and the eastern portion of Mission Blue Drive serve as minor arterials in the Crocker Park and Northeast Ridge subareas.

Tunnel Avenue provides an alternative to Bayshore Boulevard, while Sierra Point Parkway provides access/egress for the Sierra Point subarea. The Tunnel Avenue railroad overpass was replaced in 2007 to meet current seismic safety standards, to improve the geometry of the crossing, and to provide bike and pedestrian lanes. These improvements is recent accomplishment have s-added significantly to the viability of Tunnel Avenue as an alternative to Bayshore Boulevard. The remaining portions of Tunnel Avenue and its connecting streets will also be further improved upon development of the Baylands.

Lagoon Way serves as the east-west connection between Central Brisbane and access to southbound Highway 101, via Tunnel Avenue. Beatty Avenue likewise serves as a connection to and from the northeast corner of the City, from Tunnel Avenue to access to north and southbound Highway 101.

The challenge facing Brisbane for minor arterial streets is to evaluate these on a case-by-case basis relative to the goals, policies and programs, to define how they can be modified to enhance and provide alternative modes of transportation and to secure funding sources to implement improvements that are determined to be a priority by the City.

Major Collector Streets

Major collector streets include Humboldt Road, Glen Parkway, a portion of Monterey Street and a portion of Visitacion Avenue, which connect several local streets within the residential area of Central Brisbane. The western portions of both Valley Drive in Crocker Park and Mission Blue Drive in the Northeast Ridge are also classified as major collectors, as is Monarch Drive and the eastern portion of West Hill Drive, which connect Crocker Park and the Northeast Ridge subareas.

The challenges for the major collector streets are, as stated above for the minor arterials, to define how they can be modified to enhance and provide alternative modes of transportation and to secure funding sources to implement improvements.

Local Streets

Local streets serve most of the residential areas of Central Brisbane and the Northeast Ridge. While the Northeast Ridge is a recent development and the streets were built to meet modern standards, Central Brisbane's existing development pattern poses significant challenges in providing separation between vehicles, bicycles, and pedestrians, due to existing street widths and steep topography. These challenges increase from the lower Central Brisbane streets to the very steep and narrow upper streets. While separate travel lanes are limited along those streets, the roadway geometry necessitates low vehicle speeds on these shared roadways, thus mitigating some of the need for wider roadway sections.

VI.1.2 TRANSIT SYSTEMS

Brisbane is served by the following transit systems connecting to regional destinations:

- San Mateo County Transit District (SamTrans)
- Caltrain
- Local shuttle service

Currently in Brisbane, SamTrans runs bus routes along Bayshore Boulevard seven days a week, and the Bayshore Caltrain station is located at the northern border of the City. Both the bus line and train lines generally run north-south. Transfers to reach other destinations off these north-south lines generally involve long wait times and often there are disconnects between the different modes of transportation. For example, the Bayshore Caltrain station is approximately 1-½ miles from Central Brisbane, and the SamTrans bus line serving Central Brisbane currently does not connect to the Caltrain station. The stops between SamTrans and Caltrain at the north end of Brisbane are approximately ½-mile walking distance apart. Improvement of these connections and development of a multi-modal station at the northern end of Brisbane are proposed to be implemented as part of the Baylands development.

San Francisco's Muni Metro Light Rail System ~~was recently extended to~~ Bayshore Boulevard and Sunnydale Avenue near the northern border of Brisbane, ~~to the southern edge of San Francisco at Bayshore Boulevard and Sunnydale Avenue~~. Connectivity to a the multi-modal transit facility station is anticipated under the Baylands development.

Private and public commuter shuttles provide service to and from Brisbane's commercial areas of Sierra Point and Crocker Park and along Old County Road and San Bruno Avenue to regional transit connections and to the Daly City Bayshore neighborhood. While these shuttle services pick up some of the slack in the local transit system, significant improvements are needed on a regional basis to begin to meet the goals outlined in "Transportation 2030" and Brisbane's own General Plan. Shuttle scheduling information may be found on the websites www.commute.org and/or www.samtrans.org

VI. 2 TRAFFIC FLOW, CONVENIENCE AND ACCESS

VI.2.1 Roadway Performance LEVEL OF SERVICE

Historically, vehicular traffic congestion and roadway performance standards such as level of service (LOS) have been used in three different ways.

1. For roadway and freeway planning as part of a City's General Plan or a regional transportation plan to determine the number of lanes needed along roadways or freeways to accommodate anticipated traffic volumes consistent with the applicable LOS standard.
2. For roadway or freeway improvements undertaken by a public agency to determine when a roadway or freeway needs to be widened or when additional turn lanes or through lanes are needed at an intersection to meet the applicable LOS standard.
3. To analyze in a CEQA document how the traffic generated by a proposed development project would cause or increase congestion. At intersections where a proposed project would cause LOS standards to be exceeded, mitigation measures in the form of adding capacity at intersection(s), widening roadway(s), or providing signalization would then be required to mitigate the traffic impacts of the development project and thereby maintain applicable LOS standards.

Thus, the use of level of service standards has aimed at expanding the capacity of roadway and highway systems to accommodate projected increasing volumes of vehicular traffic.

In recent years, however, climate change has become a matter of critical concern as greenhouse gas (GHG) levels in the atmosphere have increased dramatically due to human activity with the transportation sector (including private automobiles) being one of the largest producers of GHG emissions. In California, targets for GHG emission reductions have been established and substantial regulatory efforts are underway to ensure that these reduction targets are met. Reducing the amount of automobile travel throughout the state is one of the major strategies being put forth to reduce GHG emissions.

Efforts by the California Air Resources Board, Metropolitan Transportation Commission, and the Bay Area Air Quality Management District to reduce transportation-related GHG emissions have brought the traditional use of LOS and congestion-related traffic analyses into question. Reducing traffic congestion and improving LOS has consistently been shown to promote or induce additional vehicle trips, thereby increasing the total amount of traffic and transportation-related GHG emissions.

Additionally, by prioritizing the movement of automotive vehicles over other modes travel, the use of LOS discourages use of alternative modes of transportation (transit/bicycles/walking) that reduce transportation-related GHG emissions. Many of the measures that improve LOS, such as wider roadways and additional turning lanes increase traffic volumes, making biking and walking less safe and less comfortable. In addition, reducing roadway and freeway congestion encourages automobile travel, making use of transit less desirable. The following policies reflect the City's desire to provide for a balanced, connected, safe and convenient multi-modal network, as expressed in the goals of this chapter of the General Plan.

Policy C.1 ~~Maintain a level of service on arterial streets~~ Design the City's roadway system that to allows emphasize mobility for Brisbane residents and businesses, accommodate bicycle and pedestrian in addition to vehicular movement, to and provide for comfortably and safely travel across town and within the community to gain access to shopping, employment, and recreation, as well as to transit and the Highway 101 freeway.

Program C.1.a Consult with Caltrans, the Metropolitan Transportation Commission, San Francisco Transportation Authority, San Mateo County Transportation Authority, C/CAG, and others to develop and fund programs including physical improvements, enhanced use of transit, and transportation demand management, to maximize the ability of the 101 freeway to accommodate regional through traffic.

Program C.1.b Develop multi-modal mobility plans for Bayshore Boulevard, the Geneva Avenue extension, and interchanges along the 101 freeway that address the effects of regional through traffic within Brisbane and enhances mobility for Brisbane residents and businesses through a combination of roadway and intersection, transit, bicycle, and pedestrian facility improvements that would not cause a substantial increase in vehicle miles travelled (VMT) on Bayshore Boulevard or other routes through the City. As part of this multi-modal mobility plan, evaluate (1) whether changes in design speeds along Bayshore Boulevard could improve mobility within the City; (2) the feasibility of shifting a portion of regional through traffic from Bayshore Boulevard onto other routes, such as Sierra Point Parkway by extending that roadway north to the 101 freeway interchange at Beatty Avenue, and (3) appropriate routing of trucks to and from the Crocker Park area.

Program C.1.c Prepare, adopt, and implement a mobility improvement fee program to fund the multi-modal improvements called for in the mobility plan for ~~Update the mitigation plan that identifies improvements to~~ Bayshore Boulevard and interchanges along the 101 freeway ~~other arterial streets to enhance efficiency and maintain an appropriate level of service.~~

Program C.1.d ~~Rather than undertake multiple traffic impact analyses to evaluate individual intersections along Bayshore Boulevard, Geneva Avenue, and at intersections along the 101 freeway, require new development projects that would generate 50 or more peak hour trips at any intersection along Bayshore Boulevard, Geneva Avenue, or at intersections along the 101 freeway to comply with the multi-modal mobility plan developed pursuant to Program C.1.c and either provide physical improvements consistent with the plan or pay established traffic impact fees as directed by the Public Works Director~~ Develop a program of traffic impact fees to fund the mitigations in accordance with the impacts of new and intensified development and in coordination with the San Mateo County Congestion Management Plan, as applicable. In developing an impact fee program, consider the impacts of any development proposal on all affected intersections and street segments in relation to the adopted level of service standards. Consider a traffic impact fee program for joint-benefit transportation projects in cooperation with adjacent cities.

Policy C.2 The level of service objective for all principal and minor arterial streets within the City ~~shall not be less than~~ is LOS "D." ~~except for the intersections on Bayshore~~

~~Boulevard at Old County Road and San Bruno Avenue, which shall not be less than LOS "C." The two intersections having LOS "C" shall not be degraded below that level as a result of increased impacts from other intersections within the City and such impacts shall be mitigated as necessary to maintain the LOS "C" standard at the identified intersections.~~

~~Program C.2a Require development projects that would generate 50 or more peak hour trips at an arterial street intersection to prepare a traffic impact analysis.~~

~~Program C.2.b In lieu of requiring individual development projects to prepare traffic impact analyses to evaluate intersections and require mitigation measures for impacts at intersections along principal and minor arterials streets, consider ~~D~~developing a program of traffic impact fees to fund multi-modal improvements and reduce automobile traffic generation the mitigations in accordance with the impacts of new and intensified development and in coordination with the San Mateo County Congestion Management Plan, as applicable.~~

Policy C.3 **Design turning movements and traffic signal timing at intersections so as to avoid the queuing of vehicles at intersection from backing up and adversely affecting operations at another intersection. Design turning movements and traffic signal timing at freeway interchanges cause queuing of vehicles from the intersection onto the freeway mainline.**

~~In developing an impact fee program, consider the impacts of any development proposal on all affected intersections and street segments in relation to the adopted level of service standards.~~

~~Consider a traffic impact fee program for joint-benefit transportation projects in cooperation with adjacent cities~~

VI.2.2 North-South and East-West Corridors

Policy C.34 **Plan for an additional east-west corridor to redirect non-destination traffic away from Bayshore Boulevard and to provide more direct access to Highway 101.**

~~Program C.34.a Establish-Pursue an extension of Geneva Avenue, connecting with the Candlestick Highway 101 Interchange that provides for bus rapid transit and connection to the Bayshore Caltrain station.~~

~~Program C.34.b Work closelyConsult with Caltrans in the design of the Candlestick Highway 101 Interchange to assure the best connection with the Geneva Avenue Extension.~~

~~Program C.34.c Require that all east-west corridor rail crossings are grade-separated (i.e., not at-grade) to the extent permitted by law.~~

Policy C.45 **Continue to upgrade north-south arterial and collector streets while providing the appropriate level of service.**

Program C.45.a Require the upgrade of Tunnel Avenue to current codes and safety standards.

Program C.4.b Study Bayshore Boulevard and, as feasible, respecting its classification as a principal arterial, implement traffic calming features, pedestrian amenities and landscape design elements.

Policy C.56 Investigate and pursue alternative means of access to and egress from Sierra Point and investigate additional emergency access alternatives.

Policy C.67 Investigate and pursue traffic calming features for Visitacion Avenue, Old County Road and San Bruno Avenue to provide for greater pedestrian comfort and safety at street crossings.

VI.2.1 Street Standards

Policy C.78 Implement established City street standards to provide for adequate traffic flow and safe ~~circulation for~~ **vehicular, bicycle, and pedestrian movement along** both existing and new streets.

Program C.78.a Consult with Caltrans in regard to street standards when a City street is a connector or ramp to a State route.

Policy C.89 For local residential streets in Central Brisbane, continue to require a minimum unobstructed street width of 20 feet, as required by the Uniform Fire Code.

Program C.89.a ~~Implement the adopted minimum width street standard in the Municipal Code, allowing for the granting of~~ Permit exceptions that meet the required findings set forth in the Municipal Code.

Policy C.910 The City Engineer shall consider the following factors during plan review as they apply to residential, residential hillside, and commercial streets:

- grade
- topography
- average lot frontage size
- number of lots and potential intensity of development
- maximum block length
- maximum length of cul-de-sac streets

- length of street in relation to number of units served
- turnarounds
- parking
- secondary access

Program C.910.a Continue to implement street development standards that establish requirements for right-of-way dedication, street width, length, turnarounds, and access to parcels.

Program C.910.b Continue to implement street engineering design and construction standards that establish requirements for horizontal alignment and vertical alignment, pavement and pavement crown, concrete curb, and structural section design.

Program C.910.c Continue to implement standards for sidewalks, bikeways, signalization, striping, and street lighting.

Policy C.110 Require designs for hillside streets to reflect the topography and to minimize grading and large retaining walls.

Program C.110.a Consider incorporation of small scale parking bays, rolled curbs, and other means of including parking and providing safe clearance on hillside streets.

VI. 3 TRAFFIC SAFETY

VI.3.1 Local Residential Streets

Policy C.124 Maintain and improve local residential streets to accommodate safe access for emergency vehicles and evacuation routes for residents.

Policy C.132 As a part of the budget and capital improvement planning process, consider opportunities to incorporate safety standards and/or widen hillside streets to current city adopted standards.

Policy C.143 Develop a prioritized program for improvements to existing substandard City streets to include such things as street widening, turnarounds and the feasibility of secondary emergency access, and improving on-street parking.

Program C.143.a Investigate the feasibility of undergrounding utilities to mitigate potential traffic hazards, such as downed lines in a fire.

Program C.143.b Consider opportunities and funding to enhance safety on steep streets.

Policy C.154 Post and actively enforce the 25-mile per hour (mph) maximum speed limit in Central Brisbane and 15 mph on identified street segments near the schools, and investigate creating speed limit zones lower than 25 mph in other areas of Central Brisbane where appropriate.

Policy C.165 Promote a public awareness campaign regarding speed limits.

VI.3.2—Arterial Streets

Policy C.176 Maintain traffic flow and continue to improve arterial streets to accommodate vehicular, bicycle, and pedestrian movement.

Program C.176.a Limit and control the number and location of driveways into arterial streets as needed to maintain mobility within the City. Encourage adjacent properties to develop common access. See also Program C.22.2 in Complete Streets section.

Program C.176.b Use landscaped medians and islands ~~whenever possible~~ to direct and channel traffic, where needed to provide for mobility for Brisbane residents and businesses, as well as to provide safe separation and visual respite.

VI.3.3—Truck Routes

Policy C.187 Maintain truck routes to avoid impacts on residential areas.

Program C.18.a. In conjunction with mobility planning for Bayshore Boulevard and the Geneva Avenue extension, undertake a review of appropriate truck routes within Brisbane, including truck routes to serve Crocker Park.

VI.3.5—Street Signage

Policy C.198 Provide adequate signage on all streets including street names on at least one corner of every intersection and advance warning signs for major entries.

VI.3.6—Improvements Funding

Policy C.2019 Identify and pursue funding sources to implement circulation improvements.

Program C.2019.a Encourage creation of assessment districts where appropriate, for needed circulation improvements.

Program C.2019.b Utilize gas tax, sales tax and other funding sources to implement circulation improvements.

VI.4 COMPLETE STREETS

The state legislature passed The California Complete Streets Act in 2008, which requires that jurisdictions plan for “Complete Streets” to address the needs of all users.

Brisbane’s roadway infrastructure has largely already been built, with the notable exception of the Baylands, ~~which will require the preparation and approval of a specific plan~~ ~~a development plan of which is undergoing review at the time of this update of the element.~~ This Complete Streets section focuses on completing existing streets to meet the needs of bicycles, pedestrians, and transit users. New streets will also be required to be consistent with the element and provide for Complete Streets, as appropriate to the context.

VI.4.1 Complete Streets Applicability and Design Standards

Policy C.210 The City shall provide for the development of Complete Streets consistent with Government Code Sections 65040.2 and 65302 and subsequent applicable Complete Streets legislation) to meet the needs of all users of “streets, roads and highways”. Such users include bicyclists, children, youth, families, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, seniors, and first responders.

Policy C.224 Integrate Complete Streets infrastructure and design features, such as sidewalks, bikeways and transit stops, into street design and construction to create safe and inviting environments for people to walk, bicycle and use public transportation.

Program C.224.a Review and where needed, update the City’s engineering design standards to implement Complete Streets infrastructure elements.

Program C.224.b Incorporate Complete Streets infrastructure elements into new streets, street retrofits and certain maintenance projects to encourage multiple modes of travel, as appropriate to the context and determined reasonable and practicable by the City. Depending on the context, these elements may include:

- Infrastructure that promotes a safe means of travel for all users along the public right-of-way, such as sidewalks, shared use of paths, bicycle lanes, and paved shoulders;
- Infrastructure that facilitates safe pedestrian crossings of the right of way, such as accessible curb ramps, crosswalks, refuge islands, and signals to meet the needs of children, people with disabilities and the elderly;

- *Street design features that promote safe and comfortable travel by pedestrians, bicyclists and users of public transportation, such as traffic calming features and physical buffers between vehicular traffic and other users;*
- *Inclusion of amenities that improve the comfort and addresses the safety needs of pedestrians and bicyclists, such as, but not limited to, signs, pavement markings, pedestrian-scale lighting, benches, seat walls, bike lockers and racks;*
- *Improvements to public transit and multi-modal connections, to enhance City-wide transit access and connections to regional destinations;*
- *Minimizing vehicular ingress and egress points on major arterials and consolidating private driveway entries to enhance bicycle, pedestrian and automobile safety along these arterials;*
- *Inclusion of street trees and other landscaping features, to enhance the appearance of the streetscape and to encourage pedestrian and bicycle use. Landscaping should use San Bruno Mountain native plants where feasible. In any case, plants should be non-invasive and drought resistant. (See also the Green Streets section of this element.)*
- *Balance on-street parking as appropriate to the context, to promote the Complete Streets Act goals and encourage economic vitality. (See also the Parking section of this element.)*

Program C.221.c Where possible, work with MTC to secure regional funding for Complete Streets projects.

Policy C.232 Seek to retrofit existing roadways to create Complete Streets.

Program C.232.a Identify roadways where retrofits may reasonably be accomplished in balance with existing and planned land uses, giving priority to arterial and collector streets and to projects that would provide greater connectivity between key areas of the City, such as, but not limited to, between the Northeast Ridge, Sierra Point and Central Brisbane.

Program C.232.b Identify roadways where Complete Streets retrofits may provide for enhanced place-making and contribute to the City's vitality.

Program C.232.c Seek regional, state, and/or federal funding sources to retrofit roadways to create Complete Streets.

Policy C.243 For new multifamily, mixed use or commercial development projects subject to discretionary review that would affect the public right-of-way, incorporate and implement Complete Streets elements at each stage of the development process as determined reasonable and practicable by the City.

Program C.243.a As part of the design review permit process, require documentation of how the routine accommodation of bicyclists and pedestrians will be satisfied.

Program C.243.b As part of the project design review process, ensure that the project objectives and purpose are consistent with current MTC directives on Complete Streets and Routine Accommodation.

VI.4.3 Bicycles and Pedestrians ~~AND BICYCLES~~

Bicycle and pedestrian travel ~~has~~ have become increasingly popular in recent years in the San Francisco Bay Area, where the weather is mild, and where there has been an increased accommodation of these modes into circulation networks throughout the region. These are typically modes used for recreation, school trips, and short- to moderate-distance commute trips. Since they are non-polluting, require relatively low cost facilities, and contribute to individual health, they are increasingly becoming valuable alternatives to automobiles and are critical components in the circulation network in contributing to sustainability. They are also critical modes for incorporation in the circulation network in providing a sense of place, especially within city centers.

Given the ties of pedestrian and bicycle access to land use, Brisbane's General Plan includes the policies and programs that follow in this section as well as companion policies and programs within the land use and subareas elements.

Brisbane is currently in the process of creating a bicycle and pedestrian master plan that would enhance its existing network of bikeways and walkways and where possible provide greater connectivity, or improve existing bikeways and walkways that are tied to the regional network.

Regional Connections

Policy C.254 Provide input to the City and County of San Francisco and San Mateo County in regional planning efforts to enhance and expand the regional bicycle and pedestrian networks, including, where appropriate, amendments to regional bicycle and pedestrian plans.

Policy C.265 Continue to connect Brisbane's bikeway and pedestrian system to the County and regional networks.

Program C.265.a Continue to apply for Transportation Development Act (TDA), successors to TDA, and other funding sources.

Safe Routes to School

Policy C.276 Work with the County Congestion Management Agency, C/CAG, and local schools to develop priorities and implement Safe Routes to School projects consistent with state and federal legislation.

Program C.276.a Continue to identify improvement projects and seek funding for Safe Routes to School infrastructure improvements.

Program C.276.b Continue non infrastructure-related activities that encourage walking and bicycling to school, through outreach on the City's website, informational articles in the local City news publications, communications through community leaders, partnering

with non-profit entities, promoting walk and bike to school days, and supporting partnerships with the schools to provide education directly to students and parents on the benefits of walking and bicycling to school.

Program C.276.c Develop and promote a traffic safety education program for the schools.

Program C.276.d Continue to provide a crossing guard program.

Bicycles

Policy C.287 Maximize bicycle access to all areas of the City, as practicable.

Program C.287.a Identify areas of the City where bikeways may be constructed, as both recreational and transportation amenities, with the aim of connecting all areas of the City with a network of bikeways.

Program C.287.b Design and install bikeways to meet best current engineering practices.

Policy C.298 Provide for the safety of bicyclists by dedicating bikeways where practicable, by installing appropriate signing and striping, and by maintaining the pavement.

Program C.298.a Install as many bikeways as can safely be accommodated and are economically feasible.

Policy C.3029 Require new development and redevelopment to plan for and construct bikeways and/or bicycle parking facilities, as determined reasonable and practicable by the City.

Policy C.310 All new arterial streets and any existing arterials that are improved should provide for bicycle transportation.

Program C.310.a As a part of the budget and Capital Improvement Program development, seek opportunities to upgrade existing bikeways and to install new bikeways.

Policy C.324 Provide or require bicycle parking facilities at major destination points.

Program C.324.a Include bicycle lockers in park-and-ride facilities.

Program C.324.b Encourage business and employment centers to provide bicycle-parking facilities for their employees.

Program C.324.c Design and install bicycle-parking facilities to meet best current engineering practices.

Policy C.332 Provide public information on bicycle transportation.

Program C.332.a Promote bicycle use through a public information program, at special events, and through City publications.

Program C.332.b Establish an educational program on safe bicycle use.

Program C.332.c Make bicycle network maps available.

Pedestrians

Policy C.343 Maximize safe pedestrian facilities and access to all areas of the City, as reasonable and feasible.

Program C.343.a Identify sidewalks, walkways, and trails throughout the City to improve with pedestrian amenities as funds are made available; and continue to apply for new grant funding.

Program C.343.b Consider opportunities to enhance and expand pedestrian access between Central Brisbane, the Caltrain station, Sierra Point Marina and other regional destinations and transit connections.

Program C.343.b As part of the budget and Capital Improvement Program preparation, seek funding to upgrade and expand the system of pedestrian sidewalks, walkways and trails, especially in conjunction with street improvement projects.

Program C.343.c For newly designed and constructed sidewalks, disallow automobile parking thereon; and for existing sidewalks adjacent to rolled or vertical curbs, encourage residents to park such that sidewalks are kept clear for pedestrians in accordance with the Americans with Disabilities Act (ADA) width standards.

Program C.343.d Where practicable and where funds are available, establish and improve mid-block and block-end, public right-of-way pedestrian paths, in order to provide direct off-street pedestrian access between the upper and lower parts of Central Brisbane.

Policy C.354 Require pedestrian amenities with new development and expansion of existing uses, as appropriate.

Program C.354.a Adopt standard requirements for sidewalk improvements along property frontages, taking into consideration constraints imposed by topography, and where sidewalks are not appropriate, consider in-lieu fees for new development for funding pedestrian amenities elsewhere in the City.

Policy C.354.b Consider accepting sidewalk improvements beyond the frontage of a development site as a means to help mitigate traffic and parking impacts.

Transit

Brisbane has limited transit service, provided by regional agencies. This includes San Mateo County Transit District (SamTrans), Caltrain, and local shuttle service.

Given the high cost to construct new, fixed, mass transit systems such as BART, Caltrain and even light rail, there is an emphasis in this element on seeking to develop improved facilities and connections and improving the service network on the peninsula, with greater Brisbane service. However, the Baylands

site includes the Bayshore Caltrain station and the opportunity exists to expand this facility into a multi-modal draft Specific Plan also includes plans for a multi-modal transit hub along the proposed extension of Geneva Avenue. This could potentially accommodate ~~would include~~ connections for Caltrain, SF Muni light rail, SamTrans, Bus Rapid Transit and various shuttles.

~~Transit options is are of~~ regional ~~issue concern~~ and Brisbane fully supports and is involved with the regional agencies to ~~promote and enhance transit~~ ~~address these concerns~~, as reflected in the policies and programs below.

Policy C.365 Seek opportunities to install and improve transit facilities, establish multi-modal connections and increase the service network.

Program C.365.a Continue active participation in the implementation of the San Mateo County-wide Transportation Plan to improve circulation systems, to develop alternatives to automobile dependence and to make transportation-sensitive land use decisions.

Program C.365.b Request more frequent scheduling of Caltrain stops at the Bayshore station as warranted by demand.

Program C.365.c Support, improve, and expand transit to serve the business and residential communities and provide connections to major transportation hubs.

Program C.365.d Cooperate with San Mateo County Transit District (SamTrans), and other appropriate agencies, to establish bus rapid transit (BRT) systems where practicable.

Program C.365.e Cooperate with and provide input to transit agencies to provide increased bus scheduling to a greater network of destinations (especially to regional destinations, such as work, shopping, entertainment centers and medical facilities).

Program C.365.f Cooperate with and provide input to transit agencies to provide more comprehensive transfer connections with other bus routes outside of Brisbane and with other transit systems, such as Caltrain and BART.

Program C.365.g Work with SamTrans to install improvements at existing bus stops and designated routes.

Program C.365.h Provide information to citizens on the availability of transit.

Program C.365.i Require new development that are subject to the City's transportation demand measures (TDM) ordinance to also incorporate measures that facilitate Complete Streets compliance measures, such as transit stops, shuttle stops, and bicycle facilities.

Policy C.376 Plan for park-and-ride facilities at the Caltrain Station and other major transit stops.

VI.5 TRANSPORTATION MANAGEMENT

Transportation management includes both transportation systems management (TSM) and transportation demand management (TDM). TSM is an approach to congestion mitigation that seeks to identify

improvements to enhance the capacity of existing systems through operational measures. TDM includes strategies and measures that influence travel behaviors to improve the use of transportation system resources and the mobility and access for users. The underlying aim is to reduce single-occupant vehicle trips by offering more and better choices. This is especially effective for large employers to provide such things as shuttle and carpooling services to employees, offering incentives for employees to take transit, and incorporating physical infrastructure features, such as bike storage and shower and locker facilities, in the construction of new buildings or improvements to existing buildings.

Policy C.387 Continue participation in the efforts of subregional and regional transportation agencies to manage transportation systems.

Program C.387.a Continue active participation in the Congestion Management Program.

Program C.387.b Continue active participation in the Peninsula Traffic Congestion Relief Alliance Joint Powers Authority (Commute.org), as a means to cooperatively encourage residents and employees to reduce demand on transportation infrastructure.

Program C.387.c Provide information to citizens, employers, and employees on the alternatives to the single-occupant commute vehicle and the benefits of using the alternatives.

Program C.387.d Provide local incentives for participation in Transportation System Management (TSM) and Transportation Demand Management (TDM) programs and continue to implement same.

Program C.387.e Require Transportation System Management and Transportation Demand Management measures to help mitigate the traffic and parking impacts of development projects.

VI.6 PARKING

The availability of parking in Brisbane varies by the area and time of day. Drivers seeking to park in some areas of Central Brisbane may experience difficulties due to narrow roads where street parking is limited by the width of the street, relatively high density of development, and in certain cases a high level of automobile ownership, or lack of available on-site parking. On the other hand, some of the commercial areas may be considered to have an over-abundance of parking, especially during off-peak times. Accordingly, the policies in the section are aimed at achieving the appropriate balance of parking, given the uses and the locations.

Included in this section is the continuation of minimum parking standards for new development throughout Brisbane, but also the establishment of maximum parking standards. This is intended to minimize paving to address stormwater runoff concerns, heat island effects, glare, and aesthetic concerns.

Policy C.398 Maintain as much on-street parking in residential Brisbane as can be accommodated safely.

Program C.398.a Periodically review residential parking requirements in the Zoning Ordinance, to maintain parking availability in Brisbane's residential districts and to ensure consistency with the latest adopted Housing Element.

Program C.398.b Seek means to encourage residents to use their garages for vehicles rather than other purposes.

Policy C.3940 Improve public parking opportunities in the Central Brisbane business district and other commercial areas, as appropriate.

Program C.3940.a Consider opportunities to add public parking to underserved areas and investigate establishing a public parking lot or lots.

Program C.3940.b Pursue, as feasible and needed, a downtown parking assessment district.

Policy C.410 Maintain an appropriate amount of off-street parking in commercial areas.

Program C.410.a Review the parking regulations for office, commercial and industrial uses and consider setting minimum and maximum parking standards where transit alternatives are readily available.

Policy C.421 Consider opportunities to add public parking to underserved areas and to provide parking/staging areas at public trailheads.

Policy C.432 Consider updates to the Brisbane Municipal Code to require parking lot solar canopies for energy generation and/or parking lot shade trees to reduce heat island effects on commercial development projects.

VI.7 CIRCULATION AND LAND USE

~~Land use and circulation are directly related on the local and regional level.~~

~~Brisbane will continue its work on a regional level to enhance the circulation system, especially as it relates to the Priority Development Area (PDA) of the Baylands and the planning of land uses there. State law recognizes that circulation and land use are closely related and requires that these two components of a City's General Plan be correlated. Through coordinated transportation and land use planning, the City will provide mobility Brisbane residents and businesses, including roadway capacity enhancements to accommodate traffic generated by planned future development within the City. Because the correlation of land use and transportation planning required by State law also encompasses considerations of energy efficiency and the need to reduce emissions of greenhouse gas and air pollutant emissions, the City's Circulation Element policies are also intended to support efficient land use patterns that facilitate convenient access to regional transit facilities as well as bicycle and pedestrian connectivity through the City.~~

The land use and circulation policies in this General Plan also focus on ways to reduce the negative effects of automobile traffic at the local level on the City's residents and businesses. In essence, the policies are aimed at:

- Providing for a mix of jobs, housing and commercial services in the City to reduce the number of trips Brisbane residents are required to make outside the community to obtain essential services.
- Providing for opportunities for pedestrians and bicyclists to reach all areas of the City and thus reduce dependence on the automobile for local trips.
- Generating a mix of uses to support transit facilities.
- Accommodating uses with differing peak hour trips, to minimize impacts on existing and new streets and highways.
- Linking the development capacity of vacant lands to potential for provision of local transportation and circulation, the provision of transit facilities and participation in transportation systems management programs.
- Assuring adequate and safe access to properties.

The following policies address the relationship between land use and circulation:

Policy C.443 Consider potential ~~traffic impacts~~effects on mobility and emergency evacuation in making land use decisions.

Policy C.454 For vacant subareas without existing infrastructure, require circulation plans and ~~traffic impact~~multi-modal transportation analyses to be submitted as a part of any development application.

Policy C.465 Consider ~~the impacts of transit~~ use and facilities ~~and as well as~~ Transportation Demand Management Programs in making land use decisions.

Policy C.476 Ensure legal access to properties in making land use decisions.

Program C.476a In reviewing building permit, subdivision and other development applications, distinguish whether the subject property has access from public streets, private streets, or easements. Obtain from applicants, evidence of a legal right of access to their properties. Require that such access meet applicable standards.

Policy C.487 In conjunction with new development and expansion of existing uses, require that new streets and any existing private streets serving the property be improved to City standards and offered for dedication as public streets.

Program C.487.a Continue to accept offers to dedicate existing private roadways as public streets, where they meet City standards.

Program C.487.b Where appropriate, require exactions or impact fees for new development and improvements to property to improve substandard streets to minimum safety standards.

Program C.487.c Investigate requiring secondary access for long cul-de-sac streets.

Program C.487.d Investigate requiring mid-block turnarounds on all streets with cul-de-sacs longer than 500 feet.

Program C.487.e Investigate requiring that substandard intersections be improved, in conjunction with new development, to provide adequate turning radius.

Program C.487.f Consider an impact fee program to fund acquisition of additional rights-of-way, widening of existing streets to provide additional on-street parking and construction of other safety improvements.

Program C.487.g Continue to require parking and safety improvements in conjunction with new residential development and major additions or remodels that meet defined thresholds.

Program C.487.h Encourage the formation of assessment districts where appropriate, for needed circulation improvements.

Policy C.498 Monitor land use decisions under consideration by adjacent jurisdictions and their potential effect on Brisbane's streets. Comment through the public process and request mitigations as appropriate.

Policy C.5049 Monitor regional developments and their effects on Highway 101, interchanges along the freeway, and Bayshore Boulevard to evaluate circulation impacts vehicular congestion from through traffic caused by developments approved by cities to the north and south of Brisbane. Comment through the public process and request mitigations as appropriate improvements to be provided within Brisbane from those developments.

VI.8 GREEN STREETS

Green Streets refers to the inclusion of landscape elements into the street right-of-way to help reduce storm water runoff by both interception and infiltration of rainwater and biological treatment of storm water by those landscape elements. The intended results are to help ease the burden, or flow volume, on storm water systems and to provide for improved water quality for that water that does enter the storm water systems. The specific landscape elements may take a variety of forms including, but not limited to, bio-treatment planters, rain gardens, street trees and other plantings.

Since the intent is to address stormwater quality, Green Streets elements may also be used in demonstrating compliance with the State Water Board provisions for low impact development (LID) and “Green Infrastructure”, subject to specific state provisions and design criteria where applicable. Low impact development is aimed at mimicking predevelopment hydrology by minimizing impervious cover, then bio-treating and infiltrating stormwater close to its source.

Green Streets are also a means to enhance the pedestrian experience of streetscapes and may be used in conjunction with “road diets”, to reduce existing, excessively wide roadways to provide for traffic calming and overall safer roadways. Given that, depending on the context, Green Streets may be a component of Complete Streets, in that these landscape features enhance the pedestrian and bicycle experience and thereby encourage all modes of travel.

Finally, Green Streets provide other ecological benefits, such as reduced heat island effects, improved air quality and wildlife islands or corridors.

The following policies and programs address Green Streets and are intended to integrate Green Streets principles and designs into the roadway network when possible:

Policy C.510 Incorporate Green Streets best practices, as appropriate to the context, for new streets and street retrofits, to enhance the pedestrian and bicyclist experience, to promote low impact development (LID) consistent with state water board initiatives to reduce the impacts of development on storm water resources and to enhance the natural environment. (See also the Complete Streets section)

Program C.510.a Continue to evaluate and update the approved plant species list and standards for streetscape plantings.

Program C.510.b Consider where Green Streets retrofits may be incorporated into capital improvement projects and seek funding sources for Green Streets projects.

Policy C.524 For new multifamily, mixed use or commercial development projects subject to discretionary review, as part of the design review permit process, incorporate Green Streets, as determined reasonable and practicable by the City.

Policy C.532 In the design and approval of a specific Green Street, the following factors will be considered, as may be applicable:

- Context and design intent for the area or site;
- Site and environmental constraints such as soil type, sun and wind exposure, presence of utilities, view sight lines and view corridors;
- On-going water needs and drought tolerance;
- Diversity of plantings to reduce the potential for mass die-offs due to pests or disease which may impact specific species;
- Adequate soil volume and location of the species within a storm water treatment unit, where applicable.

VI.9 ALTERNATIVE TRANSPORTATION MODES

Alternative transportation modes in this section refer to alternatives to fossil-fuel vehicles which have not already been addressed in the Complete Streets section, under the traditional categories of public transit, biking and walking. Use of alternative transportation modes has a historical precedent in Brisbane with such things as rail-spur lines for goods movement and the more recent City-sponsored car sharing service. The programs in this section address continuation of the historic technology of rail lines for goods movement as well as incorporation of more recent and emerging technologies and sharing-based services into Brisbane's circulation network.

Policy 543 Maintain existing and incorporate new alternative transportation modes and infrastructure into the circulation network as reasonable and practicable.

Program 543.a Consider revisions to the Brisbane Municipal Code to require vehicle charging stations for development projects.

Program 543.b Encourage the use of electric, fuel cell and other clean energy vehicles and provide charging stations at public facilities and encourage installation of charging stations at existing private sites, as reasonable and feasible.

Program 543.c Seek grant funding opportunities and other funding sources to install publicly accessible vehicle charging stations and other infrastructure to support and enhance alternative means of transportation.

Program 543.d Encourage the maintenance of existing rail-spur lines to continue their use in transporting goods. (See also policies and programs under the Transit section for public transportation)

Program 543.e Monitor and consider new technological advances such as driverless shuttles and how sharing based transportation (car and bike sharing) can be accommodated in the City's circulation system.

VI.10 SAN FRANCISCO-SAN MATEO BI-COUNTY TRANSPORTATION STUDY

The Bi-County Transportation Study was undertaken by the San Francisco County Transportation Authority (SFCTA) and the City/County Association of Governments of San Mateo County, along with the City of Brisbane, City/County of San Francisco, Peninsula Corridor Joint Powers Board (Caltrain), and others to assess the transportation improvements needed to support development of approximately 15,000 new housing units and over 14 million square feet of new employment uses proposed within the southeastern corner of San Francisco and the northeastern corner of San Mateo County. The study includes a listing of transportation projects along the San Francisco/San Mateo county line and a funding strategy.

The final report for the Bi-County Study, which was prepared in 2013, recommended the following transportation improvements:

- US 101 Candlestick Interchange Re-Configuration
- Geneva Avenue Extension from Bayshore Boulevard to the US 101 freeway
- Harney-Geneva Bus Rapid Transit Line
- T-Third Light Rail Extension (Segment "S")
- Bayshore Station Re-Configuration
- Bicycle-Pedestrian Connections

- Area-Wide Traffic Calming Program

In 2019, the City of Brisbane began working with the other agencies involved in the Bi-County Transportation Study to update the land use and development assumptions used in the 2013 study and review the report's recommendations to determine whether any revisions to the list of transportation improvements might be appropriate.

REFERENCES

1. See also, Brisbane *Traffic Management and Capacity Study Update*. Wilbur Smith Assoc., April 1993.
2. See Chapter X, Community Health and Safety, for more information on circulation-related safety and utility issues.
3. See Brisbane Baylands Draft Environmental Impact Report, Chapter 4.N, State Clearinghouse #2006022136, ESA, June 2013.

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Includes Updates Adopted by City Council in October 2017 and January 2018
Resolutions 2017-50 and 2018-01

CHAPTER XII

POLICIES AND PROGRAMS BY SUBAREA

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Southeast Bayshore

Southwest Bayshore

Brisbane Acres

Central Brisbane

Parkside Area

Crocker Park

Northeast Ridge

Northwest Bayshore

Guadalupe Hills

Northeast Bayshore

Baylands

*Beatty **Subarea***

Owl and Buckeye Canyons

Quarry

Factual updates.

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CHAPTER XII

POLICIES AND PROGRAMS BY SUBAREA

The following policies and programs apply to the 14 subareas that comprise the General Plan planning area described in Chapter II. Subarea policies are to be considered in addition to those that apply City-wide when using the General Plan as a policy guide to decision-making. The subarea policies are designed to make City-wide direction more specific to the unique circumstances found in the subareas or to emphasize certain issues that are particularly pertinent to these locations. Headings for the policies are keyed to the preceding chapters in this Plan.

XII.1 SIERRA POINT

Land Use

Policy SP.1 Development of Sierra Point shall be guided by ~~the Redevelopment Plan for Project Area No.1, and any recorded development agreements in effect at the time of development and the Sierra Point Design Guidelines the 1984 Development Agreement between the City and Sierra Point Associates One and Two, and any subsequent amendments adopted by the City.~~

Policy SP.2 Seek opportunities to enhance commercial services for users of the Marina and occupants of the office park.

Transportation and Circulation

Policy SP.3 Examine the circulation system approved in the Development Plan to incorporate improvements that can be implemented as the subarea develops.

Program SP.3.a: Pursue better connections between Sierra Point and Brisbane, including pedestrian/bicycle over-crossing of the railroad tracks.

Policy SP.4 Seek opportunities to improve public transit opportunities for the area.

Recreation and Community Services

Policy SP.5 Enhance recreational opportunities at Sierra Point for Brisbane residents.

Community Health and Safety

Policy SP.6 Continue to have attractive and safe development on the solid waste landfill at Sierra Point.

Factual update.

Policy SP.7 Pay special attention to noise attenuation techniques in plans for new construction.

Policy SP.8 Work with South San Francisco to better coordinate the provision of safety services.

XII.2 SOUTHEAST BAYSHORE

Land Use

Policy SEB.1 Retain a landscape buffer on Bayshore Boulevard to reduce noise and screen the industrial development from through traffic.

Program SEB.1.a: Encourage development of a native plant or non-invasive plant landscape buffer to screen the industrial development from the Lagoon.

Community Health and Safety

Policy SEB.2 Through inspections and remediation, if necessary, by County, State and Federal agencies, provide protection against toxic infiltration into the Lagoon and adjacent wetlands.

Program SEB.2.a: Request information from regulatory agencies on the history and past uses of the properties in the Southeast Bayshore subarea.

XII.3 SOUTHWEST BAYSHORE

Land Use

Policy SWB.1 Omitted.

Program SWB.1.a: After adoption of the General Plan, review the Zoning District regulations to better define an appropriate mix of uses and address incompatible land use.

Program SWB.1.b: Examine opportunities to provide greater amenities for the residences in the Mobile Home Park through installation of public and private improvements such as curb, gutter, sidewalk, off-street parking and landscaping.

Program SWB.1.c: Require visual impact analysis for all construction on steep slopes.

Transportation and Circulation

Policy SWB.2 Require special attention to off-street parking and safe access to Bayshore Boulevard in all use and development proposals.

Program SWB.2.a: Discourage multiple individual driveways onto Bayshore Boulevard.

Conservation

Policy SWB.3 Protect and enhance lands designated as habitat under the provisions of the Habitat Conservation Plan.

Policy SWB.4 Require soils and geotechnical analysis in conjunction with any development application.

Community Health and Safety

Policy SWB.5 Require a buffer between fuel storage and other uses as determined by the Fire Marshall.

Policy SWB.6 Consider requiring new construction to incorporate features to reduce intrusion of traffic noise.

Policy SWB.7 Develop a screening program using landscape and/or other materials to mitigate noise and screen buildings from Bayshore Boulevard.

XII.4 BRISBANE ACRES**Land Use**

Policy BA.1 Grading and excavation should be minimized and exposed retaining walls avoided. Landforms should retain the natural topographic character of the Mountain.

Open Space/Conservation

Policy BA.2 Omitted

Program SAB.BA.2.a: In conjunction with any subdivision or other development application, a landscape program and plan shall be submitted to the City and include the following.

- a. identification and retention of heritage trees;*
- b. identification and retention of rare plants;*

- c. plant species that are not invasive to the habitat;*
- d. water-conserving plants and irrigation systems;*
- e. reduced fuels adjacent to the wildland;*
- f. screening of structures to blend with the natural landscape;*
- g. areas for Conserved Habitat and/or other provisions required by the Habitat Conservation Plan Operator.*

Program BA.2.b: Examine ways to improve the existing density transfer program so that a developer/owner can be granted increased density on sites already served by infrastructure in conjunction with the dedication of more remote sites as Open Space.

Program BA.2.c: Retain a trail system through the Brisbane Acres to connect the area to Central Brisbane and the San Bruno Mountain State and County Park.

Program BA.2.d: Map the canyons, intermittent streambeds and banks in the Brisbane Acres and designate such areas for protection.

Program BA.2.e: Develop clear regulations that can be enforced to preserve the natural ecology of the canyons, intermittent streambeds and banks.

Community Health and Safety/Conservation

Policy BA.3 Consider the environmental constraints of the subarea in conjunction with land use development applications.

Program BA.3.a: In conjunction with any subdivision or other development application, the property owner shall be required to supply detailed information on slope, access, water, sanitary sewer and storm drain infrastructure, soils, geology, cultural resources, significant vegetation and endangered species habitat.

Program BA.3.b: Geologic studies for parcels in the Brisbane Acres shall be performed by a licensed engineer and shall pay special attention to slope, landslide and subsurface water. Such studies shall include a detailed evaluation of the stability of the proposed site, the potential effects of construction on the site and adjacent and downslope areas, and the effects of any construction or installation of infrastructure on the site. Specific recommendations for project design to ensure safety and mitigate impacts shall be included in the report and incorporated into construction documents by the project engineer.

Program BA.3.c: Phase grading and construction to coincide with periods of dry weather as set forth in the City's Grading Ordinance.

Policy BA.4 No new development shall occur before infrastructure is provided to the site to City standards and offered for dedication to the City.

Program BA.4.a: Information should be supplied in conjunction with any application for development or a building permit on how the infrastructure proposed for the project relates to existing and future infrastructure development.

Program BA.4.b: Assure that safe and adequate access can be provided to properties when access is dependent upon connecting to existing streets

Program BA.4.c: If any development of private land in the Brisbane Acres would disturb or restrict existing access for fire or rescue personnel or equipment to areas above or beyond, then adequate alternative access shall be provided and maintained.

XII.5 CENTRAL BRISBANE

Local Economic Development

Policy CB.1 Encourage the establishment of small stores and shops that would diversify the City's revenue base and provide services to residents.

Policy CB.2 Support economic opportunities for artists, craftsmen and small entrepreneurs by providing for live-work spaces and home occupations.

Policy CB.3 Consider ways to enhance the commercial area to promote successful small businesses, which will provide a social and service center for residents.

Program CB3.a: Consider amendments to the Sign Ordinance to simplify the process and otherwise address the needs of small businesses, as well as balancing other community needs and objectives.

Policy CB.4 Work with the Chamber of Commerce to encourage local residents to patronize local businesses and to promote Central Brisbane as a good place to establish new businesses.

Program CB.4a: Work with the Chamber of Commerce to develop a program to assist new and existing businesses to market their services.

Program CB.4.b: Work with the Chamber of Commerce to analyze the constraints and opportunities for downtown revitalization.

Program CB.4.c: Work with the Chamber of Commerce to find how the City can be more facilitative of meeting the needs of small businesses.

Land Use**Policy CB.5 Keep the existing scale, character and intensity of use of Residential/Commercial Districts.**

Program CB.5.a: Encourage a modest scale and density character to residential development through standards established in the Zoning Ordinance.

Program CB.5.b: Look always to encourage innovative uses and structures to provide for greater economic return and community benefit.

Policy CB.6 Encourage diversity and individual expression in residential and commercial construction.

Program CB.6.a: Study the impacts of off-street parking requirements on residential and commercial site and structural design.

Program CB.6.b: Revise the Zoning Ordinance to facilitate the upgrading and proper maintenance of structures with legal nonconformities.

Program CB.6.c: Evaluate the aesthetic, psychological and social losses that could result from zoning ordinances which would discourage diversity and individual expression in residential construction.

Policy CB.7 Strongly encourage property owners and businesses to upgrade, rehabilitate and improve the appearance, usability and safety of existing structures. (See Policy LU.16.)**Policy CB.8 Retain the intimate small-town character of Central Brisbane.**

Program CB.8.a: Consider revisions to the Zoning regulations to discourage overbuilding of residential parcels.

Program CB.8.b: Study regulatory approaches to view and solar protection while protecting foliage and tree cover. (See Program LU.11.c.)

Transportation and Circulation**Policy CB.9 Develop and improve pedestrian paths and walkways to connect Central Brisbane to all areas of the City and with the San Bruno Mountain State and County Park. (See Program 86a.)****Policy CB.10 In conjunction with subdivision and other development applications, require private roadways to be upgraded and maintained to City standards and offered for dedication to the City. (See Policy C.47.)**

Program CB.10.a: In conjunction with the City's development review process and Capital Improvement Program, examine ways to improve existing bottlenecks and cul-de-sacs and improve safety in the upper residential streets. (See Policies C.12 and C.13.)

Program CB.10.b: Develop municipal off-street public parking lots.

Program CB.10.c: Develop a direct street connection between Central Brisbane and Crocker Park.

Policy CB.11 Work with residents on a block-by-block basis to develop programs to relieve congestion caused by on-street parking.

Policy CB.12 Retain open areas in residential zones through setback, lot coverage and landscape requirements in the Zoning Ordinance.

Open Space/Recreation and Community Services

Policy CB.13 Seek input from residents and business people on how public/community facilities in this subarea can be more effectively utilized.

Program CB.13.a: Identify, through signage, parks and recreation facilities and the hours they are open to the public.

Policy CB.14 Refine the ordinance that establishes requirements for the protection of heritage trees to allow flexibility and to consider factors, including, but not limited to, the tree's effect on surrounding residences.

Policy CB.15 Encourage private investment in landscape improvement and maintenance consistent with the City's Street Tree Program. (See Policy 124.)

Policy CB.16 Preserve the canyons and other open space in Central Brisbane and require development to be set back from intermittent streams. (See definition of Open Space in Chapter VII.)

Policy CB.17 Actively identify a site and plan for a Community Center in Central Brisbane.

Conservation

Policy CB.18 Require water and energy conserving features in new construction and renovation, as appropriate.

Program CB.18.a: Facilitate utilization of grant and assistance programs for retrofitting existing structures.

Program CB.18.b: Take into account the unique constraints of older structures in applying requirements for conservation measures.

Program CB.18.c: Assemble educational reference materials to be provided to permittees when conditions are imposed requiring drought tolerant landscaping or water conserving irrigation.

Policy CB.19 Demonstrate water and energy conservation materials and techniques by utilizing them, with appropriate descriptive signage, in and around public facilities.

Policy CB.20 Encourage recycling through public and private programs.

Program CB.20.a: Study the possibility of developing green merchant and green resident programs.

Program CB.20.b: Consider improvements to the Franchise Agreement to include a more comprehensive collection program, consistent with the City's Source Reduction and Recycling Element.

Program CB.20.c: Consult with local merchants to seek ways to augment or enhance their compliance with recycling programs.

Policy CB.21 Facilitate carpooling and the use of public transit.

Program CB.21.a: Seek input from merchants and the public on how Sam Trans service might be made more useful.

Program CB.21.b: Support continued development and improvement of shuttle service for Sierra Point, Crocker Park and future development in areas such as the Baylands, and consider ways to extend such service into Central Brisbane.

Program CB.21.c: Consider modifications to signal timing to relieve lunch-hour congestion at the entrance to Central Brisbane.

Policy CB.22 Encourage the use of bicycles and walking for transportation and recreation.

Program CB.22.a: Provide bicycle racks at public meeting facilities and public offices.

Program CB.22.b: Develop and implement a plan for providing benches at key locations for pedestrian rest stops.

Policy CB.23 Encourage the conservation of the historic character of buildings and places in Central Brisbane.

Policy CB.24 Recognize the use of new technologies and innovative use of materials to incorporate conservation measures into construction to the extent allowable under State building codes.

Community Health and Safety

Policy CB.25 Increase structural and seismic safety through sensitive code enforcement, taking into consideration the unique constraints of older structures and the prudent use of up-to-date techniques and materials.

Policy CB.26 Keep truck routes out of Central Brisbane.

XII.6 PARKSIDE AREA

Land Use

Policy PA.1 New residential development and commercial property redevelopment within the Parkside Area subarea shall be subject to the design guidelines and application review procedures established by the Parkside at Brisbane Village Precise Plan.

Community Health and Safety

Policy PA.2 Development applications for new residential development and commercial property redevelopment within the Parkside subarea shall recognize and address environmental hazards that may impact certain properties, including sea level rise, flood, and liquefaction.

XII.79 CROCKER PARK

Local Economic Development

Policy CP.1 Strengthen communications with and within the business community.

Policy CP.2 Develop ties with the residential community through such activities as:

- developing directories and a map of businesses in cooperation with the Chamber of Commerce;
- patronizing local businesses;
- developing cooperative efforts on safety programs and emergency preparedness; and
- encouraging business involvement in youth and educational programs.

Land Use

- Policy CP.3 Encourage uses that benefit the community, providing jobs, revenues and services.**
- Policy CP.4 Encourage attractive new construction and the remodel of existing buildings to respect the architectural character of the Park through the development of design guidelines.**

Program CP.4.a: In developing design guidelines, study options for the use of color and materials, the screening of mechanical equipment, and the use of landscape to make rooftops more attractive when seen from above.

Program CP.4.b: In developing design guidelines, study the impacts of the relationship of structure parking to building design, land coverage and floor area ratio.

Program CP.4.c: Develop and implement a sign program.

- Policy CP.5 Encourage employers to provide outdoor spaces for employees.**
- Policy CP.6 Retain heavy landscape screening along Bayshore Boulevard to provide noise attenuation and to screen structures.**

Transportation and Circulation

- Policy CP.7 Improve the streets to City standards and dedicate them to the City as set forth in the conditions of approval for the Northeast Ridge Development Project.**
- Policy CP.8 Improve pedestrian access through the development of sidewalks and trails, including but not limited to those set forth in the conditions of approval for the Northeast Ridge Development Project.**
- Policy CP.9 Add bike paths to the circulation system.**
- Policy CP.10 Connect Crocker Park to the rest of the City and the San Bruno Mountain State and County Park through pedestrian and vehicular circulation improvements.**
- Policy CP.11 Review development plans to assure adequate parking/loading on site.**
- Policy CP.12 Retain adequate street width for movement of large vehicles.**
- Policy CP.13 Investigate opportunities to change rails to trails, fire access, parking, or landscaping when rail spurs are abandoned.**

Conservation

- Policy CP.14** Retain the garden-industrial park landscape concept and upgrade plant materials as landscape materials age.
- Policy CP.15** Provide appropriate non-invasive landscape planting at interfaces with habitat lands.
- Policy CP.16** In any upgrade of the landscape and entrance signage, reflect the historic architectural character of the Park, the first garden-style industrial park designed by Lawrence Halprin.
- Policy CP.17** Review landscape plans and irrigation programs to encourage efficient use of water.
- Policy CP.18** Promote participation in recycling programs.
- Policy CP.19** Require plans for new construction to incorporate energy and water conserving features and maximize solar access.

Community Health and Safety

- Policy CP.20** Provide the opportunity for a property owner to request police review of plans for new construction and remodeling to provide suggestions for the control of vandalism and theft.
- Policy CP.21** Retain emergency access to Central Brisbane.
- Policy CP.22** Require sound insulation, as appropriate, in conjunction with the installation of industrial equipment.
- Policy CP.23** Monitor truck activity and maintain routes that minimize noise impacts.
- Policy CP.24** Contain major business activities inside buildings.
- Policy CP.25** Upgrade and maintain existing infrastructure, including water, sewer and storm drains.
- Policy CP.26** Require the upgrade and maintenance of street lights, as set forth in the conditions of approval for the Northeast Ridge.
- Policy CP.27** Study fire water storage requirements and investigate opportunities to upgrade storage if necessary.

Policy CP.28 Continue to work closely with responsible agencies to monitor the use and storage of hazardous materials in accordance with State law.

XII.8~~10~~ NORTHEAST RIDGE

Land Use/Open Space

Policy NER.1 Development of the land and conservation of open space shall be in accordance with the 1989 approvals for the Northeast Ridge Development Project as amended and the amended Habitat Conservation Plan.

Recreation and Community Services

Policy NER.2 Ongoing efforts should be made to bring the Northeast Ridge and Central Brisbane residential community together so as to recognize and build upon common interests in the well-being of their families and the welfare of the City.

Community Health and Safety

Policy NER.3 Attention should be given to noise attenuation in the development of construction plans for the new units, especially those facing North Hill Drive and Bayshore Boulevard. All units should be insulated against aircraft noise.

XII.9~~11~~ NORTHWEST BAYSHORE

Land Use

Policy NWB.1 Establish zoning regulations recognizing existing public utilities use and allowing for infill public utilities and commercial development on the existing sites, recognizing the character, visibility and different scales of the sites and character of development that may be appropriate to each.

Policy NWB.2 Encourage the retention of the 7 Mile House as a land use and structure that has played an important part in the City's history.

Program NWB.2.a. In the case of proposed redevelopment, comply with applicable CEQA guidelines with regards to Historical Resources.

Policy NWB.3 Remediate lands in accordance with plans approved by the Department of Toxic Substance Control, the Water Quality Control Board and other responsible agencies.

Factual updates.

Policy NWB.4.a Consider requiring noise insulation in all new construction.

XII.102 GUADALUPE HILLS

Land Use

Policy GH.1 Adopt one or more Specific Plans and accompanying environmental documents (such as negative declaration, mitigated negative declaration or environmental impact report) prior to any development of the subarea.

Policy GH.2 Environmental review for all specific plans shall include a visual impact analysis which shall include an evaluation of the impacts of building heights, including the impact of the proposal on view corridors.

Policy GH.3 Locate development so as to have a 'greenbelt' separation from Daly City.

Policy GH.4 Address or establish criteria through the Specific Plan for the following:

- a. Compatibility with the natural setting;
- b. View impacts;
- c. Open areas and open space (i.e., setbacks, habitat, etc.); a minimum of 25 percent of the land area shall be dedicated to Open Space;
- d. The 2001 Open Space Plan (or subsequent editions);
- e. Site specific biological conditions (trees, rare or endangered plants and animals, etc.);
- f. Geotechnical and slope stability considerations;
- g. Height of structures;
- h. Grading and exposed retaining walls;
- i. Design styles or building form;
- j. Landscaping;
- k. Traffic and Transportation
- l. Parking;
- m. Stormwater management;
- n. Utilities; and
- o. Procedures for permitting specific buildings

Policy GH.5 Minimize grading in producing building pads. Terrace development with the slope.

Policy GH.6 Consider the concept of live-work residential development.

Transportation and Circulation

Policy GH.7 Investigate the possibility of shared access and streets between the parcels to minimize grading and the number of entrances from Bayshore Boulevard.

Factual update.

Policy GH.8 Consider methods of landscape screening to separate development from Bayshore Boulevard. Discourage high soundwalls.

Open Space/Conservation

Policy GH.9 Require the improvement of drainage and correction of hillside erosion and flooding on Bayshore Boulevard.

Policy GH.10 Preserve the marsh as a wetland and natural drainage basin.

Policy GH.11 Preserve habitat in accordance with the Habitat Conservation Plan.

Policy GH.12 Preserve canyons and water courses.

Policy GH.13 In conjunction with any proposed development on or near the upland slope of the Levinson property, require study of the impacts to the hydrology, plant and wildlife communities of the Mountain, from the Marsh to the Bay. Consider a habitat migration corridor to ensure ecosystem integrity.

Policy GH.14 Require landscape plans to consider the impacts on the habitat and the marsh in terms of plant materials and irrigation programs.

Program GH.14.a: In conjunction with any subdivision or other development application, a landscape program and plan must be submitted to the City and include the following:

- i. identification and retention of heritage trees;*
- ii. identification and retention of rare plants;*
- iii. plant species that are not invasive to the habitat;*
- iv. water-conserving plants and irrigation systems;*
- v. reduced fuels adjacent to the wildland;*
- vi. screening of structures to blend with the natural landscape;*
- vii. areas for Conserved Habitat and/or other provisions required by the Habitat Conservation Plan Operator.*

Community Health and Safety

Policy GH.15 Avoid locating structures under or near transmission lines.

Policy GH.16 Remediate lands in accordance with plans approved by the Department of Toxic Substance Control, the Water Quality Control Board and other responsible agencies.

Policy GH.17 Consider requiring noise insulation in all new construction.

XII.13 NORTHEAST BAYSHORE**Land Use**

~~Policy NEB.1 Encourage the maintenance and upgrading of the buildings and site in conjunction with new construction and new occupancies.~~

~~Policy NEB.2 Retain and enhance landscaping along Bayshore Boulevard to buffer traffic noise and to screen the industrial uses from through traffic.~~

Transportation and Circulation

~~Policy NEB.3 Assist the property owners in developing an improved circulation plan for the businesses that front on Industrial Way to facilitate truck loading and turning movements.~~

~~Policy NEB.4 Examine opportunities to improve circulation in Northeast Bayshore in conjunction with development of the Baylands.~~

Community Health and Safety

~~Policy NEB.5 Through the appropriate regulatory agencies, control the handling of toxic materials and the remediation of any contamination.~~

~~Policy NEB.6 Require improvement of drainage and correction of hillside erosion and flooding on Bayshore Boulevard and Industrial Way.~~

XII.113 BAYLANDS**GP-1-18/Measure JJ**

GP-1-18 approved by the voters via passage of Measure JJ in November 2018 established the following policies for the Baylands:

Policy BL.1 Development within the Baylands Subarea shall be subject to the City's approval of a single specific plan for the entirety of the Baylands Subarea and a development agreement that is consistent with General Plan policies, incorporates all applicable EIR mitigation measures, and is consistent with the following standards:

- A. The single specific plan and development agreement subject to City review and approval referenced above shall include:

- (i) detailed plans for Title 27 compliant closure of the landfill and Remedial Action Plans for OU-1 and OU-2 that have been approved by all appropriate regulatory agencies, which include, but shall not be limited to, CalRecycle, the San Mateo County Environmental Health Department, the California Department of Toxic Substances Control, the California Regional Water Quality Control Board;**
 - (ii) a specific schedule establishing the time frames by which (i) the landfill must be closed in full compliance with Title 27 and (ii) the remediation of OU-1 and OU-2 must be completed; and**
 - (iii) specific means by which the City may enforce the applicant's adherence to the schedule for closure and remediation and specific consequences, e.g., monetary penalties, suspension of building permits, etc., that the City may impose on the applicant for failing to adhere to the schedule.**
- B. A reliable water supply approved by the City of Brisbane to support proposes uses within the Baylands shall be secured prior to site development.**
- C. All residential development shall be designed and remediated to accommodate ground level residential uses and ground level residential-supportive uses such as daycare, parks, schools, playgrounds, and medical facilities.**
- D. Each increment of development shall be provided with appropriate transportation related and other infrastructure, facilities, and site amenities as determined by the City. Such transportation related and other infrastructure, facilities, and site amenities (e.g., parks, open space preservation, habitat enhancement) shall be provided at the developer's cost.**
- E. Baylands development shall be revenue positive to the City on an annual basis where all City costs (e.g., annual operating costs, maintenance and replacement of equipment, facilities, infrastructure, cultural resource and habitat protection and management etc.) are exceeded by project-generated revenues to the City (e.g., to the City's General Fund, enterprise funds, special funds, etc.) during all phases of development and upon final buildout.**
- F. Sufficient assurances for the satisfactory ongoing performance of site remediation and site development (e.g. site monitoring, performance bonds, environmental insurance) shall be provided as determined by the City.**

- G. The required specific plan for the Baylands shall include a sustainability program for new development consistent with the principles of the Sustainability Framework for the Brisbane Baylands, Final Report accepted by the City Council on November 5, 2015. Baylands development shall be designed so as to be energy neutral on an ongoing basis.
- H. Key habitat areas, including Icehouse Hill and Brisbane Lagoon and adjacent habitat as identified in the 2001 City Open Space Master Plan shall be preserved, enhanced, and protected.
- I. The historic Roundhouse shall be protected and preserved. The required specific plan shall ensure rehabilitation of the Roundhouse for adaptive reuse at the developer's cost.
- J. Development shall be designed to protect uses from the 100-year flood, including 100 years of projected sea level rise as determined based on regulatory standards or guidelines in effect at the time of project construction, with the reference to guidelines and sea level rise projections approved by the Director of Public Works/City Engineer based on context-specific considerations of risk tolerance and adaptive capacity.
- K. Prior to the issuance of a grading permit to export soil or move soil from the existing landfill area for incorporation in a remediation or grading plan, the soil shall be tested in a manner approved by the City.

Local Economic Development

Policy BL.1-2 Require a program by the developer encouraging employment of Brisbane residents in the construction phase and in the operation of future businesses.

Land Use

~~Policy BL.2 Prior to or in conjunction with the first Specific Plan for the Baylands subarea, a Concept Plan shall be submitted, which shows the disposition of the entire site. The Concept Plan shall include the following:~~

- ~~a. an overall conceptual plan, illustrative in nature, showing uses and locations by means of bubble and schematic diagrams with an accompanying text;~~
- ~~b. a general description of conceptual uses, densities, intensities and locations consistent with the adopted General Plan;~~
- ~~c. a listing of responsible State, Federal or local agencies which have jurisdiction over the development of the site in the manner contemplated~~

Factual update.

Incorporate GP-1-18 into the General Plan.

Incorporate GP-1-18 into the General Plan.

~~by the Concept Plan and a description of the studies to be concluded and the issues to be resolved with such agencies.~~

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

~~Policy BL.3 Adopt one or more Specific Plans and accompanying environmental impact reports prior to any development of the subarea.~~

~~Policy BL.34 In any Specific Plan which may be prepared for less than the entire Baylands subarea, demonstrate the major circulation, open space and utilities for the remainder of the property. Address visual impacts of any future specific plan development in the following manner:~~

Factual updates.

Program BL.34.a: Environmental review for ~~all~~ the required Specific Plans shall include a visual impact analysis which shall include an evaluation of the impacts of building heights, including the impact of the proposal on view corridors.

Program BL.34.b: The required Specific Plans shall address the heights of buildings and building groups to achieve the following:

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

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

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

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

Incorporate GP-1-18 into the General Plan.

Factual updates.

Policy BL.46 Maximize opportunities for open space and recreational uses in any land use planning for this subarea.

Policy BL.57 Establish standards and parameters for any interim uses of the property.

Policy BL.68 Establish a safety buffer around and provide for visual screening of the Tank Farm.

~~Policy BL.9 Encourage an adaptive reuse of the Roundhouse and other structures identified as having historic, cultural and unique architectural value.~~

Policy BL.710 Give aesthetic consideration to views of San Bruno Mountain, the Bay and the Baylands development itself from Central Brisbane as well as views from the Baylands in the design of any development.

Policy BL.811 Consider methods for enhancing interaction between the residential community in Central Brisbane and uses on the Baylands. Methods may include pedestrian, bicycle and vehicular connections, recreational uses and educational facilities.

Policy BL.913 Buffer development from ~~the Heavy Commercial~~ uses in the Beatty Subarea.

Policy BL.210 Develop design guidelines as a part of ~~every the~~ Specific Plan for the ~~subarea~~ Baylands. In the design guidelines, incorporate standards for roofs, emphasizing color, materials and screening, so as to consider views from above.

Policy BL.211 Retain and enhance landscaping along Bayshore Boulevard to buffer traffic noise and enhance the visual appearance of land uses fronting of the roadway.

Transportation and Circulation

~~Policy BL.16 Include street standards in all Specific Plans for the subarea.~~

~~Policy BL.17 Require the property owner to demonstrate the feasibility of connecting Geneva Avenue to Highway 101 prior to or with the first Specific Plan. Include an estimate of costs.~~

~~Policy BL.18 Locate a new train station, upgrade the existing station, and provide the opportunity for intermodal mass transit facilities.~~

~~Policy BL.19 Mitigate traffic impacts by improved access to public transportation, by construction of street and intersection improvements, and by implementing the measures adopted by the City in Transportation System Management, Transportation Demand Management and Congestion Management Plans.~~

Incorporate GP-1-18 into the General Plan.

Factual updates.

Incorporate GP-1-18 into the General Plan.

Factual update.

Incorporate GP-1-18 into the General Plan.

Policy BL.~~1220~~ Develop a pedestrian and bicycle system to reach all areas of the City from the Baylands.

Policy BL.~~1324~~ Connect all development within the Baylands with bicycle and pedestrian networks.

Policy BL.~~1422~~ Work with other agencies to promote interconnection with regional bicycle systems.

~~Policy BL.23 Include the upgrade or replacement of Tunnel Avenue and its overpass or alternative access in the circulation plan for the Baylands.~~

Policy BL.~~1524~~ Cooperate with other agencies to develop the Bay Trail between Sierra Point and the Candlestick Recreation Area.

Open Space/Conservation

Policy BL.~~1625~~ Enhance the natural landform and biotic values of Icehouse Hill and preserve its ability to visually screen the Tank Farm.

Policy BL.~~1726~~ After the water environment is determined to be safe for public access, develop public water-related passive recreation at the Brisbane Lagoon, with due concern for the preservation and enhancement of the wetlands.

Policy BL.~~1827~~ Develop a public pathway and access facilities immediately adjacent to the Lagoon.

Policy BL.~~1928~~ Establish a buffer zone between the Lagoon and adjacent uses. ~~Policy BL.29 Plan for landscape improvements to the lands around the Lagoon, including screening of the industrial structures adjacent to Bayshore Boulevard from the Lagoon.~~

~~Policy BL.30 Consider a possible golf course if compatible with environmental and conservation concerns.~~

Policy BL.~~2034~~ Dedicate land area for open space, recreational uses and wetlands restoration, especially around the Lagoon.

Policy BL.~~2132~~ Provide in-lieu fees for the acquisition of open space or land dedication in conjunction with development.

Policy BL.~~2233~~ Preserve open areas east of the Caltrans Highway 101 right-of-way as Bayfront.

~~Policy BL.34 Identify wildlife habitats and encourage programs to retain and/or enhance their natural features and habitat values in consultation with responsible agencies and independent professionals.~~

Policy BL.~~2335~~ Investigate methods to improve water quality in the Lagoon without adversely impacting waterfowl and fish.

Policy BL.~~2436~~ Seek opportunities to enhance and restore wetlands in consultation with responsible agencies.

~~Policy BL.37 Incorporate new construction standards for energy efficiency and water conservation.~~

Policy BL.~~2538~~ Require water-conserving landscape plans, including suitable plant materials and irrigation systems, and ~~explore~~ provide for the use of non-potable water.

Policy BL.~~2639~~ Support County and regional efforts to maintain and improve water quality in San Francisco Bay. Work closely with responsible agencies to assure monitoring of the landfill so as to avoid toxic leaking into the Bay and to have property owners repair any leaks.

Policy BL.~~2740~~ Improve water circulation and water quality in the Lagoon by control of sedimentation and by careful monitoring and maintenance of underground pipelines by responsible agencies.

~~Policy BL.41 Maximize energy conservation and encourage recycling through site planning and building design.~~

Community Health and Safety

~~Policy BL.42 Comply with applicable Federal, State and regional standards for development on landfill.~~

Policy BL.~~2843~~ Meet applicable seismic requirements in all construction, with special attention to non-engineered fill.

~~Policy BL.45 Comply with the requirements of remediation plans approved by the Department of Toxic Substances Control, the Water Quality Control Board and other responsible agencies in conjunction with development on lands that have been contaminated by toxic substances.~~

Policy BL.~~2946~~ Disclose, in a risk analysis, all hazardous materials to be utilized in research and development and biotechnical research, the assumptions that were used, and methods of safe handling and disposal. ~~The City has a concern with and may exclude research and development and biotechnical research uses which involve high use or generation of hazardous materials and/or do not address public safety in handling and disposal to the City's satisfaction.~~

~~Policy BL.47 Provide risk assessment analysis identifying toxic contamination, landfill limitations and other related factors and resultant environmental impacts in~~

Incorporate GP-1-18 into the General Plan.

Factual update.

~~order to address, mitigate and disclose the characteristics of the land and its suitability for safe development.~~

~~Policy BL.48 Disclose the underlying assumptions of all risk analyses for toxic lands and lands that are considered at risk for liquefaction.~~

~~Policy BL.49 Development and/or redevelopment in this subarea shall include provisions for essential services and adequate public safety facilities.~~

Policy BL.~~30~~50 Utilize landscape and construction techniques to reduce noise impacts.

Policy BL.31 Require improvement of drainage and correction of hillside erosion and flooding on Bayshore Boulevard.

Policy BL.~~32~~51 Work closely with the Integrated Waste Management Board and the Bay Area Air Quality Management District to assure monitoring of regulatory air quality issues, especially those pertaining to grading, surcharging and methane emissions, by regulatory agencies.

XII.124 BEATTY SUBAREA

Land Use

Policy BEA.1 Development in this subarea shall have as its primary purpose the accommodation of Heavy Commercial uses that need large areas of land to accommodate goods and equipment and may involve outdoor storage of goods and equipment.

Policy BEA.2 Development ~~of~~ **within** this subarea shall be designed to act as a buffer between the impacts of the industrial uses on adjacent properties in San Francisco and the Planned Development ~~Trade Commercial~~ uses of the Baylands.

Program BEA.2.a: There shall be an extensive southern landscape buffer which may also include a berm or other separating device.

Policy BEA.3 A Specific Plan and accompanying environmental review shall be prepared and adopted prior to any significant development or redevelopment of the area.

Policy BEA.4 Outdoor storage of goods and equipment shall be screened by appropriate fencing and landscape materials.

Policy BEA.5 An Agreement between the City of Brisbane ~~Redevelopment Agency~~ and the City and County of San Francisco should be considered in order to coordinate development and the provision of essential services to the subarea and to assure that ~~the Redevelopment Agency's~~ Brisbane's goals and policies for the subarea are acknowledged, respected and attained.

Policy BEA.6 There shall be no fabrication, manufacturing, processing or treatment of materials in this subarea other than that which is directly incidental to a permitted or conditional use. There shall be no processing of hazardous waste materials.

Policy BEA.7 A Development Agreement may be considered between ~~Noreal/Sanitary Fill~~ Recology and the City of Brisbane ~~Redevelopment Agency~~ to establish the uses to be permitted or prohibited within the subarea, to adopt a development schedule and to ensure the provision of municipal services.

Transportation and Circulation

Policy BEA.8 The Specific Plan for this area shall ~~address~~ **provide for** the extension of Geneva Avenue to Highway 101.

Policy BEA.9 Mitigate traffic impacts by implementing the measures adopted by the City in Transportation System Management, Transportation Demand Management and Congestion Management Plans.

Policy BEA.10 The Specific Plan shall include street standards for the subarea.

Community Health and Safety

Policy BEA.11 Development and/or redevelopment in this subarea shall include provisions for essential services and adequate public safety facilities.

Policy BEA.12 All development shall meet applicable seismic requirements with special attention to non-engineered fill.

Policy BEA.13 Grading controls on landfill shall be developed.

Policy BEA.14 Development on landfill shall comply with applicable Federal, State and regional standards.

Policy BEA.15 The Specific Plan shall include programs for odor and litter reduction.

Policy BEA.16 Special attention should be paid to uses of the adjacent property that has potential for the storage and/or processing of hazardous materials.

Policy BEA.17 Development shall utilize necessary means to reduce noise impacts.

Policy BEA.18 Work closely with regulatory agencies to encourage ongoing toxic remediation programs and monitoring by those agencies.

XII.13 OWL AND BUCKEYE CANYONS

Conservation

Policy OBC.1 Encourage the State of California Department of Fish and Game to include Brisbane citizens in planning for a maintenance and native plant preservation program for Owl and Buckeye Canyons.

Policy OBC.2 Work with State and County agencies and encourage volunteer participation in the control of invasive plant species.

Program OBC.2.a: Educate the public of the continued threat of invasive species through the Brisbane Star.

Community Health and Safety

Factual update.

Policy OBC.3 Work with the State Department of Forestry to more effectively address wildland fire.

Policy OBC.4 Cooperate with the San Mateo County Sheriff to prevent unauthorized off road vehicle use.

Policy OBC.5 Urge the State and PG&E to properly maintain access roads to control erosion and reduce hazard and impacts to the City's storm drain system, the natural ecology and the habitat.

Transportation and Circulation

Policy OBC.6 Investigate alternatives to the Quarry Road to access Central Brisbane from Crocker Park to reduce impacts on the Canyons.

XII.14 THE QUARRY

Land Use

Policy Q.1 Consideration of applications filed under the Property Agreement for this subarea will require the property owner to request a General Plan Amendment and Specific Plan and to complete all required environmental review in the context of annexation and a Development Agreement.

Program Q.1.a: Environmental review for all specific plans shall include a visual impact analysis which shall include an evaluation of the impacts of building heights, including the impact of views of the development from Central Brisbane and the Northeast Ridge.

Policy Q.2 Work toward closing of the Quarry and its conversion to more desirable uses.

Transportation and Circulation

Policy Q.3 Continue to route Quarry trucks away from Central Brisbane and oppose night operations.

Community Health and Safety

Policy Q.4 Continue to communicate the City's concerns about dust, noise and siltation resulting from Quarry operation to the County of San Mateo and take whatever action the City deems necessary to protect the City's interests as the County considers permits for Quarry operations.

Factual update.

Policy Q.5 **Monitor County management of Quarry permit conditions to assure compliance with dust and sediment control, and other conditions pertinent to the welfare of Brisbane residents and businesses.**

Program Q.5.a: Insist that a regularly scheduled monitoring program of the ongoing quarry operation is instituted to assure that the operator is meeting all permit and health and safety obligations.

Program Q.5.b: Insist that erosion control programs are instituted and maintained and revegetation takes place for all disturbed slopes.

Program Q.5.c: In conjunction with the surface mining permit, insist that the County of San Mateo place strict conditions for compliance with best management practices for control of dust and other emissions that have air quality impacts.

Policy Q.6 **Ascertain the Quarry's contribution to drainage flows, siltation and sedimentation of the Lagoon and seek the development of an effective mitigation program.**

Policy Q.7 **Monitor efforts by responsible agencies to protect the safety of workers and visitors at the Quarry.**