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CHAPTER II

THE PLANNING AREA

Physical Setting

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THE PLANNING AREA

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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 ridgeline of San Bruno Mountain defines the southerly and westerly limits of the plan area and contains the extreme upper slopes of the watersheds within the plan 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 development on lower slopes and valleys.

The area encompassed by the General Plan includes properties within the City limits and properties 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 the city.

The plan area is further divided into subareas as depicted 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:

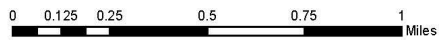
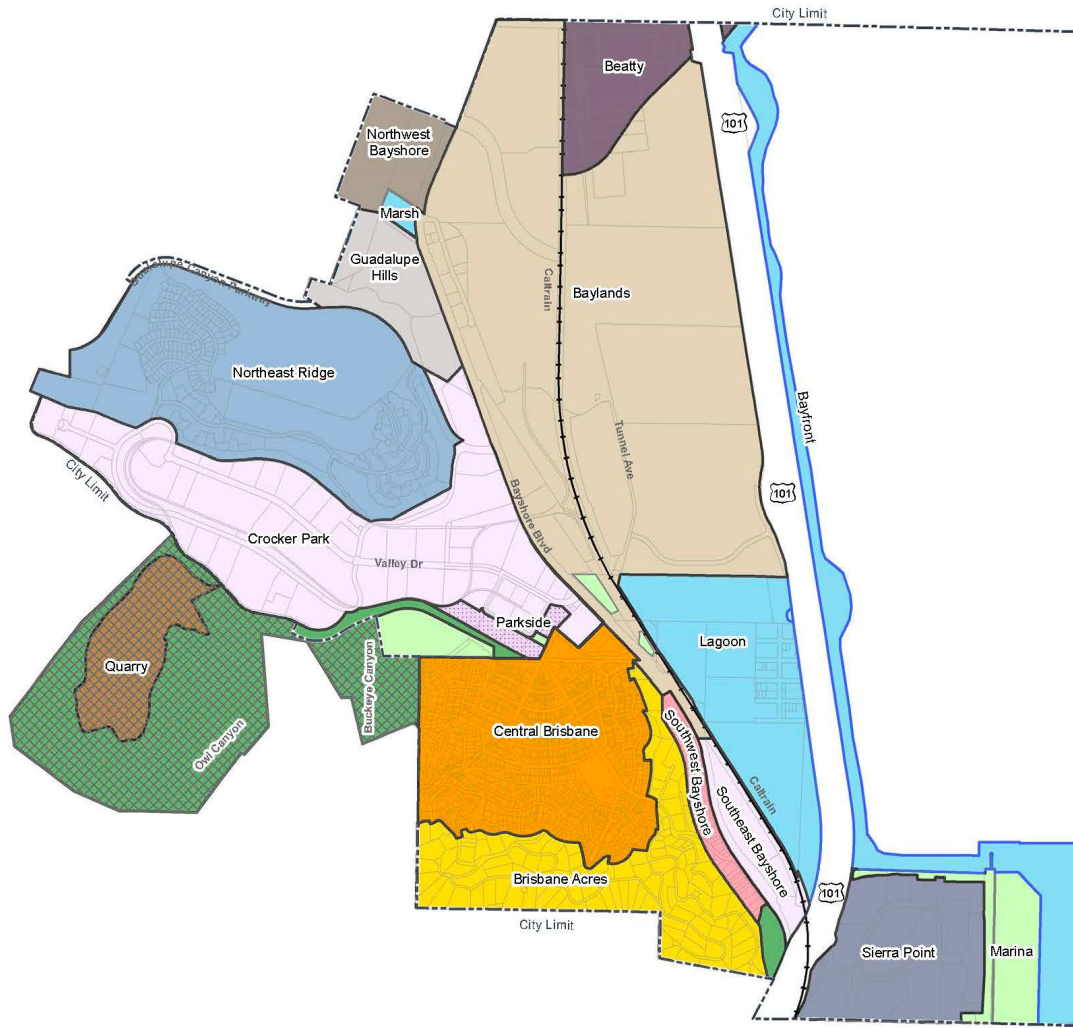
Subareas Within Brisbane's City Limits

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

Subareas Within Brisbane's Sphere of Influence:

- Owl and Buckeye Canyons
- Quarry

Figure PA - 1: General Plan Subareas



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



September 5, 2019

Sierra Point

Across Highway 101 at the southern extreme of the City is Sierra Point, an approximately 104 acre peninsula. The Sierra Point subarea was planned for and is mostly developed with office, research and development and hotels along with a 30 acre municipal marina. 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 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. 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.

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. Development on Sierra Point is guided by the Sierra Point Design Guidelines.

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. 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.

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 a 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⁾

Southeast Bayshore

This subarea contains lands east of Bayshore Boulevard, west of the 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.

Heavy landscaping and grade elevation differences along Bayshore Boulevard screen most of the structures in the business park. However, from Lagoon Way and Sierra Point Parkway, the rear of

the buildings are visible. Traffic along Bayshore Boulevard and Highway 101, along with railroad 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

Southwest Bayshore comprises the hillside area of the lower flank of San Bruno Mountain immediately west of Bayshore Boulevard, south of Old County Road and extending 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 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 residences.

The 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.

The entire subarea is within the CNEL 65 dB noise contour generated by the traffic along Bayshore Boulevard.

Brisbane Acres

The Brisbane Acres are located immediately south and east of Central Brisbane on the steep upper slopes of San Bruno Mountain 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.

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. 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.

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.

The Brisbane Acres include habitat for rare and endangered species, including three butterfly species, the Mission blue, San Bruno elfin and Callippe silverspot, 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

Central Brisbane contains the primary residential area of the City. It also serves as the town center, with businesses along Visitacion and San Bruno Avenues, the Brisbane Village Shopping Center, 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 trees enhance the natural beauty of the subarea. The Community Park, several mini-parks, walkways and natural canyons, some with intermittent streams, provide open space, pedestrian access and recreational opportunities for residents.

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.

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.

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. A water tank was constructed in 1998 to provide adequate storage to

meet fire protection standards and serves both the Northeast Ridge and Crocker Park. 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.⁽⁴⁾

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

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. 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.

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

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. 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

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).

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 the City of Brisbane's 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 General Plan background studies identified traffic 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.

Baylands

Northeast of Central Brisbane, east of Bayshore Boulevard, is the subarea known as the Baylands. With the exception of Icehouse Hill and the Brisbane Lagoon, this subarea is man-made through deposition of fill material within the historic limits of the San Francisco Bay. Most of the subarea is owned by 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. The northwesterly corner of the subarea abuts the City and County of San Francisco.

The portion of the Baylands west of the railroad tracks was filled at the turn of the century and was used until the mid 1980s as a railroad maintenance yard. Remediation efforts to address the contaminants resulting from that use as well as from adjacent historic industrial uses in San Francisco are 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 is in place.

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.

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 near Industrial Way. Periodic flooding of the channels occurs during high tides or periods of heavy storm runoff.

The Baylands includes the Southern Pacific Railroad Roundhouse, a designated historic resource that is listed on the National Register of Historic Places. 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. Both buildings are currently vacant or used only for materials or equipment storage.

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 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.

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 pedestrian and bicycle access between the Baylands and the portions of Brisbane west of Bayshore Boulevard.

Beatty

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 owned by Recology Inc. and primarily developed with Recology's facility to 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.

Recology's operations 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.

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 comprised of former landfill is subject to very intense ground-shaking and liquefaction during earthquakes.

Owl and Buckeye Canyons

Directly west and south of the City Limits, between the Central Brisbane and Quarry subareas, climbing up the face of San Bruno Mountain, are Owl and Buckeye Canyons. These areas are within the City's sphere of influence and comprise areas of ecologically unique natural environment. They provide habitat for three federally listed endangered butterfly species, the Mission blue, San Bruno elfin, and the Callippe silverspot butterfly, 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.

In 1989, the Wildlife Conservation Board, a division of the 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.

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 began supplying rock and gravel for the Bay Area construction industry in 1895 and remains in operation as of 2019.

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, with approximately 80 acres within the active mining area and 60 acres 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.

Activities that have 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. Quarry operations have also included crushing and recycling of previously used asphalt and concrete building materials. Rock production was estimated at about 600,000 tons per year with remaining rock resources estimated at about 5.8 million tons as of January 1992.

The Quarry maintains sediment ponds inside the quarry work area that collect runoff from the upper quarry slopes and discharge into the GVMID storm drain system.

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. Exposed rock faces appear as man-made stair-stepped slopes visible from the surrounding areas.

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.

Employment

The 2010 U.S. Census also provided employment information for those living in Brisbane, as follows:

EMPLOYED PERSONS LIVING IN BRISBANE IN 2010

(>16 years of age)

Total employed residents:	2,097
Transportation means:	
Work at their home in Brisbane:	4.2%
Drove car or larger vehicle (*13.1% of this group carpoled)	85.2%*
Rode motorcycle	1.4%
Took public transportation	5.6%
Biked, walked or other	3.6%

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. 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.