City of Brisbane
Environmental Initial Study

Project title: 2007-2014 Housing Element

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

Project applicant: City of Brisbane

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

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

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

Program H.B.1.a would rezone 125 Valley Drive, 25 Park Place and 41-43 Park Place (totaling 6.9 acres) to allow a minimum of 125 units and maximum of 199 units as part of a mixed-use development under a new NCRO-3 District (the area is currently zoned trade commercial and developed with 86,298 sq. ft. of office/warehouse buildings; the commercial component under mixed-use zoning has been estimated at between approximately 40,000 to 70,000 sq. ft.). The properties at 3832-4090 Bayshore Boulevard, 1093-1107 San Bruno Avenue and on McLain Road (totaling 7.03 acres) would also be rezoned to multi-family residential (R-SWB District) to allow a minimum net total of 136 residential units and a theoretical maximum net of 196 units (the area is currently zoned mixed-use, conditionally allowing up to 1 unit per 1,500 sq. ft.; the area is developed with 16,657 sq. ft. of office/warehouse buildings on 1.508 acres and 9 dwelling units on 8 sites). The proposed 34,848 sq. ft. minimum lot size would be expected to consolidate the proposed district's 20 existing properties into approximately 6 building sites. See Housing Element Appendix F for details.

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

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

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

Program H.B.5.a would increase the potential number of units possible under the density bonus provisions. Due to site-specific constraints (steep slopes, parking requirements, endangered species' habitat) in addition to zoning district unit density regulations, an estimate of the potential number of additional units would be speculative at this point. The impact of these additional units would be dependent upon the actual number of units that would be built and the environmental sensitivity of the location where they would be built. Government Code Section 65915(d)(1) specifies that any incentives or concessions granted in conjunction with a density bonus shall not "have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources."

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

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

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

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

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

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

■ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures have been added to the project (see attached). A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: Tim Tune Date: 11/5/10

Tim Tune, Senior Planner, Community Development Department, City of Brisbane

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista?	❐	❐	■	❐
• ***Explanation/Information Source*:** There are no direct physical impacts upon scenic vistas resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. While public views of San Francisco Bay, the Brisbane Lagoon and San Bruno Mountain State and County Park from City parklands or from extended lengths of City arterial or collector streets might be affected by new development in the R-SWB District in the Southwest Bayshore subarea, any substantial adverse effects would be prohibited per General Plan Policies 17 & 19 and Programs 17 a & 238c. Brisbane Municipal Code Sections 17.42.040.D and BMC Section 17.16.110 address those effects outside the proposed R-SWB District. Within the R-SWB District, proposed Housing Element Programs H.B.1.b & H.D.1.d would require adoption of development regulations and form-based codes [consistent with Government Code Section 65583.2(i)] to address preservation of significant public views of San Francisco Bay, the Brisbane Lagoon and San Bruno Mountain State and County.				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	❐	❐	❐	■
• ***Explanation/Information Source*:** No specific scenic resources have been designated per General Plan Program 19a [although the Open Space Plan considered scenic values in its analysis, it did not include them among the most significant criteria in evaluating open space resources (page vi)]. The nearest State Scenic Highway is Interstate 280, which is on the opposite side of San Bruno Mountain from Brisbane.				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	❐	❐	■	❐
• ***Explanation/Information Source*:** There are no direct physical impacts upon visual character/quality resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. General Plan Program 18a encourages development that fits comfortably with the topography. General Plan Policies 244 & 284 require appropriate landscaping to screen development along Bayshore Boulevard, and General Plan Policies 28 & 30 specify that sufficient buffering be provided between development projects and designated open space or the open areas at the perimeter of the City. Brisbane Municipal Code Sections 17.42.040.D & G would apply these requirements outside the				

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proposed NCRO-3 and R-SWB Districts. Within the NCRO-3 and R-SWB Districts, proposed Housing Element Programs H.B.1.b & H.D.1.d would require adoption of development regulations and form-based codes [consistent with Government Code Section 65583.2(i)] to require that development respect the topography of the site and appropriately use landscape screens or buffers.				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ❒ ❒ ■ ❒ • ***Explanation/Information Source*:** Excessive off-site glare from lighting and reflective building materials is regulated per General Plan Program 22e. Brisbane Municipal Code Section 17.42.040.I would address such impacts outside the proposed NCRO-3 and R-SWB Districts. Within the NCRO-3 and R-SWB Districts, proposed Housing Element Programs H.B.1.b & H.D.1.d would require adoption of development regulations and form-based codes [consistent with Government Code Section 65583.2(i)] to specify the use of low-level exterior lighting directed away from adjacent properties and not upward into the night sky and prohibit the use of highly-reflective glass and other exterior building materials. The 2010 California Code of Regulations Title 24, Parts 1 & 6 (effective 1/1/2011) will regulate outdoor lighting levels and require shielding and sensor controls to help reduce the impacts of glare and light pollution.				
II. AGRICULTURE AND FOREST RESOURCES: Would the project:				
a) Convert farmland to non-agricultural use or otherwise impact agricultural operations? ❒ ❒ ❒ ■ • ***Explanation/Information Source:*** There is no prime farmland, farmland of statewide importance, unique farmland or farmland of local importance within Brisbane, according to the California Department of Conservation (2008).				
b) Result in the loss of forest land or conversion of forest land to non-forest use? ❒ ❒ ❒ ■ • ***Explanation/Information Source:*** There is no forest land within the City of Brisbane identified in the California Department of Forestry and Fire Protection's inventory, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project.				
III. AIR QUALITY: Would the project:				
a) Conflict with the Bay Area Clean Air Plan? ❒ ❒ ❒ ■ • ***Explanation/Information Source:*** The primary goals of the 2010 Bay Area Clean Plan (CAP) are to attain air quality standards, to reduce population exposure and protect public health in the Bay Area, and to reduce greenhouse gas emissions and protect the climate. To support these goals, the CAP includes a number of control measures, including TCM D-3, "Promote land use patterns, policies and infrastructure investments that support mixed-use, transit-oriented development that reduce motor vehicle dependence and facilitate walking, bicycling and transit use" (page 4-9), and				

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LUM 3, "Develop revised CEQA guidelines and thresholds of significance" (page 4-10). As part of the CEQA Air Quality Guidelines adopted by the Bay Area Air Quality Management District in 2010, the following Housing Element Mitigation Measures or Policies are proposed: "Ensure a portion of future residential development is affordable to low and very low income households. Target local funds, including redevelopment and Community Development or Energy Efficiency Block Grant resources, to assist affordable housing developers in incorporating energy efficient designs and features. Adopt minimum residential densities in areas designated for transit-oriented, mixed use development to ensure higher density in these areas. Consult with the Housing Authority, transit providers, and developers to facilitate construction of low-income housing developments that employ transit-oriented and pedestrian-oriented design principles. Offer density-bonus incentives for projects that provide for infill, mixed use, and higher density residential development" (page 9-20). The proposed Housing Element contains a number of policies and programs consistent with these measures supporting the CAP's primary goals. Program H.B.1.a would create a new NCRO-3 mixed-use district and a new R-SWB high-density residential district with minimum densities along the Bayshore Boulevard transit corridor, per Policy H.E.1. Program H.B.3.g and Policies H.B.5 & H.B.9 would encourage housing affordable to lower income households. Energy efficiency would be promoted per Programs H.F.1.a, H.F.2.a & H.F.4.a. Density bonus incentives would be expanded per Program H.B.5.a. Thus, all air quality plan control measures that can be feasibly be incorporated have been included in the Housing Element, so as not to disrupt or hinder implementation of the CAP (BAAQMD Guidelines, pages 9-2 & 9-3). Also see III.c and XV.f., below.				
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	■	☐
• *Explanation/Information Source:* Per the 2010 Bay Area Air Quality Management District's California Environmental Quality Act Air Quality Guidelines (pages 2-7, 9-2 & 9-3), the potential operational (long-term) impact of criteria air pollutants and precursors is not considered significant at the plan level, if the plan is consistent with the current air quality control plan's control measures and the projected rate of increase in vehicle miles traveled or vehicle trips is less than or equal to the projected population increase rate. As noted above (IIIa), the proposed Housing Element supports the CAP's primary goals through its policies and programs, incorporating all feasible air quality plan control measures, so as not to disrupt or hinder implementation of the CAP (BAAQMD Guidelines, pages 9-2 & 9-3). According to the Institute of Transportation Engineers' Trip Generation Manual (7th Edition), single-family detached units would generate 9.57 average daily trips (ADT) per unit and multifamily apartment units would have an ADT rate of 6.72 trips per unit. General office would generate 11.01 average daily trips per 1,000 sq. ft. A shopping center would generate 42.49 ADT per 1,000 sq. ft. General light industrial uses would generate 6.97 ADT per 1,000 sq. ft. Research and development centers would have an 8.11 ADT rate per 1,000 sq. ft. Hotels generate 8.17 ADT per room. According to the Housing Element's Table 21, there are approximately 1,089 detached single-family				

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units and 889 multifamily and mobilehome units in Brisbane. According to the draft General Plan Update, there are 644,251 sq. ft. of general office and 387 hotel rooms in the Sierra Point subarea. Central Brisbane has 105,657 sq. ft. of commercial, including the Brisbane Village Shopping Center. The 4,610,567 sq. ft. total floor area in the Northeast Bayshore, Southwest Bayshore, Southeast Bayshore, Baylands, Beatty and Crocker Park subareas is assumed to be general light industrial. The 255,891 sq. ft. in the Northwest Bayshore subarea is assumed to the research and development.

Land Use	Average Daily Trips (Vehicle Trips)	
SFR:	1,089 x 9.57 =	10,422
MFR:	889 x 6.72 =	5,974
Office:	644.251 x 11.01 =	7,093
Shopping:	105.657K x 42.49 =	4,489
Lt. Industrial:	4,610.567K x 6.97 =	32,136
R&D:	255.891K sq. ft. x 8.11 =	2,075
Hotels:	387 x 8.17 =	3,162
TOTAL:		65,351

Per the proposed Housing Element, 86,298 sq. ft. of light industrial use would be projected to be replaced with approximately 70,000 sq. ft. of commercial use and up to 199 multi-family dwelling units in the NCRO-3 District. In addition, 7 existing single-family and 2 duplex units could theoretically be replaced with up to 196 multi-family units, and 16,657 sq. ft. of office/warehouse use would be eliminated in the R-SWB District at build-out. In the R-1 District, there would be the additional potential for 7 single-family dwellings. These changes would result in a net total increase of 325 multi-family units and 70,000 sq. ft. of commercial sq. ft., with a loss of 101,725 sq. ft. of light industrial floor area.

Land Use	Average Daily Trips (Vehicle Trips)	
SFR:	(7 - 7) x 9.57 =	0
MFR:	(199 + 196) x 6.72 =	2,654
Shopping:	70 x 42.49 =	2,974
Lt. Industrial:	- [(86.298 + 16.657) x 6.97 =	717]
TOTAL:		4,911

This would increase vehicle trips by 7.5% (4,911/65,351). According to the California Department of Finance, Brisbane's estimated population was 3,993 as of January 1, 2010. Based upon the Department of Finance's 2009 estimate of 2.236 persons per household, 330 additional units would increase the population by 18% (738/3,993). Thus, the projected rate of increase in vehicle trips is less than the projected population increase rate.

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

Per the 2010 Bay Area Air Quality Management District's California Environmental Quality Act Air

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Quality Guidelines (page 2-2), the thresholds of significance for construction-related (short-term) criteria air pollutants and precursors for individual projects are average daily emissions of 54 lbs. of reactive organic gases (ROG), 54 lbs. of oxides of nitrogen (NO_x), 82 lbs. of respirable particulate matter of 10 micrometers or less (PM_{10}) as exhaust and 54 lbs. of fine particulate matter of 2.5 micrometers or less ($PM_{2.5}$) as exhaust. For $PM_{10}/PM_{2.5}$ emissions as fugitive dust, use of Best Management Practices will maintain emissions below the threshold of significance. According to Table 3-1 of the BAAQMD Guidelines (pages 3-2, 3-3 & 3-5), a single-family development of not more than 114 units, a low-rise/mid-rise apartment/condominium complex of not more than 240 dwelling units (at a density of 16-38 units per acre), or a 277,000 sq. ft. supermarket or strip mall would not result in potentially significant construction-related air pollutant and precursor impacts, if all Basic Construction Mitigation Measures would be included in the project (Table 8-2, page 8-4; also see Brisbane Municipal Code Sections 15.01.320 & 15.01.330), and if construction-related activities would not include any of the following: demolition, simultaneous occurrence of more than 2 construction phases or more than one land use type, extensive grading, or transport of more than 10,000 cubic yards of soil import/export. The Housing Element (Appendix F) projects that the largest maximum number of multi-family units for any site in the proposed zoning districts is 131 (125 Valley Drive in the NCRO-3 District). The maximum amount of commercial floor area projected in the mixed-use NCRO-3 District is 70,000 sq. ft. Thus, it does not appear at this point that any of the potential individual projects that may be possible under the proposed Housing Element would generate significant construction-related emissions. • ***Explanation/Information Source:*** Per the 2010 Bay Area Air Quality Management District's California Environmental Quality Act Air Quality Guidelines (page 2-2), the thresholds of significance for operational-related (long-term) criteria air pollutants and precursors for individual projects are average daily emissions of 54 lbs. of ROG, 54 lbs. of NO_x, 82 lbs. of PM_{10} and 54 lbs. of $PM_{2.5}$ and maximum annual emission of 10 tons of ROG, 10 tons of NO_x, 15 tons of PM_{10} and 10 tons of $PM_{2.5}$. The threshold for local carbon monoxide (CO) is an 8-hour average of 9.0 parts per million (ppm) with a 1-hour average of 20.0 ppm. According to Table 3-1 of the BAAQMD Guidelines (pages 3-2 & 3-3), a single-family development of 352 units, a low-rise apartment/condominium complex of 451 dwelling units (at a density of 16 units per acre), a mid-rise apartment complex of not more than 494 units (at a density of 38 units per acre), or a 99,000 sq. ft. strip mall would not result in potentially significant operational air pollutant and precursor impacts (NO_x /ROG). The Guidelines (page 4-1) note that "projects that are mixed-use, infill and/or proximate to transit service and local services would have substantially lower vehicle trip rates and associated criteria pollutant … emissions than what would be reflected in standard … estimates." The Housing Element (Appendix F) projects that the largest maximum number of multi-family units for any site in the proposed zoning districts is 131 (125 Valley Drive in the NCRO-3 District). The maximum amount of commercial floor area projected in the mixed-use NCRO-3 District is 70,000 sq. ft. Thus, it does not appear at this point that any of the potential individual projects that may be possible under the proposed Housing Element would generate significant ROG, NO_x, PM_{10} or $PM_{2.5}$				

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emissions. As for CO emissions, a project would result in less-than-significant impact to localized CO concentrations, if the project is consistent with the County congestion management program, the project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour or to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, below-grade roadway), per BAAQMD Guidelines, pages 3-3 & 3-4. In that the latest average *daily* trip rate on Bayshore Boulevard was less than 23,000, it does not appear at this point that any of the potential individual projects that may be possible under the proposed Housing Element would generate significant CO emissions. Also see III.c & d, below.				
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	■	☐
• ***Explanation/Information Source:*** The San Francisco Bay Area air basin is a nonattainment area for state and national ozone standards and national particulate matter ambient air quality standards (2010 BAAQMD CEQA Air Quality Guidelines, page 2-1). Per the BAAQMD Guidelines (pages 3-1 through 3-3), a single-family development of 352 units, a low-rise apartment/condominium complex of 451 dwelling units (at a density of 16 units per acre) or a 99,000 sq. ft. strip mall would result in less-than-significant cumulative operational air pollutant and precursor impacts. Even when combined together, the potential individual projects that may be possible under the proposed Housing Element would not exceed these thresholds and thus would not be expected to generate cumulatively significant amounts of criteria pollutants. Also see III.b, above, and III.d, below.				
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
• ***Explanation/Information Source:*** Per BAAQMD CEQA Air Quality Guidelines (pages 2-3, 2-8, 9-6 & 9-7), local community risk and hazards for new sources of and receptors exposed to toxic air contaminants (TAC) and fine particulate matter ($PM_{2.5}$) are not considered significant at the plan level, if special overlay zones are identified around existing and planned sources of TACs and $PM_{2.5}$ such as truck distribution centers (accommodating more than 100 trucks per day, according to the California Air Resources Board's 2005 Air Quality and Land Use Handbook's Table 1-1), quarries, manufacturing facilities and large retail centers, and if special overlay zones of at least 500 feet (or BAAQMD-approved modeled distance) on each side of all freeways and high-volume roadways are identified. The plan must also identify goals, policies, and objectives to minimize potential impacts from TAC and PM hazards. The BAAQMD Guidelines (pages 5-2, 5-7 & 5-15) identify truck distribution centers among the common sources of TAC and $PM_{2.5}$ emissions. The California Air Resources Board's 2005 Air				

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Quality and Land Use Handbook (page 4, Table 1-1) recommends that land use agencies avoid siting new sensitive land uses (including residential) within 1,000 feet of a distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week. The ARB Handbook (page 11) notes that "A distribution center can be comprised of multiple centers of warehouses within an area. The size can range from several to hundreds of acres, involving a number of different transfer operations and long waiting periods." According to the 2008 traffic studies by Kimley-Horn and Associates for a proposal at 325 Valley Drive, freight forwarders are projected to generate 7.65 average daily trips per 1,000 sq. ft. of floor area, 41% of which would be medium-to-large size vehicles (trucks). Thus, 31,883 sq. ft. of freight forwarder floor area would be projected to generate 100 truck trips, per the ADT rate developed by Kimley-Horn. In comparison, warehousing uses generate 4.96 average daily trips per 1,000 sq. ft. of floor area, according to the ITE. The 2003 City of Fontana Truck Trip Generation Study found that 20% of these were truck trips (excluding passenger vehicles). Thus, it would take 100,806 sq. ft. of warehousing to generate 100 average daily truck trips. There is one freight forwarder occupying more than 31,883 sq. ft. of floor area within 1,000 ft. of the proposed NCRO-3 District; it is located at 125 Valley Drive, one of the three sites proposed to be redeveloped with housing and commercial uses in the new district. There is also one warehouse more than 100,806 sq. ft. within 1,000 ft. of the proposed NCRO-3 District; it is located at 240-246 Valley Drive, 950 ft. from the closest corner of the new district. The total floor area occupied by freight forwarder and warehouse uses within 1,000 ft. of the NCRO-3 District (excluding those within the district itself) is at least 300,000 sq. ft. There are no freight forwarders within 1,000 ft. of the proposed R-SWB District, but two warehouses totaling at least 300,000 sq. ft. are located 300 ft. east of the new district (180,662 sq. ft. of warehouse, 43,416 sq. ft. of covered loading docks and 48,270 sq. ft. of office at 3745 Bayshore Boulevard; 69,258 sq. ft. of warehouse and 7,262 sq. ft. of office at 3775 Bayshore Boulevard). The 16,657 total sq. ft. of warehousing within the proposed district would not be considered significant. The Guadalupe Valley Quarry is more than 1,000 ft. from the proposed NCRO-3 and R-SWB Districts, and there are no significant manufacturing facilities or large retail centers within 1,000 ft. of the new districts. The proposed NCRO-3 and R-SWB Districts are located at least 500 ft. from the southbound lanes of the 101 Freeway. As for Bayshore Boulevard, its level of traffic is approximately 23,000 ADT, according to the latest counts. BAAQMD's Surface Streets Screening Tables (May 2010) estimate that annual average TAC emissions would result in a lifetime cancer risk of less than 10 in a million and a chronic non-cancer Hazard Index less than 1.0, which are the BAAQMD's adopted air quality CEQA thresholds of significance (6/2/10) for local community risk and hazards for TAC emissions, for properties within 100 ft. of highways with average annual daily traffic of 49,000 vehicles, which is more than twice the volume of traffic on Bayshore Boulevard. The tables also estimate that annual average $PM_{2.5}$ emissions are less than than BAAQMD's 0.3 $\mu g/m^3$ threshold of significance for $PM_{2.5}$ emissions, for properties within 100 ft. of roadways with average annual daily traffic of 40,000 vehicles, which is almost twice Bayshore Boulevard's ADT. Thus, even though the proposed NCRO-				

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3 and R-SWB Districts are less than 500 ft. from Bayshore Boulevard, the level of traffic is less than that which would be expected to generate substantial pollutant concentrations.

Mitigation measures to reduce operational-related emissions of TACs at the plan level are described on pages 9-8 through 9-20 of the BAAQMD CEQA Air Quality Guidelines. These include utilization of pollution absorbing trees and vegetation in buffer areas. The BAAQMD's Draft Guidelines for Community Risk Reduction Plans for Toxic Air Contaminants (TACs) and Fine Particulate Matter (PM2.5) (May 2010) suggests, among its reduction measures and strategies, installation of newer air filters in adjacent receptor buildings [i.e. High Efficiency Particulate Air (HEPA) cleaners, electrostatic air filters, and electronic air cleaners].

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

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

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

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

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

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(BAAQMD CEQA Guidelines, page 8-8). Also see III.b and III.c, above.				
e) Create objectionable odors affecting a substantial number of people?	☐	☐	■	☐
• ***Explanation/Information Source:*** Table 3-3 of the BAAQMD CEQA Air Quality Guidelines (page 3-4) identifies distances between odor sources and receptors beyond which no significant odor impact would result. For asphalt batch plants, the screening distance is 2 miles; for transfer stations, green waste and recycling operations, and painting/coating operations, the screening distance is 1 mile. BAAQMD advises that these distances are not absolute screening criteria and should be considered along with other odor parameters and complaint history. An odor source with 5 or more confirmed complaints per year averaged over 3 years is considered to have a significant impact on receptors within the specified screening distance (BAAQMD Guidelines, page 2-6). Per BAAQMD Regulation 7, receipt of complaints from 10 or more persons within a 90-day period is considered cause for investigation and enforcement. The proposed NCRO-3 District would be located approximately 7/8 mile from the Guadalupe Valley Quarry's asphalt batch plant, and the proposed R-SWB District would be approximately 1 1/3 miles away. Although the NCRO-3 and R-SWB Districts would be located less than 2 miles from the plant, prevailing winds appear to sufficiently disperse any odors before they become a nuisance to existing residents located farther upwind (Correspondence from Jack P. Broadbent, Executive Officer/APCO, Bay Area Air Quality Management District, to Community Development Director William Prince, City of Brisbane, dated November 1, 2007). The quarry operates under a surface mining permit approved by the County of San Mateo in 1995 subject to Conditions 55 & 56 to mitigate the air quality impacts of the quarry and its concrete/asphalt recycling operations. The NCRO-3 and R-SWB Districts would be at least 1.5 miles from the Recology San Francisco transfer station and approximately 1 mile from the Industrial Way auto repair shops.				
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	■	☐
• ***Explanation/Information Source:*** There are no direct physical impacts upon protected species resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. While endangered species habitat might be affected by new development in the R-SWB District, any substantial adverse effects would be mitigated through compliance with the San Bruno Mountain Area Habitat Conservation Plan--see IV.f., below. "[C]ompliance with the Agreement with Respect to the San Bruno Mountain Area				

H.1.b(e).

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Habitat Conservation Plan and Section 10(a) Permit fulfills the agency's obligation under CEQA to assess the impact, including cumulative impact, of the project on the species of concern" [HCP., Vol. 1, Page V-2; General Plan Policy 119 and Program 83b; also see Section 15065(b)(2) of the State CEQA Guidelines].				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❒	❒	■	❒
•***Explanation/Information Source:*** There are no direct physical impacts upon sensitive natural communities resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. There are no riverine intermittent streams, sensitive canyons or oak woodlands in the proposed NCRO-3 and R-SWB Districts (General Plan, page 152; Open Space Plan, Figure 3). Any development that might result in such impacts would be subject to compliance with General Plan Policies 82, 262 & 319 and Programs 30a, 84e, 245d & 245e and Brisbane Municipal Code Sections 13.06.180 & 17.12.040.M, City Council Resolution No. 97-54, the Department of Fish & Game's Oak Mitigation Guidelines, and the Migratory Bird Treaty Act.				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means?	❒	❒	■	❒
• *Explanation/Information Source:* There are no direct physical impacts upon wetlands resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. There are no wetlands or other water-related features in the proposed NCRO-3 and R-SWB Districts (General Plan, pages 142 & 152; Open Space Plan, Figure 3). Any development that might result in the loss of wetlands would be subject to mitigation per General Plan Policies/Programs 81, 82, 130c, 130.1, 134.c, 134.d, 237, 349, 354, 359.				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	❒	❒	■	❒
• ***Explanation/Information Source:*** There are no direct physical impacts upon wildlife movement resulting from adoption of the Housing Element, and all ensuing projects will require subsequent				

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
environmental review to determine if they cause such impacts. Any development that might result in substantial interference with the movement of any native resident or migratory animal species or established wildlife corridors would be subject to mitigation per San Bruno Mountain Area Habitat Conservation Plan, Vol. 1, pages G-2, III-1 & III-2, and Vol. 2, page VII-157; General Plan Policies 119 & 310.1 and Program 83b. Also see IV.b, above.				
e) Conflict with the City of Brisbane Tree Regulations protecting biological resources? ❒ • ***Explanation/Information Source:*** There are no direct physical impacts upon protected trees resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Any development that might result in the loss of protected trees would be subject to mitigation per Brisbane Municipal Code Chapter 12.12 and General Plan Policy 125.	❒	❒	■	❒
f) Conflict with the provisions of the San Bruno Mountain Area Habitat Conservation Plan? ❒ •***Explanation/Information Source:*** There are no direct conflicts with the HCP resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The proposed R-SWB District and sites potentially subject to proposed Program H.B.5.a are within the jurisdiction of the HCP (General Plan, page 147). The Operating Program for the Management Units in the Brisbane Acres Administrative Parcel within which the R-SWB District would be located (HCP, Vol. 2, page VII-157) requires that "the Landowner must demonstrate that approval of the grading and/or development proposal is consistent with protecting 40% of the Brisbane Acres as Conserved Habitat. The Landowners may demonstrate consistency through the use of one or more of the following mitigation measures: (i) dedication of habitat easements, open space in fee and/or transfer of allowed density to other parcels in the Brisbane Acres (ii) acquisition of off-site parcels for dedication as permanent Conserved Habitat (iii) clustering of development (iv) imposition of landscaping restrictions on undeveloped portions of sites to retain natural vegetation (v) voluntary merging of parcels to permit clustered development and habitat protection (vi) grading plans which are designed to minimize habitat destruction (vii) development siting standards to preserve broad corridors of natural habitat (viii) reclamation plans for temporarily disturbed areas." Also see Section 15065(b)(2) of the State CEQA Guidelines and General Plan Policy 119 and Program 83b.	❒	❒	❒	■
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the ❒	❒	❒	■	❒

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
significance of a historical resource? • ***Explanation/Information Source:*** There are no direct physical impacts upon historical resources resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. While structures more than 50 years old would have to be demolished to accommodate the higher density housing foreseen in the Housing Element, there are no designated historical structures/sites or any historical resource as defined in Public Resources Code Sections 5020.1.(j) or 21084.1 meeting the criteria listed in PRC Section 5024.1.(c) with the proposed NCRO-3 and R-SWB Districts (General Plan page 158; General Plan Background Report on Existing and Planned Parks, Recreation, Historic and Cultural Resources). Any development that might result in such impacts would be subject to mitigation per General Plan Policy 23 and Program 23c, State CEQA Guidelines Section 15064.5 and the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.				
b.) Cause a substantial adverse change in the significance of an archaeological resource? • ***Explanation/Information Source:*** There are no direct physical impacts upon archaeological resources resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The proposed NCRO-3 District consists of recently filled land, unlikely to contain cultural resources. The proposed R-SWB District is within an area where there may be generally high potential for archaeological resources to be found (General Plan, page 158). Any development that might result in such impacts would be subject to mitigation per Public Resources Code Section 21083.2.(b)-(f) & (i), State CEQA Guidelines Sections 15064.5.(d), (e) & (f) and 15126.4(b), and General Plan Policy 137.	❐	❐	■	❐
c) Impact a unique paleontological resource or site? • ***Explanation/Information Source:*** No unique paleontological resources or sites are known to exist in Brisbane (General Plan, page 156).	❐	❐	❐	■
d) Disturb any human remains, including those interred outside of formal cemeteries? • *Explanation/Information Source:* There are no direct physical impacts upon human remains resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The proposed NCRO-3 District consists of recently filled land, unlikely to contain human remains. The proposed R-SWB District is within an area where there may be generally high potential for archaeological resources, including human remains, to be found (General Plan, page 158). Any development that might result in such impacts would be subject to mitigation per Public Resources Code Section 21083.2.(i), State CEQA Guidelines Sections 15064.5.(d), (e) & (f), and General Plan Policy 137.	❐	❐	■	❐

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VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map for the area or based on other substantial evidence of a known fault?	☐	☐	☐	■
• ***Explanation/Information Source:*** Brisbane is located outside of the Alquist-Priolo Seismic Special Studies Zone boundaries (Brisbane General Plan Technical Studies, page II-15).				
ii) Strong seismic ground shaking?	☐	☐	■	☐
Explanation/Information Source: The proposed NCRO-3 District is within an area projected to experience extremely violent shock during a severe seismic event, with other areas of the city projected to experience strong to very strong shock (General Plan, page 170; also see ABAG's 1995 "On Shaky Ground" map). California Building Code Chapter 16 establishes minimum standards for construction with the intent of significantly reducing the likelihood of collapse of structures and limiting destruction to nonstructural damage, such as broken windows, doors, piping, ducts and light fixtures, and damage to building contents (appliances, furniture, etc.). Brisbane Municipal Code Sections 15.01.095-096, 15.01.240.C.2-3, and 15.01.250.B and California Building Code Section 1802 require that the recommendations of the soils engineering report and engineering geology report shall be incorporated into the project. BMC Section 15.01.250.B requires that grading shall be overseen by a licensed civil engineer, soils engineer, engineering geologist or testing agency to assure that the recommendations have been properly implemented (General Plan Programs 149a & 149e). Compliance is mandatory, so there will be no significant impacts.				
iii) Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
• ***Explanation/Information Source:*** The proposed NCRO-3 District and portions of the R-SWB District are in areas of moderate to locally high susceptibility to liquefaction (General Plan, page 174; also see ABAG's 2001 Liquefaction Hazard Map). General Plan Program 149e requires that a geotechnical study/soils engineering report/engineering geology report be prepared for development projects on sites prone to subsidence in seismic events (also see California Building Code Chapter 16 and Section 1802, and Brisbane Municipal Code Sections 15.01.095-096, 15.01.240.C.2-3, and 15.01.250.B). The report's recommendations for mitigation of potential liquefaction impacts are then required to be incorporated into the project, with inspection/certification of foundation grading by the licensed geotechnical engineer, civil engineer, soils engineer, engineering geologist or test agency to assure that the geotechnical investigation's recommendations have been properly implemented.				

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iv) Seismic-related landslides?	❒	❒	■	❒
• ***Explanation/Information Source:*** The proposed R-SWB is in an area of moderate to high susceptibility to seismically-induced landsliding (General Plan, page 173). General Plan Program 149e requires that a geotechnical study/soils engineering report/engineering geology report be prepared for development projects on sites prone landsliding in seismic events (also see California Building Code Chapter 16 and Section 1802, and Brisbane Municipal Code Sections 15.01.095-096, 15.01.240.C.2-3, and 15.01.250.B). The report's recommendations for mitigation of potential seismic-related landslide impacts are then required to be incorporated into the project, with inspection/certification of foundation grading by the licensed geotechnical engineer, civil engineer, soils engineer, engineering geologist or test agency to assure that the geotechnical investigation's recommendations have been properly implemented.				
b) Result in substantial soil erosion or the loss of topsoil?	❒	❒	■	❒
• ***Explanation/Information Source:*** Portions of the proposed R-SWB District have a high to very high erosion rating according to the USDA Soil Conservation Service (General Plan Technical Studies, pages II-8 & 9). Any development that might result in such impacts would be subject to mitigation per Brisbane Municipal Code Sections 15.01.093-094, 15.01.250.B-260, 13.06.170.C, 15.01.095-096 & 15.01.250.B and 2007 California Building Code Section 1802 (also see General Plan Programs 152e, 152f & 152g). Also see VIII.c, below.				
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	❒	❒	■	❒
• *Explanation/Information Source:* According to page 171 of the General Plan, portions of the proposed R-SWB District and adjoining sites are in areas of highest susceptibility to landsliding. Any development that might result in such impacts would be subject to mitigation per General Plan Programs 152a & 152c, Brisbane Municipal Code Sections 15.01.095-096, 15.01.250.B & 16.16.050.D Sections and 2007 California Building Code Section 1802 (also see General Plan Programs 152b & 152e). Also see VI.a.iii & iv, above.				
d) Be located on expansive soil as defined in the Uniform Building Code?	❒	❒	■	❒
• ***Explanation/Information Source:*** Portions of the proposed NCRO-3 and R-SWB Districts may be located on expansive soils, according to the San Mateo County General Plan "General Soil Types" Map. Expansive soils typically consist of fine-grained clay generally found in historic flood plains but can also be found on hillsides. Any development that might result in such impacts would be subject to mitigation per General Plan Programs 152a & 152c, Brisbane Municipal Code Sections				

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15.01.095-096, 15.01.250.B & 16.16.050.D Sections and 2007 California Building Code Section 1802 (also see General Plan Programs 152b & 152e).				
VII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	❐	❐	■	❐

• *Explanation/Information Source:* Greenhouse gases (GHG)--carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride--impact the world's climate. To address this issue, the Governor's Executive Order S-3-05 called for reducing GHG emissions by 2010 to 2000 levels, by 2020 to 1990 levels and by 2050 to 80% of 1990 levels. The California Global Warming Solutions Act of 2006 (AB32) established a cap on 2020 statewide GHG emissions based on 1990 emissions.

Per Section 15064.4(a) of the State CEQA Guidelines, the city may rely upon a qualitative analysis of greenhouse gas emission resulting from a project. In doing so, the following factors should be considered when assessing the significance of greenhouse gas emissions upon the environment per Section 15064.4(b):

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;

(3) The extent to which the project complies with regulations or requirements adopted by a relevant public agency through a public review process to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions, including the project's incremental contribution of greenhouse gas emissions.

Per the Bay Area Air Quality Management District's Adopted Air Quality CEQA Thresholds of Significance (June 2, 2010), the potential impact of operational-related greenhouse gases at the plan level is not considered significant if the Housing Element is consistent with a qualified Greenhouse Gas Reduction Strategy (see State CEQA Guidelines Section 15183.5 and pages 4-7 through 4-11 of the 2010 BAAQMD California Environmental Quality Act Air Quality Guidelines) or similar criteria included in a General Plan or would generate less than 6.6 metric tons (MT) of carbon dioxide equivalent (CO_2e) per service population (residents + employees) per year (BAAQMD Guidelines, pages 2-3 and 9-4 through 9-6).

According to Table 3-1 of the BAAQMD Guidelines (pages 3-2 & 3-3), a single-family development of as many as 56 units, a low-rise apartment/condominium complex of as many as 78 dwelling units (at a density of 16 units per acre), a mid-rise apartment complex of as many as 87 dwelling units (at a density of 38 units per acre), a 19,000 sq. ft. strip mall, 50,000 sq. ft. of office or a 64,000 sq. ft. warehouse would not result in potentially significant operational greenhouse gas impacts. Note that these are screening criteria, not thresholds of significance. The Guidelines (page 4-1) clarify that "projects that are mixed-use, infill and/or proximate to transit service and local services would have substantially lower vehicle trip rates and associated … GHG emissions than what would be reflected

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in standard … estimates." The maximum total net development potential in the new NCRO-3 and R-SWB Districts is 395 multi-family units. In the NCRO-3 District, 86,298 sq. ft. sq. ft. of office/warehouse would be projected to be replaced with approximately 70,000 sq. ft. of commercial use. In addition, 9 existing single-family or duplex units would be expected to be replaced with multi-family units, and 16,657 sq. ft. of office/warehouse use would be eliminated in the R-SWB District. In the R-1 District, there would be the additional potential for 7 single-family dwellings. All of these new units would part of projects that are mixed-use, infill and/or proximate to transit services and local services and thus expected to have lower GHG emissions than would otherwise be projected. Further reducing expected GHG emissions, the City's "Green Building Ordinance" (Brisbane Municipal Code Chapter 15.80) requires that residential projects of 20 or more units achieve a "green home" rating on the Multifamily GreenPoint Checklist, per General Plan Policy 143.1 (see proposed Housing Element Policy H.F.1). Reducing operational-related emissions of greenhouse gases even further, the General Plan would be amended through the proposed Housing Element to incorporate a number of the measures described on pages 9-8 through 9-20 of the BAAQMD CEQA Air Quality Guidelines. These include proposed Policy H.I.1 to reduce constraints upon infill development; Policy H.E.1, encouraging housing supported by a multi-modal transportation system; Program H.B.1.a, designating the new NCRO-3 District for high-density and mixed-use development; Program H.A.1.b to inform the public about the benefits of well-designed, higher-density housing and relationships between land use and transportation; Policy H.H.1 to ensure that new development finances the full cost of expanding public infrastructure and services; Program H.F.4.a to require orientation of buildings to maximize passive solar heating during cool seasons, avoid solar heat gain during hot periods, enhance natural ventilation, and promote effective use of daylight, and optimize opportunities for on-site solar generation; Program H.H.1.a, requiring payment of transportation impact fees and/or roadway as a condition of approval for new development; Programs H.B.3.b, H.B 3.c, H.E.1.d, H.I.1.b & H.I.1.c to reduce parking for private vehicles; Policy H.B.5 and Programs H.B.1.a, H.B.1.e, H.B.3.g & H.B.4.b to ensure a portion of future residential development is affordable to low and very low income households; Program H.F.4.a, requiring implementation of energy-efficient design features in new development; Programs H.B.1.a & H.E.1.d to adopt minimum residential densities in areas designated for transit-oriented, mixed use development to ensure higher density in these areas; and Policy H.B.5, offering density-bonus incentives for infill, mixed-use, and higher-density residential projects. Within the proposed NCRO-3 and R-SWB Districts, proposed Housing Element Programs H.B.1.b & H.D.1.d would require adoption of development regulations and form-based codes [consistent with Government Code Section 65583.2(i)] that could utilize pollution absorbing trees and vegetation in buffer areas; require native and drought-tolerant plants, proper soil preparation, and efficient irrigation systems for landscaping, especially adjacent to sidewalks and other impermeable surfaces; specify energy-efficient design features in new development, including appropriate site orientation, exceedance of Title 24, use of light color roofing and building materials, and use of evergreen and wind-break trees to reduce heating and cooling fuel consumption; and require low VOC-emitting street trees and landscaping to reduce GHG emissions.				

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

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				
• ***Explanation/Information Source:*** There are no direct physical impacts regarding accidental hazards resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. No significant amount of hazardous materials would be associated with residential or mixed-use development addressed in the Housing Element. Locating new sensitive receptors such as residential uses near facilities where acutely hazardous materials are stored or used is considered a significant impact per the 2010 Bay Area Air Quality Management District's CEQA Guidelines (page 2-2). Of the 21 facilities identified by the Air Resources Board in Brisbane as sources of toxics pollutant emissions only 2 are within 1,000 ft. of the new NCRO-3 or R-SWB Districts. The City's sewage lift station at 111 Valley Drive has a propane-fueled emergency generator located immediately adjacent to the NCRO-3 District, and the VWR Scientific warehouse at 3745 Bayshore Boulevard generates an estimated 6 pounds of formaldehyde emissions and 1 pound of benzene emissions per year (in addition to carbon monoxide and nitrogen oxides discussed in III.b, above) approximately 200 ft. from the R-SWB District. These are not considered to be major sources of emissions according to EPA and BAAQMD standards. The rezoning of the portion of the existing SCRO-1 District including and adjoining the propane sales facility at 3994 Bayshore Boulevard would render that use nonconforming (meaning it could not be expanded or intensified), while changing residential units from a conditional to a permitted use. Per Chapter 38 of the 2007 California Fire Code, the existing above-ground propane tanks comply with the required 50 ft. setbacks.				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	■	☐
• *Explanation/Information Source:* There are no direct physical impacts regarding exposure of schools to hazardous materials resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. No significant amount of hazardous materials would be associated with residential or mixed-use development addressed in the Housing Element. Also see III.d, above.				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5?	☐	☐	☐	■
• *Explanation/Information Source:* No portion of the proposed NCRO-3 or R-SWB Districts or any existing residential districts are listed as hazardous materials sites.				
e) For a project located within an airport land use plan or within the vicinity of a	☐	☐	☐	■

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

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
review to determine if they cause such impacts. The National Polluntant Discharge Elimination System, Federal Clean Water Act, Regional Water Quality Control Board and/or San Mateo County Department of Environmental Health, and/or Brisbane Municipal Code Sections 13.06.130 and 13.06.230, ABAG's "Manual of Standards for Erosion & Sediment Control Measures" and the California Stormwater Quality Association's "Construction Storm Water Best Management Practice Handbook" protect water quality (General Plan Programs 134a and 228d). The CRWQCB's amended Order No. 99-59 requires that all municipalities under the San Mateo Countywide Stormwater Pollution Prevention Program specifically analyze whether individual projects will cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses. Projects that create, add and/or replace 10,000 sq. ft. or more of impervious surface on the project site are specifically subject to NPDES permit reporting requirements. BMC Section 16.16.060 requires that drainage studies be prepared for subdivision projects. 2007 California Plumbing Code Chapter 11 and 2007 California Building Code Sections 1807.4.2 & 1807.4.3 specify storm drainage requirements for construction projects. Compliance is mandatory, so there will be no significant impacts.				
b) Substantially deplete groundwater supplies, adversely impact groundwater quality, or interfere substantially with groundwater recharge?	☐	☐	☐	■
• ***Explanation/Information Source:*** Groundwater is not used as a source within the City of Brisbane; thus, adoption of the Housing Element will not deplete any groundwater supplies or interfere substantially with any groundwater recharge.				
c) Alter the existing drainage pattern of the site or area in a manner which would result in substantial on- or off-site erosion or siltation?	☐	☐	■	☐
• ***Explanation/Information Source:*** There are no erosion impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Compliance with the with the National Pollutant Discharge Elimination System Program and Brisbane Municipal Code Sections 13.06.170 & 13.06.180 (General Plan Policies 133, 262 & 319 and Programs 134a, 228d & 245d) is mandatory for individual projects, so there will be no significant impacts. Also see VI.b, above.				
d) Alter the existing drainage pattern of the site or area, or substantially increase the rate or amount of surface runoff, in a manner which would result in on- or off-site flooding?	☐	☐	■	☐
• ***Explanation/Information Source:*** There are no drainage impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The California Regional Water Quality Control Board's				

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amended Order No. 99-59 requires that all municipalities under the San Mateo Countywide Stormwater Pollution Prevention Program specifically analyze whether individual projects will result in significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes. Of particular concern would be increased runoff associated with increased impervious surfaces. Projects that create, add and/or replace 10,000 sq. ft. or more of impervious surface on the project site are specifically subject to NPDES permit reporting requirements. SM STOPPP requires that such projects identify stormwater treatment, source control and/or site design measures to serve as Best Management Practices for stormwater pollution prevention and/or treatment under the Municipal Stormwater NPDES Permit. BMC Section 16.16.060 requires that drainage studies be prepared for subdivision projects. 2007 California Plumbing Code Chapter 11 and 2007 California Building Code Sections 1807.4.2 & 1807.4.3 specify storm drainage requirements for construction projects. Compliance is mandatory, so there will be no significant impacts.				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?	❒	❒	■	❒
• ***Explanation/Information Source:*** There are no drainage capacity impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The California Regional Water Quality Control Board's amended Order No. 99-59 requires that all municipalities under the San Mateo Countywide Stormwater Pollution Prevention Program specifically analyze whether the project will result in significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes. Of particular concern would be increased runoff associated with increased impervious surfaces. Projects that create, add and/or replace 10,000 sq. ft. or more of impervious surface on the project site are specifically subject to NPDES permit reporting requirements. SM STOPPP requires that such projects identify stormwater treatment, source control and/or site design measures to serve as Best Management Practices for stormwater pollution prevention and/or treatment under the Municipal Stormwater NPDES Permit. BMC Section 16.16.060 requires that drainage studies be prepared for subdivision projects. 2007 California Plumbing Code Chapter 11 and 2007 California Building Code Sections 1807.4.2 & 1807.4.3 specify storm drainage requirements for construction projects. The Storm Drainage Master Plan prepared for the City by RBF Consulting (November 2003) identified a number of deficiencies in the existing system that, if exacerbated by a proposed specific project, would have to be satisfactorily addressed.				
f) Otherwise substantially degrade water quality?	❒	❒	■	❒
• *Explanation/Information Source:* There are no water temperature/turbidity impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The California Regional Water Quality Control Board's amended Order No. 99-59 requires that all municipalities under the San Mateo Countywide Stormwater Pollution Prevention Program specifically analyze whether individual				

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projects will result in an increase in pollutant discharges to receiving waters, in terms of such parameters as temperature, dissolved oxygen, turbidity, heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment nutrients, oxygen-demanding substances and trash. It must also be determined whether a project will result in significant alteration of receiving water quality during or following construction. Of particular concern would be pollutant impacts to an already impaired water body [see Clean Water Act Section 303(d) list]. Projects that create, add and/or replace 10,000 sq. ft. or more of impervious surface on the project site are specifically subject to NPDES permit reporting requirements. Compliance with the water quality requirements of the National Pollutant Discharge Elimination System, Federal Clean Water Act, Regional Water Quality Control Board and/or San Mateo County Department of Environmental Health, and/or Brisbane Municipal Code Sections 13.06.130 & 13.06.230 (General Plan Programs 133a, 134a & 228d) is mandatory. • *Explanation/Information Source:* There are no water contamination impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review. The San Mateo Countywide Stormwater Pollution Prevention Program's Pesticide Management Program seeks to minimize the effects of pesticide use on municipal stormwater quality though pest-resistant landscaping techniques and design features. Per City Council Resolution No. 2003-47, the City of Brisbane encourages projects that demonstrate landscape and structural pest control alternatives that use the least toxic methods for pest control.				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? • ***Explanation/Information Source:*** The proposed NCRO-3 District is within the 100-year flood zone as identified on the Flood Insurance Rate Maps (Community Panel No. 060311 0025 B) for which base flood elevations and flood hazard factors were not determined by FEMA at the time of mapping. The City's 2003 Storm Drainage Master Plan (page 29-30) assumes the maximum 100 year design water surface in this flood area to be 9.8 ft., given completed storm drainage improvements downstream. Recent development projects at 425 Valley Drive and 50 Park Place have demonstrated that construction is feasible above calculated base flood elevations. Compliance with Brisbane Municipal Code Section 15.56.081 is mandatory (see proposed Housing Element Program H.H.2.a), so there will be no significant impacts.	☐	☐	■	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? • ***Explanation/Information Source:*** See IX.g.	☐	☐	■	☐
i) Expose people or structures to a significant risk of loss, injury or death involving	☐	☐	■	☐

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flooding? • ***Explanation/Information Source:*** See IX.g.				
j) Inundation by seiche, tsunami, or mudflow?	❒	❒	■	❒
• ***Explanation/Information Source:*** There are no seiche/tsunami impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Although the 1973 County of San Mateo Geotechnical Hazard Synthesis Map (General Plan, page 174) shows the proposed NCRO-3 District and limited portions of the proposed R-SWB District and the existing R-3 and NCRO-2 Districts to be in an area of moderate to locally high susceptibility to seiche/tsunami, ABAG's 2007 Tsunami Evacuation Planning Map for San Francisco and San Mateo Counties does not show any Tsunami Evacuation Areas in Brisbane. The areas cited are at a minimum approximate elevation of 14 ft. above mean sea level. The 100-year high tide is estimated to be 6.9 ft. m.s.l., a 100-year tsunami's wave runup would be estimated at 4.4 ft. m.s.l., and expected sea level rise would be less than 1 ft. (Sierra Point Biotech Project EIR, page 167). Thus, inundation during a tsunami is unlikely. • ***Explanation/Information Source:*** There are no mudflow impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Limited portions of the proposed R-SWB District and the adjoining R-BA District have experienced debris flows (General Plan, page 172). As required by General Plan Programs 152a & 152c for areas prone to slope instability, a geotechnical study/soils engineering report/engineering geology report would be required for any specific project on such sites. The recommendations of the report would be required to be incorporated into the project; and inspection/certification of foundation grading by the licensed geotechnical engineer, civil engineer, soils engineer, engineering geologist or test agency would be required to assure that the geotechnical investigation's recommendations have been properly implemented. Also see California Building Code Chapter 16 and Section 1802, Brisbane Municipal Code Sections 15.01.095-096, 15.01.240.C.2-3, and 15.01.250.B (General Plan Programs 149a & 149e).				
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	❒	❒	■	❒
• ***Explanation/Information Source:*** No physical division of an established community is proposed that would result in adverse impacts on existing and proposed land uses nearby (General Plan Program 12a). The proposed NCRO-3 District would extend the mixed-use development already allowed in the NCRO-2 District on the opposite side of the Community Park. The proposed R-SWB District would extend the residential development already allowed in the adjoining R-BA District.				
b) Conflict with the General Plan or other applicable City land use plan, policy, or	❒	❒	■	❒

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regulation adopted for the purpose of avoiding or mitigating an environmental effect? • *Explanation/Information Source:* There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Proposed Housing Element Programs H.B.1.d & H.E.1.c require revision of the General Plan to maintain consistency with the Housing Element. California Government Code Section 65915(g)(5) specifically addresses the consistency of the density bonus provisions with the General Plan's Land Use Element. Government Code Section 65915(d)(1) requires that incentives/concessions not "have a specific adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources." Also see proposed Housing Element Program H.H.2.e.				
c) Conflict with any applicable regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect? • ***Explanation/Information Source:*** There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. As required by the Congestion Management Program adopted by the City/County Association of Governments of San Mateo County, any individual project that would generate 100 or more net trips at peak hour would be required to incorporate measures to mitigate cumulative traffic impacts. According to the International Transportation Engineers Handbook, low-rise apartments/condominiums typically generate 0.58 to 0.78 peak hour trips per unit. The Housing Element (Appendix F) projects that the largest maximum number of multi-family units for any site in the proposed zoning districts is 131 (125 Valley Drive in the NCRO-3 District), which would be expected to generate up to 102 peak hour trips, from which the peak hour trips generated by the existing freight forwarder use on the site (55,392 sq. ft. x 0.47 to 0.82 peak hour trips per 1,000 sq. ft. = 26 to 45) would be subtracted to derive the net peak hour trips (57 to 76). See XV.a & b, below.	☐	☐	■	☐
d) Conflict with the San Bruno Mountain Area Habitat Conservation Plan? • *Explanation/Information Source:* See IV.f.	☐	☐	☐	■
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be either locally important or of value to residents of the state and region?	☐	☐	☐	■

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

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8.28.060 establishes a noise level standard for construction activities (which are allowed only between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and 9:00 a.m. to 7:00 p.m. on weekends and holidays) of no more than 83 dBA at a distance of 25 feet from the source thereof, or no more than 86 dBA at any point outside of the property plane of the project (General Plan Program 184a). Compliance is mandatory, so there will be no significant impacts.				
d) For a project located within an airport land use plan or in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	❒	❒	❒	■
• ***Explanation/Information Source:*** No portion of the City of Brisbane is located within an airport land use plan or within the vicinity of a private airstrip.				
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly or indirectly?	❒	❒	■	❒
• ***Explanation/Information Source:*** There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The intent of the Housing Element is to accommodate the regionally-determined fair share of housing need; thus, the Housing Element is growth accommodating, not growth inducing. As an indicator of significant population growth, Condition of Approval A.I.j adopted for the Northeast Ridge Project in 1989 limited the issuance of building permits for the project to no more than 115 dwelling units (20% of the total for the project) per year, with any unused allotment being allowed to be carried over to a subsequent year, in which case the combined limit would be 144 units (25% of the total)]. The Housing Element (Tables 35 & 36) proposes to provide the potential for 440 units for the 2007-2014 planning period, which would average 59 units per year (excluding the 18 units constructed through mid-2009, the average would be 85 per year to mid-2014). Should a significant number of additional units ever be proposed within one year, the City could require fiscal impact studies and development impact fees to cover the costs of the development to the community per proposed Housing Element Programs H.H.1.a & H.H.1.b to mitigate the impacts of substantial population growth.				
b) Displace substantial numbers of existing housing units or persons, necessitating the construction of replacement housing?	❒	❒	■	❒
• ***Explanation/Information Source:*** There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The Negative Declaration for the City's affordable housing ordinance (No. 537) approved by the City Council in 2009 found that the impact of replacing existing				

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units with denser development taking advantage of the density bonus provisions would be offset by the greater availability and potential affordability of the new housing provided (see proposed Housing Element Program H.B.5.a). Proposed Housing Element Programs H.B.2.a & H.B.4.a would also help address these potential impacts.				
XIV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the following:				
a) Fire protection?	❐	❐	■	❐
• *Explanation/Information Source:* There are no impacts upon fire protection directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Compliance with the fire access, hydrant, sprinkler and other requirements of the Fire Prevention Code (Brisbane Municipal Code Chapter 15.44) is mandatory (also see General Plan Policies 146, 158, 208 & 210 and Programs 158a & 208a regarding adequate fire protection infrastructure). Also see proposed Housing Element Programs H.H.1.a & H.H.1.b.				
b) Police protection?	❐	❐	■	❐
• *Explanation/Information Source:* There are no impacts upon police protection directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. If a specific project were to substantially impact average response time, development impact fees and exactions could be adopted to mitigate the impact per General Plan Policies 160 & 163 and Program 160a and proposed Housing Element Programs H.H.1.a & H.H.1.b.				
c) Schools?	❐	❐	■	❐
• ***Explanation/Information Source:*** There are no impacts upon schools directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. According to the State Legislature, payment of school impact fees completely mitigates a project's impacts regarding school facilities. The Brisbane Elementary School District collects fees of $2.63 per square foot for residential projects to mitigate school impacts.				
d) Parks?	❐	❐	■	❐
• ***Explanation/Information Source:*** There are no impacts upon parks directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Per BMC Sections 16.24.020, 16.24.030 & 16.24.070 and California Government Code Section 66477, residential subdivisions and condominium projects with 50 or more lots/units must dedicate land for public recreational facilities, and smaller residential subdivisions and condominium projects are required to pay a parks and				

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recreation in-lieu fee to be used by the City to develop new or rehabilitate existing neighborhood or community park or recreational facilities to serve the development.				
e) Other public facilities?	❒	❒	■	❒
• ***Explanation/Information Source:*** There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Adequate infrastructure, including water, sewer, storm drains and streets, will be required to be provided per City standards for individual projects (General Plan Policies 146, 208 & 210 and Program 208a). Also see IX.b., above.				
XV. RECREATION: Does the project:				
a) Increase the demand for existing parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	❒	❒	■	❒
• ***Explanation/Information Source:*** There are no impacts upon existing parks and recreational facilities directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Per Brisbane Municipal Code Section 16.24.030, an in-lieu fee will be paid for residential subdivisions and condominiums that do not include new park and recreational facilities, and this fee may be used for rehabilitating existing park and recreational facilities per California Government Code Section 66477(a)(3).				
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	❒	❒	■	❒
• ***Explanation/Information Source:*** There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. For potential significant environmental effects from the construction/expansion of recreational facilities that might be proposed in a specific project, please see I, III, IV, V, VI, VII, VIII, IX, X, XI, XII and XIII, above, and XV, XVI and XVII, below.				
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and	❒	❒	■	❒

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

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

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

At the time of the most recent studies, all of the major intersections in Brisbane were operating at Level of Service C or better during AM and PM peak hours, and freeway mainline segments were operating at LOS E or better (Northeast Ridge Unit II EIR Addendum, page 35; Sierra Point Biotech Project EIR, pages 88-91; One Quarry Road Residential Project Draft Environmental Impact Report Volume 1, page 245, as updated by LSA per its 5/6/04 letter and Hexagon Transportation Consultants, Inc., per its 5/5/04 memorandum). These acceptable levels of service are expected to be maintained with completion of development that has already been approved (Sierra Point Biotech Project EIR, pages 88, 92, 100 & 103). It was found that, under cumulative conditions for the year 2030, the approved Sierra Point Biotech Project would unacceptably reduce the level of service during the PM peak hour from C to D at the intersection of Bayshore Boulevard and Old County Road, as well as degrading significantly further the unacceptable LOS D during the AM peak hour (Sierra Point Biotech Project EIR, pages 102-106). Three potential mitigation measures were identified for this intersection, only two of which would be necessary to reduce the impact to a less-than-significant level. Furthermore, the Sierra Point Biotech Project would significantly contribute to the unacceptable LOS F on 3 segments of US 101 (Sierra Point Biotech Project EIR, pages 107-108; C/CAG's Policy on Traffic Impact Analysis). A Traffic Reduction Plan identifying specific Travel Demand Management measures was required to help mitigate these impacts, which would remain significant and unavoidable. The City Council adopted a Statement of Overriding Considerations in approving the Sierra Point Biotech Project. State CEQA Guidelines Section 15152(f)(1) states, "Where a lead agency determines that a cumulative effect has been adequately addressed in the prior EIR, that effect is not treated as significant for purposes of the later…negative declaration…"

The cumulative traffic impacts of residential development on Bayshore Boulevard near San Bruno Avenue could be significant, if they were to contribute to traffic turning left at the intersection of Bayshore Boulevard and San Bruno Avenue. Left turn movements are identified in the Environmental Impact Report for the City of Brisbane General Plan Update as having the greatest potential to decrease the level of service at this intersection below the adopted LOS C standard (Volume II, pages 74 & 76; Volume III—Appendix 3, page 39). The required mitigation would be

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signalization of the intersection (General Plan EIR, Volume II, pages 75-77; Volume III—Appendix 3, page 42). Per proposed Housing Element Program H.H.1.a, proposed projects generating traffic that would impact this intersection would be required to contribute their fair share toward the cost of mitigation. Also see XVI.b, below.				
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the City or county congestion management agency for designated roads or highways? • ***Explanation/Information Source:*** There are no impacts on levels of service directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The C/CAG Congestion Management Program characterizes the cumulative traffic impacts from projects generating a net increase of 100 or more peak hour trips as significant. According to the Institute of Transportation Engineers' Trip Generation Manual (7th Edition), apartments generate 0.62 peak hour trips per unit. Thus, it would take an apartment complex containing 161 units to generate a sufficient number of trips to be considered significant. Such projects would be required to incorporate trip reduction measures per the Congestion Management Program to mitigate this impact. None of the individual sites in the new NCRO-3 or R-SWB Districts would have that capacity (see Housing Element Appendix F, Table F.1, page 5). The Housing Element (Appendix F) projects that the largest maximum number of multi-family units for any site in the proposed zoning districts is 131 (125 Valley Drive in the NCRO-3 District), which would be expected to generate up to 102 peak hour trips, from which the peak hour trips generated by the existing freight forwarder use on the site (55,392 sq. ft. x 0.47 to 0.82 peak hour trips per 1,000 sq. ft. = 26 to 45) would be subtracted to derive the net peak hour trips (57 to 76), leaving a cushion of 24 to 43 peak hour trips (equivalent to a 6,400 to 11,467 sq. ft. shopping center) for the commercial component of the mixed use on this site without mitigation. Also see XVI.a, above, and XVI.e, below.	☐	☐	■	☐
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? • ***Explanation/Information Source:*** There are no traffic hazard impacts directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Compliance with adopted street design standards (Brisbane Municipal Code Section 12.24.010) and construction traffic regulations (2007 California	☐	☐	■	☐

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Building Code Chapter 33 and Brisbane Municipal Code Sections 8.28.060) to avoid substantial traffic hazards is mandatory.				
d) Result in inadequate emergency access?	❒	❒	■	❒
• ***Explanation/Information Source:*** There are no impacts on emergency access directly resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Compliance with fire apparatus access road standards (2007 California Fire Code Section 503, as amended by Brisbane Municipal Code Sections 12.24.010 and 15.44.100-120) to provide adequate emergency access is mandatory.				
e) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	❒	❒	■	❒
• ***Explanation/Information Source:*** There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. General Plan Policies 66 & 198, General Plan Programs 55c, 60b, 62b, 100c, 194c, 198a, 198b & 198c, Brisbane Municipal Code Chapters 10.52 & 15.80, and BMC Section 17.42.040.F encourage alternatives to travel by automobile where appropriate. In addition, trip reduction measures that may be required by the C/CAG Congestion Management Program include bicycle parking facilities, employee shower and locker room facilities, preferential carpool/vanpool parking, amenities for pedestrians and participation in the BART/Caltrain shuttle service. These polices, programs and requirements would be addressed in the development regulations (Housing Element Program H.B.1.b) and form-based codes (Housing Element Program H.D.1.d) for the new NCRO-3 & R-SWB Districts. Also see III.a, VII.a and XV.b, above.				
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the Regional Water Quality Control Board?	❒	❒	■	❒
• ***Explanation/Information Source:*** & Explanation/Information Source: See XVII.e, below.				
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❒	❒	■	❒
• ***Explanation/Information Source:*** There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. No new/expanded wastewater treatment facilities are proposed				

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as part of the Housing Element (General Plan Policies 146 & 215). Any construction of new/expanded water/wastewater treatment facilities might or might not result in significant environmental effects-- see I, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XIII and XV, above, and XVII, below.				
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❒	❒	■	❒
• ***Explanation/Information Source:*** There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. No storm water drainage facilities are proposed as part of the Housing Element, but the 2003 City of Brisbane Storm Drainage Master Plan (Enclosure 2, pages 2, 9 & 11) identifies needed pipeline replacements east of 41-43 Park Place, north or 25 Park Place and northeast of 3832 Bayshore Boulevard (General Plan Policies 146 & 221). The construction of new/expanded water/wastewater treatment facilities might or might not result in significant environmental effects--see I, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XIII and XV, above, and XVII, below.				
d) Have insufficient water supplies available to serve the project from existing entitlements and resources?	❒	❒	■	❒
• ***Explanation/Information Source:*** There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The City of Brisbane receives its water supply from the City and County of San Francisco's Hetch Hetchy reservoir and water delivery system as a member of the Bay Area Water Users Association through the 1984 Water Settlement Agreement, expiring in 2009. The City of Brisbane is entitled to additional water allotments from San Francisco through earlier agreements from 1884 and 1908. The City's total entitlement is 1.053 million gallons of water per day (gpd). The City's Water Master Plan projects water consumption rates of 140 gallons per day per single-family dwelling unit (SFDU) and 125 gpd per high-density dwelling unit (HDDU). The average consumption for non-residential parcels (NR) is less than 1,900 gallons per acre per day.				
NCRO-3 District: (199 HDDU x 125 gpd) + (6.9 NR ac x 1,900 gpd) – (6.9 NR ac. x 1,900 gpd) = 24,875 net gpd R-SWB District: (196 + 9 HDDU x 125 gpd) – (9 SFDU x 140 gpd) – (1.508 NR ac. x 1,900 gpd) = 21,500 gpd R-1 District: 7 SFDU x 140 gpd = 980 gpd NET TOTAL: 47,355 gpd				
The San Francisco Public Utilities Commission has not indicated any insufficient supplies or significant environmental effects associated with the Housing Element. The City of Brisbane's water				

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
connection and installation fees for the project will mitigate impacts to existing water reserve capacity (per General Plan Policy 206; also see Policies 140 & 208). •Government Code Section 66473.7, Public Resources Code Section 21151.9 and Water Code Sections 10910-10912 require an analysis of the public water system's urban water management plan to determine if there is sufficient water supply available in a 20-year project for the demand generated by the following projects: (1) A proposed residential development of more than 500 dwelling units. (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space. (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space. (4) A proposed hotel or motel, or both, having more than 500 rooms. (5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area. (6) A mixed-use project that includes one or more of the projects specified in this subdivision. (7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project. The proposed zoning changes would result in the additional net maximum total of 402 units, not including density bonus units, and the commercial component under the proposed mixed-use zoning is estimated at between approximately 40,000 to 70,000 sq. ft., well below the applicable thresholds.				
e) Result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project's projected demand in addition to its existing commitments?	❐	❐	■	❐
• ***Explanation/Information Source:*** There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The City and County of San Francisco is committed to provide the City of Brisbane with wastewater treatment at the Southeast Wastewater Treatment Plant for 6.0 million gallons per day total daily dry weather flow. The City's Sewer Master Plan projects that dwelling units in medium density apartment complexes, multiple use residential projects, and planned developments (MFDU) generate 90 gallons per day, while single family homes (SFDU) generate 105 gpd/du. The City's Sewer Master Plan projects that flow rates for commercial and industrial uses range from 500 gallons per acre per day for the NCRO, TC and SCRO Districts to 2,380 gpad for the SP-CRO District.				
NCRO-3 District: (199 MFDU x 90 gpd) + (6.9 NCRO ac x 500 gpd) – (6.9 TC ac. x 500 gpd) = 17,910 net gpd R-SWB District: (196 + 9 MFDU x 90 gpd) – (9 SFDU x 105 gpd) – (1.508 SCRO ac. x 500 gpd) = 16,751 gpd				

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
R-1 District: 7 SFDU x 105 gpd = 735 gpd NET TOTAL: 35,396 gpd				
The San Francisco Public Utilities Commission's Wastewater Enterprise Planning Division has confirmed that there is sufficient treatment capacity for the projected residential development potential and there are no significant environmental effects associated with the Housing Element. The City of Brisbane's sewer connection and installation fees for the project will mitigate impact to existing sewer pump capacity.				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, state, and local statutes and regulations related to solid waste?	❐	❐	■	❐
• ***Explanation/Information Source:*** There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. The South San Francisco Scavenger Company provides collection and disposal services for the City of Brisbane. Three landfill sites are used at Altamont Landfill, Ox Mountain Sanitary Landfill and the Hillside Class III Disposal Site, which have capacity, respectively, through 2025, 2018 and 2010 (Sierra Point Biotech Project EIR, pages 222-223). The South San Francisco Scavenger Company (providing solid waste collection services) has not indicated any insufficient capacities under the Housing Element (General Plan Policies 146 & 208 and Programs 143a & 166a). Impacts on landfills are reduced through the Source Reduction and Recycling Element adopted by the City per General Plan Policy 143 and Programs 143a, 143b, 143e & 143f and, more specifically, the Recycling & Diversion of Debris from Construction & Demolition Ordinance (Brisbane Municipal Code Chapter 15.75).				
g) Create a demand for energy that exceeds regional or local capacity, either on a peak or cumulative basis?	❐	❐	■	❐
• ***Explanation/Information Source:*** There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Pacific Gas & Electric Co. has not indicated any insufficient capacities under the Housing Element (General Plan Policies 139, 140, 141, H12 & H14 and Programs 10a, 140b & 141a).				
h) Comply with adopted resource efficiency standards?	❐	❐	■	❐
• ***Explanation/Information Source:*** There are no direct physical impacts resulting from adoption of the Housing Element, and all ensuing projects will require subsequent environmental review to determine if they cause such impacts. Such projects shall be subject to compliance with California Code of Regulations, Title 24 energy conservation standards (General Plan Programs 140a & H14a).				

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Those projects with 20 or more dwelling units or 10,000 sq. ft. or more of commercial floor area will be subject to compliance with the City of Brisbane's Green Building Requirements (Brisbane Municipal Code Chapter 15.80).				
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	■	☐
• ***Explanation/Information Source:*** See I, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XIII, XV, XVI and XVII, above.				
b) Does the project have impacts that are individually limited, but cumulatively considerable?	☐	☐	■	☐
• ***Explanation/Information Source:*** State CEQA Guidelines Section 15355(b) explains that cumulative impact is "...the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects." According to Section 15064(i)(3), "...a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g. water quality control plan, air quality plan, integrated waste management plan)..." Thus, a project's cumulative air quality impacts are not significant, if the project is consistent with the Clean Air Plan (see III.a, above). A project's cumulative biological impacts are not significant, if the project is consistent with the San Bruno Mountain Area Habitat Conservation Plan (see IV.a & f, above). A project's cumulative water quality impacts are not significant, if the project is consistent with the National Pollutant Discharge Elimination System permit, the California Regional Water Quality Control Board's Order No. 99-59 and the San Mateo Countywide Stormwater Pollution Prevention Program (see VIII.a, c, d, e & f, above). A project's cumulative traffic impacts are not significant, if the project is consistent with the City/County Association of Governments of San Mateo County's Congestion Management Program (see XV.b, above). A project's other cumulative impacts are not significant, if the project is subject to General Plan policies and programs and implementing provisions of the Brisbane Municipal Code adopted to avoid significant environmental impacts. If a project's incremental effect is not				

ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
cumulatively considerable per State CEQA Guidelines Section 15064(i)(1), the in-depth cumulative impact analysis required for EIRs per Section 15130 is not applicable [also see Section 15064(i)(2)]. See I, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XIII, XV, XVI and XVII, above.				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐
• ***Explanation/Information Source:*** See I, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XIII, XV, XVI and XVII, above.				

Attachments:

Housing Element Figures HE.2 & HE.3
Housing Element Appendices G.1 & G.2

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

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

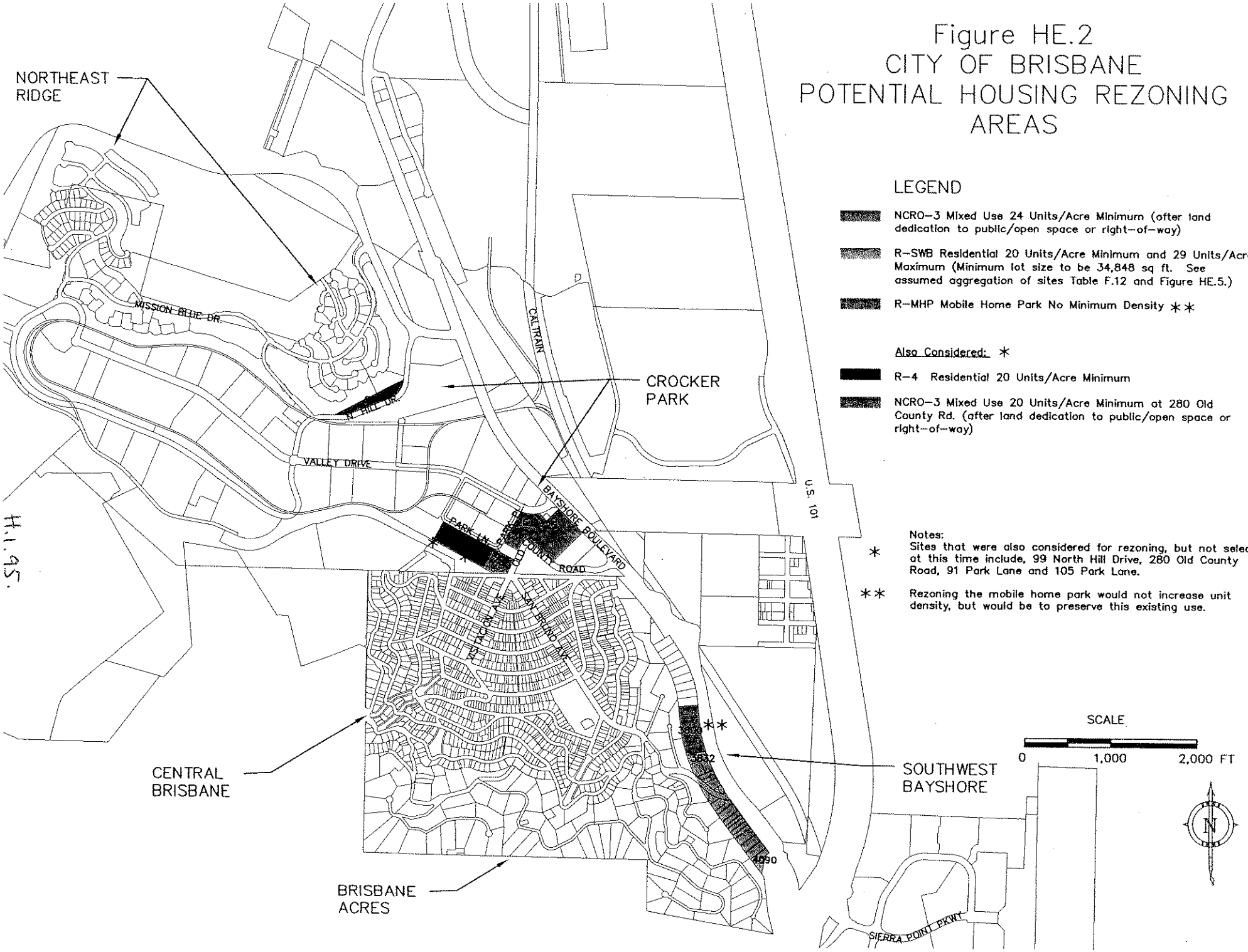
7) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. When an earlier analysis is used, the initial study shall:

   a) **Reference earlier analyses used.** Identify earlier analyses. Unless noted otherwise, all previous environmental documents are available at the City of Brisbane Community Development Department.

   b) **Note impacts adequately addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) **Identify mitigation measures.** For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Figure HE.2
CITY OF BRISBANE
POTENTIAL HOUSING REZONING AREAS



LEGEND

- NCRO–3 Mixed Use 24 Units/Acre Minimum (after land dedication to public/open space or right–of–way)
- R–SWB Residential 20 Units/Acre Minimum and 29 Units/Acre Maximum (Minimum lot size to be 34,848 sq ft. See assumed aggregation of sites Table F.12 and Figure HE.5.)
- R–MHP Mobile Home Park No Minimum Density **

Also Considered: *

- R–4 Residential 20 Units/Acre Minimum
- NCRO–3 Mixed Use 20 Units/Acre Minimum at 280 Old County Rd. (after land dedication to public/open space or right–of–way)

Notes:

* Sites that were also considered for rezoning, but not selecte at this time include, 99 North Hill Drive, 280 Old County Road, 91 Park Lane and 105 Park Lane.

** Rezoning the mobile home park would not increase unit density, but would be to preserve this existing use.

SCALE

0 1,000 2,000 FT

N

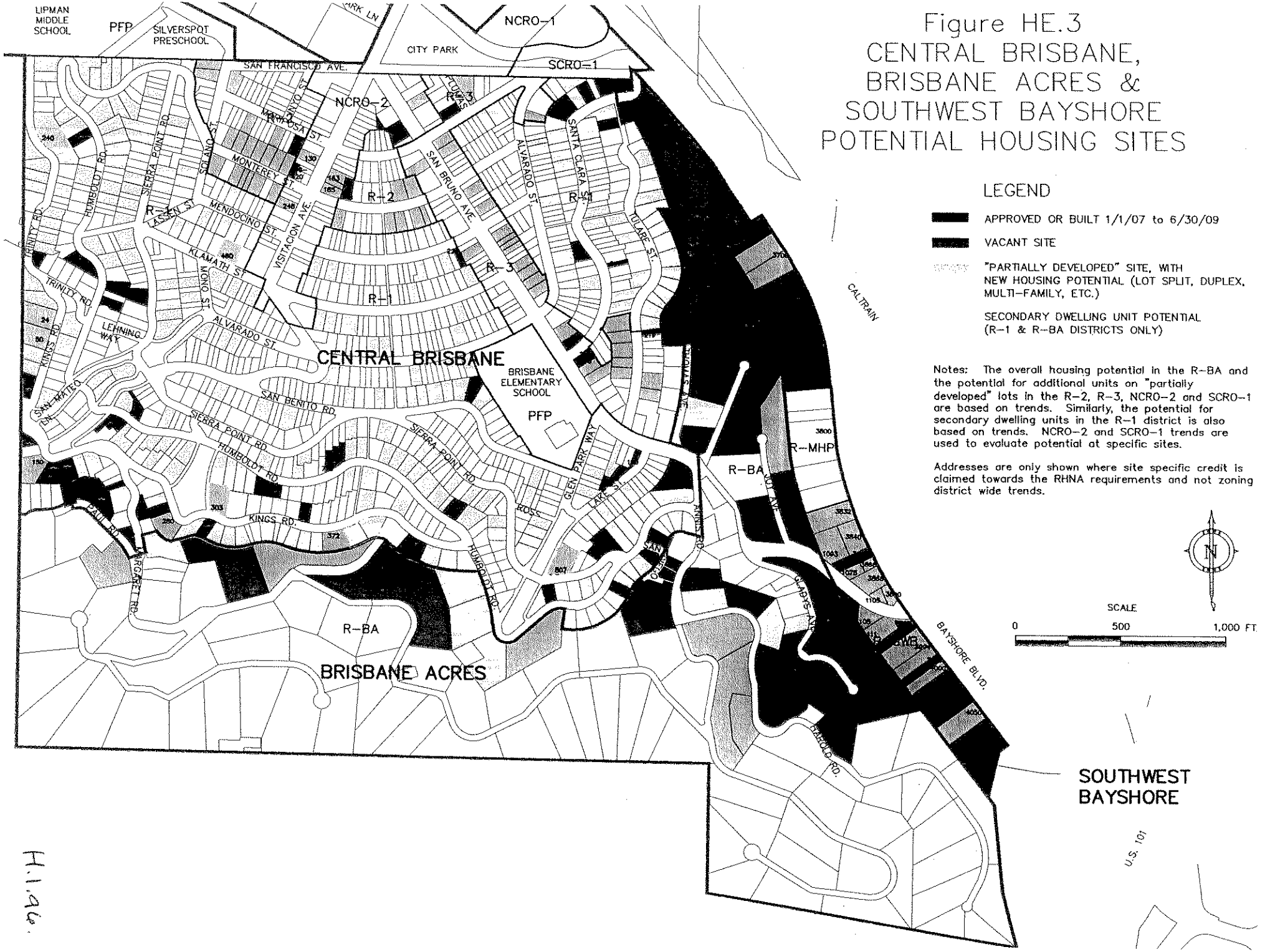


Figure HE.3
CENTRAL BRISBANE, BRISBANE ACRES & SOUTHWEST BAYSHORE POTENTIAL HOUSING SITES

LEGEND

- APPROVED OR BUILT 1/1/07 to 6/30/09
- VACANT SITE
- "PARTIALLY DEVELOPED" SITE, WITH NEW HOUSING POTENTIAL (LOT SPLIT, DUPLEX, MULTI-FAMILY, ETC.)
- SECONDARY DWELLING UNIT POTENTIAL (R-1 & R-BA DISTRICTS ONLY)

Notes: The overall housing potential in the R-BA and the potential for additional units on "partially developed" lots in the R-2, R-3, NCRO-2 and SCRO-1 are based on trends. Similarly, the potential for secondary dwelling units in the R-1 district is also based on trends. NCRO-2 and SCRO-1 trends are used to evaluate potential at specific sites.

Addresses are only shown where site specific credit is claimed towards the RHNA requirements and not zoning district wide trends.

H.1.96.

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

(NI = No Impact, LTS = Less than Significant Impact)

Subarea	Zoning District	Environmental Issue																	
		Aesthetics	Agri-culture	Air Quality	Biological Resources	Cultural Resources	Geology & Soils	Green-house Gas Emissions	Hazards & Hazardous Materials	Hydrology & Water Quality	Land Use & Plan-ning	Mineral Resources	Noise	Population & Housing	Public Services	Recreation	Transpor-tation & Traffic	Utilities & Service Systems	Mandatory Findings
Central Brisbane	R-1	LTS	NI	LTS	LTS	LTS	LTS	LTS: H.B.5, H.E.1, H.H.1 & H.I.1 and H.A.1.b, H.B.1.a, H.B.1.b, H.B.1.e, H.B.3.b, H.B 3.c, H.B.3.g, H.B.4.b, H.D.1.d, H.E.1.d, H.F.4.a, H.H.1.a, H.I.1.b & H.I.1.c	LTS	LTS	LTS	NI	LTS: CBC	LTS	LTS	LTS	LTS	LTS	LTS
	R-2	LTS		LTS	LTS	LTS	LTS		LTS	LTS							LTS		
	R-3	LTS		LTS	LTS	LTS	LTS		LTS	LTS							LTS		
Southwest Bayshore	R-SWB (new)	LTS: H.B.1.b & H.D.1.d		LTS: H.B.1.b & H.D.1.d	LTS: HCP	LTS: PRC	LTS: BMC & CBC		LTS: H.B.1.b & H.D.1.d	LTS							LTS: H.H.1.a		
	R-MHP (new)	LTS		LTS	LTS: HCP	LTS	LTS		LTS	LTS							LTS		
	SCRO-1	LTS		LTS	LTS	LTS	LTS		LTS	LTS							LTS		
Northeast Ridge	PD	LTS		LTS	LTS: HCP	LTS	LTS		LTS	LTS							LTS		
Brisbane Acres	R-BA	LTS		LTS	LTS: HCP	LTS	LTS		LTS	LTS							LTS		
Crocker Park	NCRO-3 (new)	LTS: H.B.1.b & H.D.1.d		LTS: H.B.1.b & H.D.1.d	LTS	LTS	LTS: BMC & CBC		LTS	LTS: BMC							LTS		

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

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

PRC = Public Resources Code Section 210832 sets the protocol should any archaeological resources or human remains be found during excavation.

BMC & CBC = Brisbane Municipal Code Chapter 15.01 requires geotechnical/engineering studies for grading in areas of potential landsliding, liquefaction and expansive soils. California Building Code Section 1802 requires soils investigations for construction in areas of potential landsliding, liquefaction and expansive soils.

H.B.5, H.E.1, H.H.1 & H.I.1 and H.A.1.b, H.B.1.a, H.B.1.b, H.B.1.e, H.B.3.b, H.B 3.c, H.B.3.g, H.B.4.b, H.D.1.d, H.E.1.d, H.F.4.a, H.H.1.a, H.I.1.b & H.I.1.c = Greenhouse gas emissions would be mitigated by proposed Housing Element Policies H.B.5, H.E.1, H.H.1 & H.I.1 and Programs H.A.1.b, H.B.1.a, H.B.1.b, H.B.1.e, H.B.3.b, H.B 3.c, H.B.3.g, H.B.4.b, H.D.1.d, H.E.1.d, H.F.4.a, H.H.1.a, H.I.1.b & H.I.1.c, per of the Bay Area Air Quality Management District's CEQA Air Quality Guidelines, 4-12 through 4-19 and 9-8 through 9-20.

BMC = Although the proposed NCRO-3 District is within a 100-year flood zone, recent development projects have demonstrated that construction is feasible above calculated base flood elevations in compliance with Brisbane Municipal Code Chapter 15.56.

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

H.H.1.a = Housing Element Program H.H.1.a would require projects generating traffic that would impact the Bayshore Boulevard/San Bruno Avenue intersection to contribute their fair share toward the cost of reconfiguration and signalization of this intersection.

H.1.97

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

Program	Description	Net New Unit Potential*	Environmental Impacts																	
			Aesthetics	Agriculture	Air Quality	Biological Resources	Cultural Resources	Geology & Soils	Green-house Gas Emissions	Hazards & Hazardous Materials	Hydrology & Water Quality	Land Use & Planning	Mineral Resources	Noise	Population & Housing	Public Services	Recreation	Transportation & Traffic	Utilities & Service Systems	Mandatory Findings
H.A.1.a	Non-discrimination	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.A.1.b	Public information	N/A	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.1.a	Rezoning: NCRO-3 District (125 Valley Dr., 25 & 41-43 Park Pl.)	125-199	LTS with H.B.1.b & H.D.1.d	NI	LTS with H.B.1.b & H.D.1.d	NI	LTS	LTS: BMC & CBC	Pre-mitigation **	LTS with H.B.1.b & H.D.1.d	LTS: BMC	LTS with H.B.1.d	NI	LTS: CBC	LTS	LTS	LTS	LTS	LTS	LTS
	Rezoning: R-SWB District (3832-4090 Bayshore Blvd., 1093-1107 San Bruno Ave & McLain Rd)	136-196 (Also see H.B.3.e & H.B.3.i)	LTS with H.B.1.b & H.D.1.d	NI	LTS with H.B.1.b & H.D.1.d	LTS: HCP	LTS: PRC	LTS: BMC & CBC	Pre-mitigation **	LTS with H.B.1.b & H.D.1.d	LTS	LTS with H.B.1.d & H.E.1.c	NI	LTS: CBC	LTS	LTS	LTS	LTS with H.H.1.a	LTS	LTS
	Rezoning: R-MHP District (3800 Bayshore Blvd.)	No change: see BMC Section 17.16.030. A.15	LTS	NI	LTS	LTS: HCP	LTS	LTS	LTS	LTS	LTS	LTS with H.B.1.d & H.E.1.c	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
H.B.1.b	Development regulations	N/A	Pre-mitigation **	NI	Pre-mitigation **	LTS: HCP	LTS	LTS	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
H.B.1.c	Design Permits	N/A	See H.B.1.b & H.D.1.d	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.1.d	General Plan land use amendments	See H.B.1.a	LTS with H.B.1.b & H.D.1.d	NI	LTS with H.B.1.b & H.D.1.d	LTS: HCP	LTS: PRC	LTS: BMC & CBC	LTS	LTS with H.B.1.b & H.D.1.d	LTS	Pre-mitigation **	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
H.B.1.e	Second Unit affordability	N/A	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.1.f	Definitions	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.1.g	SRO Units in SCRO-1 District	No change: see BMC Section 17.16.030. A..9	LTS	NI	LTS	LTS: HCP	LTS: PRC	LTS: BMC & CBC	LTS	LTS	LTS	LTS	NI	LTS: CBC	LTS	LTS	LTS	LTS	LTS	LTS
H.B.2.a	Preserve affordable units	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI
H.B.3.a	Housing sites for seniors & persons with disabilities	N/A	LTS	NI	LTS	LTS	LTS: PRC	LTS: BMC & CBC	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.3.b	Parking for senior housing	N/A	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI
H.B.3.c	Parking for units for persons with disabilities	N/A	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI
H.B.3.e	Convalescent homes in R-SWB District	See H.B.1.a	LTS with H.B.1.b & H.D.1.d	NI	LTS	LTS: HCP	LTS: PRC	LTS: BMC & CBC	LTS	LTS with H.B.1.b & H.D.1.d	LTS	LTS	NI	LTS: CBC	LTS	LTS	LTS	LTS with H.H.1.a	LTS	LTS
H.B.3.f	Shared housing	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

H-168

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

Program	Description	Net New Unit Potential*	Environmental Impacts																	
			Aesthetics	Agricul-ture	Air Quality	Biological Resources	Cultural Resources	Geology & Soils	Green-house Gas Emissions	Hazards & Hazardous Materials	Hydrology & Water Quality	Land Use & Planning	Mineral Resources	Noise	Population & Housing	Public Services	Recreation	Transporta-tion & Traffic	Utilities & Service Systems	Manda-tory Findings
H.B.3.g	Special needs housing	N/A	NI	NI	Pre-mitigation **	NI	NI	NI	Pre-mitiga-tion**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B..3.h	County homeless Programs	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.3.i	Emergency shelters in R-SWB District	See H.B.1.a	LTS with H.B.1.b & H.D.1.d	NI	LTS	LTS: HCP	LTS: PRC	LTS: BMC & CBC	LTS	LTS with H.B.1.b & H.D.1.d	LTS	LTS	NI	LTS: CBC	LTS	LTS	LTS	LTS with H.H.1.a	LTS	LTS
H.B.3.j	Priority water & sewer service	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI
H.B.4.a	Condo conversions	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.4.b	Inclusionary housing	N/A	NI	NI	NI	NI	NI	NI	Pre-mitiga-tion**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.5.a	Density bonus	Undetermin ed	LTS with H.B.1.b & H.D.1.d	NI	Pre-mitigation **	LTS: HCP	LTS: PRC	LTS: BMC & CBC	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
H.B.6.a	Study hillside development	N/A	NI	NI	NI	NI	NI	Pre-mitiga-tion**	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.7.a	Affordable housing programs	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.7.b	Non-profit housing	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.7.c	Home equity program	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.8.a	County rental assistance programs	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.a	Redevelopment funds for non-profit housing	N/A	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.b	Land bank	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.c	PFP District	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.d	Rehabilitation	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.e	Redevelopment subsidies	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.f	First-time homebuyer program	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.g	County rehabilitation programs	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.h	Self-help projects	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.i	Leverage	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.j	Retrofit loans & grants for special needs	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.k	Fee subsidies	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.l	State and Federal programs	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.B.9.m	Joint jurisdiction projects	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.C.1.a	Inspection program	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

H.1.99

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

Program	Description	Net New Unit Potential*	Environmental Impacts																	
			Aesthetics	Agriculture	Air Quality	Biological Resources	Cultural Resources	Geology & Soils	Greenhouse Gas Emissions	Hazards & Hazardous Materials	Hydrology & Water Quality	Land Use & Planning	Mineral Resources	Noise	Population & Housing	Public Services	Recreation	Transportation & Traffic	Utilities & Service Systems	Mandatory Findings
H.C.1.b	Publicize rehab loan programs	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.C.1.c	Nonconforming uses & structures	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.C.1.d	NCRO-2 District rehab programs	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.D.1.a	Infrastructure master plans	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI
H.D.1.b	Dwelling groups	N/A	LTS	NI	LTS	LTS	NI	LTS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.D.1.c	SCRO-1 District setbacks	N/A	LTS	NI	LTS	LTS	NI	LTS	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.D.1.d	Form-based codes	N/A	Pre-mitigation **	NI	Pre-mitigation **	LTS: HCP	LTS: PRC	LTS: BMC & CBC	Pre-mitigation **	NI	NI	NI	NI	LTS: CBC	LTS	LTS	LTS	LTS	LTS	LTS
H.E.1.a	Mixed-use and live-work housing	See H.B.1.a	LTS	NI	Pre-mitigation **	LTS	LTS: PRC	LTS	LTS	NI	LTS	LTS	NI	LTS	LTS	LTS	LTS	Pre-mitigation **	LTS	LTS
H.E.1.b	Residential uses in mixed-use districts	See H.B.1.a	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI
H.E.1.c	General Plan land use amendments	See H.B.1.a	See H.B.1.b & H.D.1.d	NI	See H.B.2.b & H.D.1.d	LTS: HCP	LTS: PRC	LTS: BMC & CBC	LTS	See H.B.1.b & H.D.1.d	LTS	Pre-mitigation **	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
H.E.1.d	Transit oriented development zoning	See H.B.1.a	LTS	NI	Pre-mitigation **	LTS	LTS: PRC	LTS	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation**	NI	NI
H.F.1.a	Green building ordinance	N/A	NI	NI	Pre-mitigation **	NI	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI
H.F.2.a	Energy conservation	N/A	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI
H.F.2.b	Encourage retrofitting	N/A	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI
H.F.2.c	Energy efficiency	N/A	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI
H.F.3.a	Water conservation	N/A	NI	NI	NI**	NI	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation**	NI
H.F.3.b	Water conserving retrofits	N/A	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI
H.F.4.a	Natural heating & cooling, solar access	N/A	NI	NI	Pre-mitigation **	NI	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI
H.G.1.a	Information program for local employees	N/A	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI
H.G.1.b	Relocation assistance	N/A	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI
H.H.1.a	Mitigation costs	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	Pre-mitigation **	NI	Pre-mitigation **	Pre-mitigation **	NI

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

Program	Description	Net New Unit Potential*	Environmental Impacts																	
			Aesthetics	Agriculture	Air Quality	Biological Resources	Cultural Resources	Geology & Soils	Greenhouse Gas Emissions	Hazards & Hazardous Materials	Hydrology & Water Quality	Land Use & Planning	Mineral Resources	Noise	Population & Housing	Public Services	Recreation	Transportation & Traffic	Utilities & Service Systems	Mandatory Findings
H.H.1.b	Fiscal impact studies	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	Pre-mitigation **	NI	NI	Pre-mitigation **	NI
H.H.2.a	Environmental protection	N/A	Pre-mitigation **	NI	NI	Pre-mitigation **	Pre-mitigation **	Pre-mitigation**	NI	Pre-mitigation **	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.H.2.b	Clustered development	N/A	LTS	NI	LTS: HCP	Pre-mitigation **	LTS: PRC	LTS: BMC & CBC	LTS	LTS	LTS	LTS	NI	LTS: CBC	LTS	LTS	LTS	LTS	LTS	LTS
H.H.2.c	Density transfer calculations	N/A	LTS	NI	LTS: HCP	Pre-mitigation **	LTS: PRC	LTS: BMC & CBC	LTS	LTS	LTS	LTS	NI	LTS: CBC	LTS	LTS	LTS	LTS	LTS	LTS
H.H.2.d	Density transfer values	N/A	LTS	NI	LTS: HCP	Pre-mitigation **	LTS: PRC	LTS: BMC & CBC	LTS	LTS	LTS	LTS	NI	LTS: CBC	LTS	LTS	LTS	LTS	LTS	LTS
H.H.2.e	Safety & Conservation Elements	N/A	NI	NI	NI	NI	NI	NI	NI	NI	Pre-Mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.I.1.a	Permit processing	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.I.1.b	Parking requirements	N/A	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI
H.I.1.c	Second unit parking	See Table 35, Note A	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI
H.I.1.d	Lot split modifications	5	NI	NI	Pre-mitigation **	LTS	LTS: PRC	LTS: BMC & CBC	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
H.I.1.e	Substandard lots	2	NI	NI	Pre-mitigation **	LTS	LTS: PRC	LTS: BMC & CBC	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS
H.I.1.f	Staffing	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.I.1.g	Notify City's water & sewer provider	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI
H.I.1.h	Annual report	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	Pre-mitigation **	NI	NI	NI	NI	NI	NI	NI	NI
H.I.2.a	Intra-agency constraints	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
H.I.2.b	Work with League of California Cities	N/A	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI

NOTES:

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

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

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

PRC = Public Resources Code Section 210832 sets the protocol should any archaeological resources or human remains be found during excavation.

BMC & CBC = Brisbane Municipal Code Chapter 15.01 requires geotechnical/engineering studies for grading in areas of potential landsliding, liquefaction and expansive soils. California Building Code Section 1802 requires soils investigations for construction in areas of potential landsliding, liquefaction and expansive soils.

BMC = Although the proposed NCRO-3 District is within a 100-year flood zone, recent development projects have demonstrated that construction is feasible above calculated base flood elevations in compliance with Brisbane Municipal Code Chapter 15.56.

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