

MEMORANDUM

DATE: November 15, 2007

TO: John Swiecki, City of Brisbane

FROM: Judith Malamut and Hannah Young, LSA Associates, Inc.

SUBJECT: Additional Retail Alternative for the Sierra Point Biotech Project EIR

The purpose of this memorandum is to provide a discussion and analysis of a modified alternative (the Additional Retail alternative) for consideration by the City of Brisbane as lead agency and for inclusion in the Sierra Point Biotech Project Environmental Impact Report (EIR). The Additional Retail alternative was prepared by the applicant (Slough Estates International) to reduce Impact VIS-1 (which stated that construction of the parking garage at the northeast corner of Sierra Point Parkway would significantly degrade existing public views and the visual quality of the site) to a less-than-significant level, and in response to future land use concepts emerging from the ongoing update of the Sierra Point Design Guidelines (also known as the Brisbane Sierra Point Urban Design Update) by Freedman Tung and Bottomley (FTB). As part of the EIR deliberation process by the City decision makers, the information contained in this memorandum shall be considered a part of and evaluated along with the Sierra Point Biotech Project EIR.

This memo first contains a brief summary of the Additional Retail alternative analysis followed by a more detailed description of the alternative and an evaluation and comparison of the alternative with the project for each of the EIR topics.

Summary

Similar to the proposed project, the **Additional Retail alternative** assumes that there would be one parking garage included in the site plan that would be located on the northeast corner of the project site on Sierra Point Parkway (see Figure 1). However, this alternative would provide 15,000 square feet of one-story retail uses along the northern face of the garage along Sierra Point Parkway. The intent of this additional retail use is to allow for a more attractive and visually interesting building façade for the garage and to introduce a lively, pedestrian- and public-oriented use at the terminus of Sierra Point Parkway that would be consistent with and complementary to adjacent existing uses (e.g., the marina and Bay Trail) and potential future uses (e.g., a public plaza and new commercial uses) on parcels to the north and east. Streetscape improvements would include the reconfiguration of the easternmost curb to create a right-angle intersection (instead of sweeping turn lane) and decorative paving and landscaping along the easternmost section of Sierra Point Parkway (see Figure 1). The Additional retail alternative would provide the same amount of parking spaces (1,799) as the proposed project.

As a result of an analysis undertaken by LSA, no new or more severe impacts would result with implementation of the Additional Retail alternative, and it would result in fewer significant impacts compared to the proposed project as it would reduce the significant unavoidable visual impact (VIS-1) identified for the project to a less-than-significant level, and it would eliminate Impact TRANS-10 (which states that the alignment of the Bay Trail identified for the proposed project would be unsafe

for pedestrians and bicyclists). Additionally, construction of a second parking garage in the southwestern portion of the site (as proposed for the Revised Site Plan alternative) would not be necessary under the Additional Retail alternative, and for these reasons it is considered the Environmentally Superior Alternative.

Additional Retail Alternative Description and Evaluation

This section provides a discussion and analysis of the Additional Retail alternative to be included in the Sierra Point Biotech Project EIR in addition to the following two alternatives that were analyzed in Chapter V. Alternatives, of the Draft EIR:

The **No Project alternative** that assumes the development of a 630,000 square foot office park on the project site as currently approved under the Sierra Point Master Plan.¹ This alternative would not require General Plan or Zoning Ordinance amendments and was conceptually approved by the City in the 1984 Development Agreement.²

The **Revised Site Plan alternative** that assumes that there would be two parking garages, one 412-space garage at the northeast corner of the site would be two levels lower in height than the proposed garage and set back an additional 63 feet from Sierra Point Parkway, and the other 678-space garage would be located in the southwest corner of the site adjacent to Shoreline Court.

The following analysis compares the potential impacts of the Additional Retail alternative to the potential impacts identified under the proposed project.

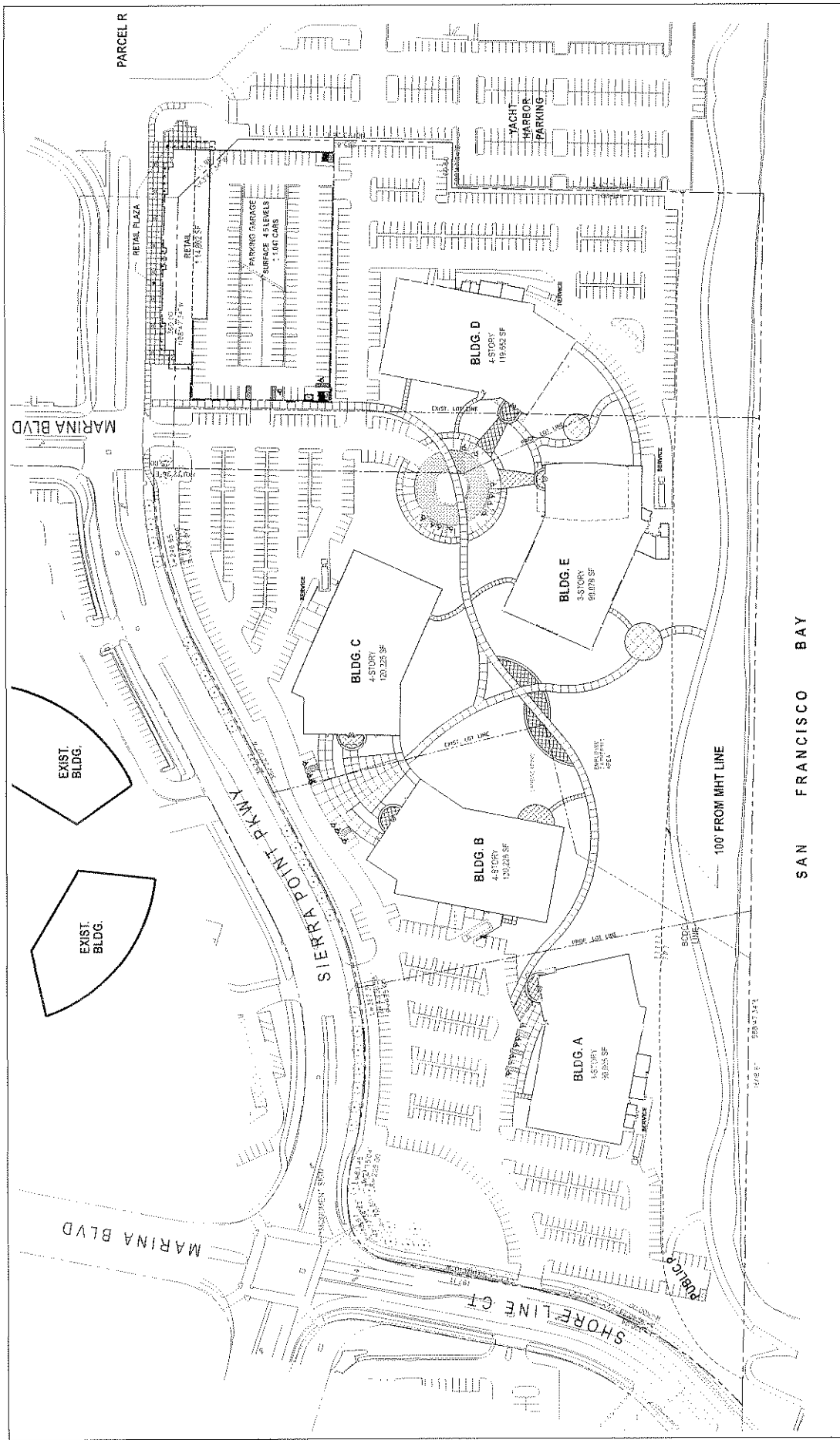
1. Principal Characteristics

Under the Additional Retail alternative, 12,500 square feet of retail uses, in addition to the 2,500 square feet proposed under the project, would be located along the northern face of the parking garage along Sierra Point Parkway resulting in the addition of 15,000 square feet of retail to the biotech campus uses described for the proposed project. As shown in Figure 3, the additional 12,500 square feet of retail uses would be transferred from Parcel R, which is located northeast of the project site across Sierra Point Parkway from the proposed parking garage. As shown in Figure 2, a total of 50,000 square feet of retail uses are approved for Parcel R under the Sierra Point Master Plan. The transfer of 12,500 square feet of retail uses to the project site would decrease the allowable square footage for Parcel R by an equivalent amount, resulting in 37,500 square feet of retail on Parcel R.

The 15,000 square feet of retail uses on the project site would be set back approximately 23 feet from Sierra Point Parkway, and with the retail the parking garage would be located approximately 60 feet from Sierra Point Parkway, as shown in Figure 1. The single-story retail space would serve as a transition between the six-level parking garage and the street frontage.

¹ OPUS West Corporation, 2001. Combined Site and Architectural Design Guidelines, Sierra Point. March 12.

² The City Council adopted Ordinance No. 299 approving the 1984 Development Agreement on March 26, 1984.



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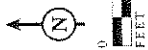
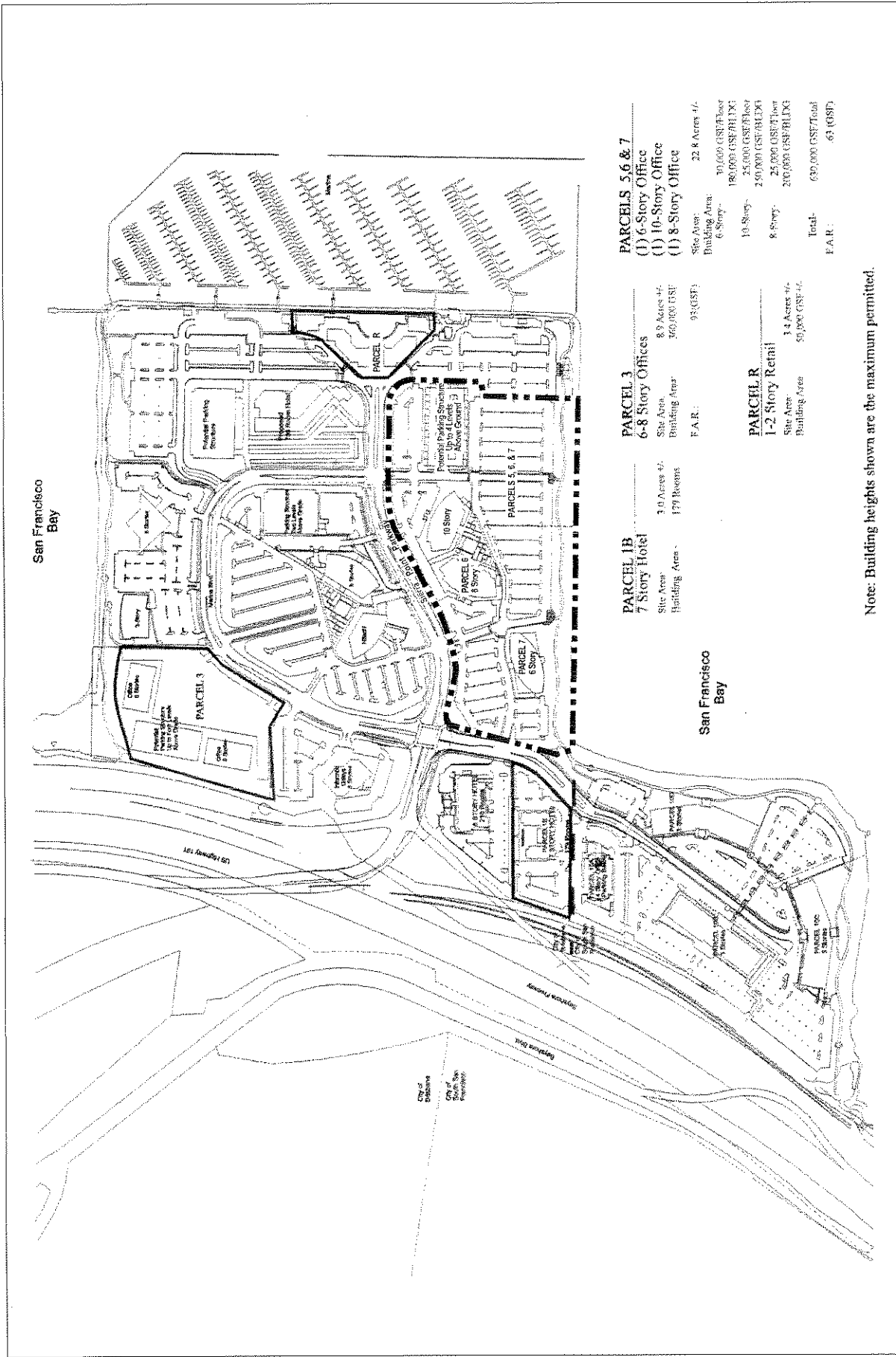


FIGURE 1

Additional Retail Alternative
Site Plan

SAN FRANCISCO BAY



PARCELS 5, 6 & 7	
(1) 6-Story Office	Site Area: 22.8 Acres +/-
(1) 10-Story Office	Building Area: 30,000 GSF/BLDG
(1) 8-Story Office	180,000 GSF/BLDG
	10-Story: 25,000 GSF/BLDG
	8-Story: 25,000 GSF/BLDG
	200,000 GSF/BLDG
	Total: 630,000 GSF/Total
	F.A.R.: .63 (GSD)

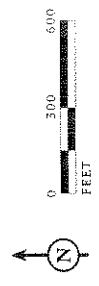
PARCEL 3	
6-8 Story Offices	Site Area: 8.9 Acres +/-
	Building Area: 360,000 GSF
	F.A.R.: .93 (GSD)

PARCEL 1B	
7 Story Hotel	Site Area: 3.0 Acres +/-
	Building Area: 177,000 GSF
	F.A.R.: .57 (GSD)

PARCEL R	
1-2 Story Retail	Site Area: 1.4 Acres +/-
	Building Area: 50,000 GSF +/-
	F.A.R.: .36 (GSD)

Note: Building heights shown are the maximum permitted.

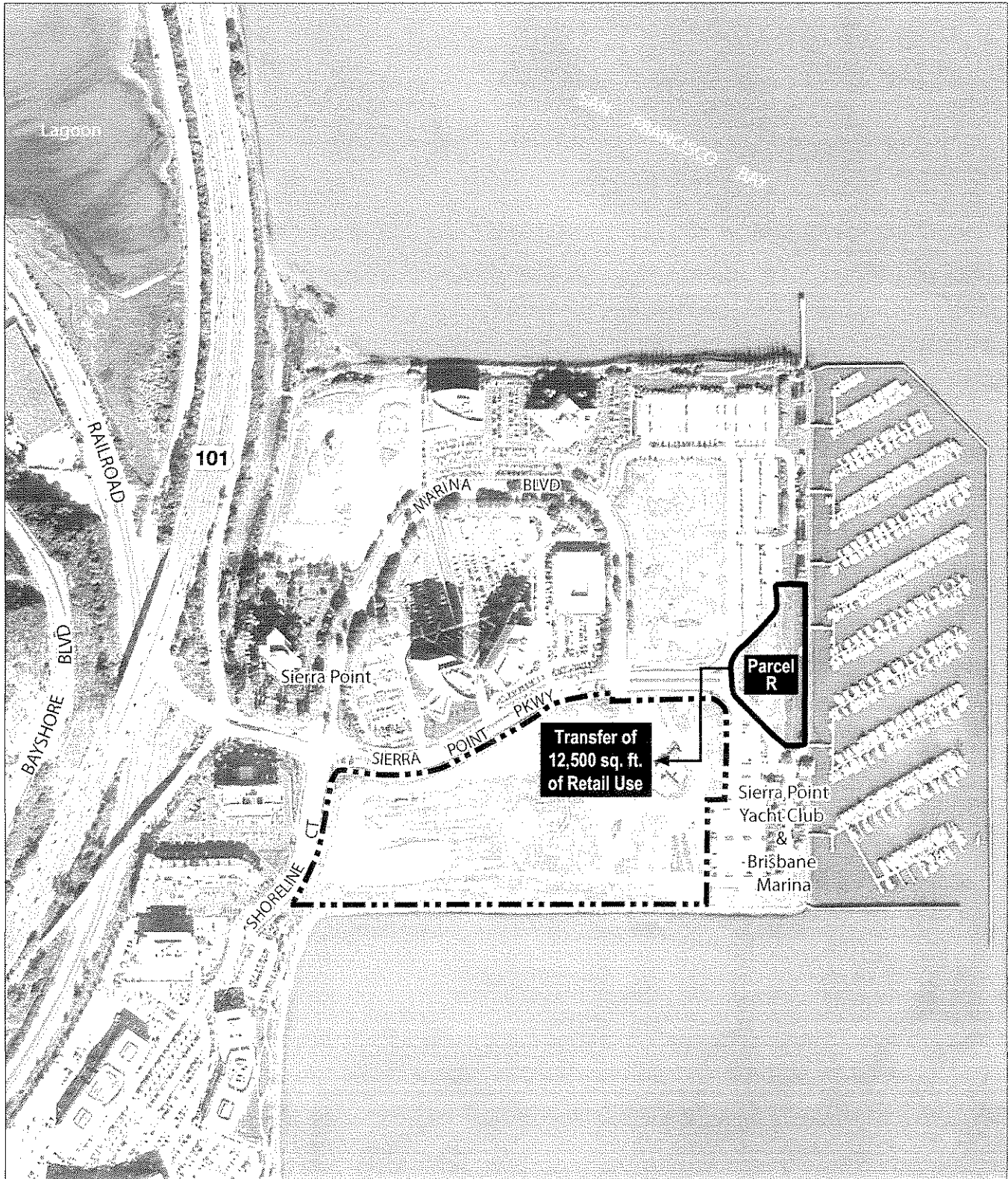
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PROJECT SITE

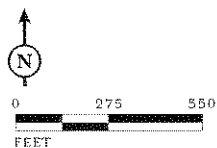
FIGURE 2

Additional Retail Alternative
Sierra Point Master Plan



LSA

FIGURE 3



-  PROJECT SITE
-  PARCEL R

Additional Retail Alternative
Retail Square Footage Transfer

The easternmost curb of Sierra Point Parkway at the intersection with the Yacht Harbor entrance would be reconfigured to create a right-angle intersection (instead of sweeping turn lane). This design is intended to support future City streetscape improvements on the easternmost block of Sierra Point Parkway, which may include removal of the median, angled parking along both sides of the street frontage and bulb-out street corners to create right-angled intersections.

Compared to the proposed project, the parking garage would contain fewer parking spaces (202 less spaces) and Building C would not provide any parking, but as shown in Table 1, the total number of parking spaces provided on-site (1,799 spaces) would remain the same as under the proposed project through the provision of additional surface parking spaces. Parking for the retail component of the project would be provided in public parking spaces within the City-owned marina parking lot.

Compared to the proposed project, the Additional Retail alternative would result in the removal of three additional palm trees (eight trees total) and the relocation of one fewer tree (12 trees total).

Similar to the proposed project as described in Chapter III, Project Description of the Draft EIR, the Additional Retail alternative would require General Plan and Zoning amendments for the proposed research and development (R&D) uses and approval of a Development Agreement. This alternative would also require a Parking Modification Use Permit.

Table 1: Parking Spaces

Parking	Proposed Project	Additional Retail Alternative
Parking Garage	1,249	1,047
Building C	131	0
Surface Lots	419	752
Total	1,799	1,799

Source: DES Architects Engineers, 2007.

The Additional Retail alternative would achieve all of the project objectives, as it would: develop the site with an attractive office and research park, maximize public views, improve access to the Bay, create jobs, and enhance property and economic values.

2. Analysis of the Additional Retail Alternative

The Additional Retail alternative is evaluated for each environmental topic below.

a. Land Use and Planning Policy. Similar to the proposed project, the Additional Retail alternative would not result in any significant land use impacts. This alternative would not physically divide an established community nor would the proposed uses be incompatible with surrounding uses. Furthermore, the proposed retail uses included in this alternative could allow for increased integration of the project with the existing and future uses at Sierra Point and would be considered superior to the project in this regard. Similar to the proposed project, this alternative would be generally consistent with applicable plans and policies but would require General Plan and Zoning Ordinance amendments to allow R&D uses.

b. Population, Employment and Housing. Similar to the proposed project, the Additional Retail alternative would not result in significant population, employment or housing impacts. No existing houses or existing residential populations would be displaced. In addition to the approximately 1,800 jobs that would result from the proposed project, this alternative would add approximately 44 retail

jobs to the City.³ This level of job growth has been anticipated in the Sierra Point Master Plan for the project site and is consistent with the City's expected job growth for the Sierra Point peninsula.

c. Transportation, Circulation and Parking. The Additional Retail alternative would result in similar transportation impacts to the proposed project, described in Chapter IV.C., Transportation, Circulation and Parking of the Draft EIR. However, unlike the proposed project, this alternative would not require TRANS-10 because the public parking area does not disrupt the adjacent Bay Trail.

A traffic analysis for this alternative was completed by Hexagon Transportation Consultants, Inc., and is attached to this memo. In this analysis of the Additional Retail alternative, the additional 12,500 square feet of retail was added to the project scenario to yield a new alternative to compare against the baseline conditions (Existing Plus Background conditions) previously analyzed in the Draft EIR.

Based on retail trip generation rates published in the *ITE Trip Generation Manual*,⁴ the additional retail is estimated to generate 13 AM peak-hour trips and 47 PM peak-hour trips. Using the inbound/outbound splits recommended by ITE, the additional retail would produce 8 inbound and 5 outbound trips during the AM peak hour and 22 inbound and 25 outbound trips during the PM peak hour. The trip generation estimates are presented in Table 1 of the attached traffic memo.

With the addition of the retail use, the level of service results for Background Without Project conditions would be the same as identified for the Background Without Project conditions in Table IV.C-9 in the Draft EIR and the level of service results for project conditions would increase very slightly compared to the proposed project. The results of the level of service analysis for the Additional Retail alternative are summarized in Table 2 of the attached traffic memo. Based on the above results, the same mitigation measures (TRANS-1, TRANS-2, and TRANS-3) that were identified for the proposed project (also referred to as Existing Plus Background Plus Project) would be required for the Additional Retail alternative. No other or additional mitigation measures would be required at the study intersections.

With the addition of the retail use, the level of service results show that none of the directional freeway segments analyzed would operate at an unacceptable LOS F during at least one of the peak hours. Similar to the proposed project, all of the analyzed freeway segments would operate at an acceptable LOS E or better during the AM and PM peak hours, as shown in Table 3 of the attached memo.

The Additional Retail alternative would result in 50 fewer parking spaces than required for the retail uses. This additional parking demand would be accommodated by on-street parking and at the adjacent City-owned marina parking lot and would not result in significant parking impacts.

The Cumulative Conditions and Cumulative Plus Project Conditions for the Additional Retail alternative would be the same as under the proposed project. The additional 12,500 square feet of retail use that would be transferred to the project site is included in the Sierra Point Master Plan and was included and evaluated in the Cumulative Conditions and Cumulative Plus Project Conditions

³ Based on an estimated one employee per 344 square feet of retail space. Source: The Natelson Company and Terry Hayes, 2001. *Employment Density Summary Report*. Prepared for the Southern California Association of Governments. October.

⁴ Institute of Transportation Engineers, 2003. *ITE Trip Generation Manual, Seventh Edition*.

scenarios for the proposed project. Therefore, this alternative would not result in any additional cumulative transportation impacts.

d. Air Quality. The Additional Retail alternative would not result in changes to the air quality impacts compared to the proposed project. Similar to the proposed project, this alternative would result in a construction period air quality impact. Implementation of the mitigation measure identified in Section IV.D, Air Quality, would reduce the potential impact to a less-than-significant level.

e. Noise. The Additional Retail alternative would result in similar noise impacts as the proposed project. Surrounding land uses would be exposed to short-term construction-related noise. The proposed retail uses could be exposed to noise levels above acceptable levels for commercial land uses due to their location within the 70 CNEL to 75 CNEL aircraft noise contour for the San Francisco International Airport. This noise impact can be mitigated to a less-than-significant level with implementation of the mitigation measure identified in Section IV.E, Noise and modified as follows (new text underlined).

Mitigation Measure NOISE-1: Mechanical ventilation, such as air conditioning systems, shall be included in the design for Building D, Building E and the retail space adjacent to the parking garage in order to meet the California Land Use Compatibility Guidelines for office and commercial uses. (LTS)

f. Geology, Soils and Seismicity. The Additional Retail alternative would not result in changes to geology, soils and seismicity impacts compared to the proposed project. Similar to the proposed project, the Additional Retail alternative would be constrained by the geologic conditions associated with the redevelopment of a former landfill site. Development on the site would be subject to seismic hazards, ground settlement, and dike instability. Implementation of mitigation measures identified in Section IV.F, Geology, Soils, Seismicity, would reduce potential impacts to a less-than-significant level.

g. Hydrology and Water Quality. The Additional Retail alternative would not result in changes to hydrology and water quality impacts compared to the proposed project. Construction period activities and project operation could result in impacts to water quality, similar to the proposed project. However, the Additional Retail alternative would result an incremental increase in site coverage from approximately 50 percent under the proposed project (approximately 502,550 square feet of impervious surface) to approximately 58 percent (approximately 575,500 square feet of impervious surface). While stormwater flows would be incrementally greater under this alternative, mitigation measures identified in Section IV.G, Hydrology and Water Quality, would reduce these impacts to a less-than-significant level.

h. Biological Resources. The Additional Retail alternative would not result in changes to biological resources impacts compared to the proposed project. The project site consists of "new land" built from imported soil and has never supported any natural terrestrial upland vegetation communities. The site supports relatively sparse vegetation with small patches of dense weeds and shrubs, particularly in areas adjacent to irrigated landscaping. Similar to the proposed project, the Additional Retail alternative could result in impacts to the burrowing owl, degradation of marine habitat, and impacts to nesting birds. However, with implementation of the mitigation measures in Section IV.H, Biological Resources, potential impacts would be reduced to a less-than-significant level.

i. Hazards and Hazardous Materials. The Additional Retail alternative would not result in changes to hazards and hazardous materials impacts compared to the proposed project. The project site was formerly a solid waste landfill that has been closed and capped. Impacts associated with development of the site could include improper use, storage, or disposal of hazardous materials or wastes during site development and construction activities resulting in releases affecting construction workers, the public, and the environment. Similar to the project, implementation of mitigation measures in Section IV.I, Hazards and Hazardous Materials, would reduce potential impacts to less-than-significant levels.

j. Public Services and Recreation. Implementation of the Additional Retail alternative would result in an incremental increase in the number of jobs compared to the proposed project and would incrementally increase demand for police services, fire and emergency services, schools, parks and recreational facilities. However, the small increase in retail development under this alternative would not result in physical environmental impacts to services or parks and recreation facilities.

k. Utilities and Infrastructure. The Additional Retail alternative would generate an incremental increase in demand for utilities and infrastructure due to the approximately 44 additional jobs and approximately 12,500 additional gross square feet of retail space but would not result in additional utilities impacts compared to the proposed project. Based on estimated water consumption rates for the proposed project, this alternative would generate additional demand for approximately 550 gallons per day (gpd),⁵ which is less than a one percent increase of the estimated demand for the proposed project. This alternative would likewise create an incremental increase in demand for other utilities including wastewater, solid waste collection and disposal, telecommunications, cable, natural gas and electricity. Similar to the project, implementation of the mitigation measures identified in Section IV.K, Utilities and Infrastructure, would reduce impacts to a less-than-significant level.

l. Visual Resources. Under the Additional Retail alternative, single-story retail uses would be located on the northern face of the parking garage along Sierra Point Parkway. The garage would have a similar height to the proposed project (approximately 60 feet high with six-levels) and similar setbacks, including a 60-foot setback from Sierra Point Parkway. Under this alternative, retail uses would be set back approximately 23 feet from Sierra Point Parkway. A small landscaped plaza would be constructed at the northwestern corner of the garage.

Design elements of the retail space include: a glass curtain wall with canopies, metal and stucco cornices, additional vertical glazing, outdoor furniture, and decorative paving and landscaping along Sierra Point Parkway. These design elements, the extension of landscape improvements to the curb, the set back of the garage, and inclusion of retail space aid in creating a transition between the public “realm” and the project site and visually screen the garage. The public-oriented retail uses are intended to support pedestrian activity and contribute to a lively public space as envisioned by the Sierra Point Urban Design Update process.

Under this alternative the garage itself would still obstruct views of the Bay similar to what was proposed under the existing Sierra Point Master Plan. However, because the proposed retail would enliven the space and enhance the garage façade, the visual quality of the site would not be

⁵ Consumption rates estimated as 50 gpd per 1,000 square feet of retail.

Birmingham, Thomas, 2006. Project Manager, Brown and Caldwell. Personal communication with LSA Associates, Inc. June 30.

significantly degraded and potential development on adjacent parcels would not be limited, as under the proposed project.

Similar to the proposed project, the Additional Retail alternative would maintain the visual character of Sierra Point Parkway by retaining the majority of the existing palm trees along Sierra Point Parkway. Implementation of mitigation measure VIS-1 as revised below and VIS-2, in Section IV.L, Visual Resources, would further reduce visual impacts associated with this alternative to a less-than-significant level.

Mitigation Measure VIS-1: During the Design Review process, the City of Brisbane shall ensure that the parking garage and retail façade along Sierra Point Parkway provides adequate architectural treatments and landscaping to ensure that the parking structure does not degrade the visual quality of the site. These treatments may include the use of decorative building materials, fenestration, landscaping or other treatments designed to provide a visually appealing building façade and streetscape along Sierra Point Parkway. The City shall require the applicant to provide a final design to the City for final approval prior to approval of a building permit.

(LTS)

Environmentally Superior Alternative

CEQA requires the identification of the environmentally superior alternative in an EIR. Because the Additional Retail alternative would achieve all of the project objectives and would reduce the potential significant and unavoidable visual impact associated with construction of the parking garage in the northeast corner of the site, it is considered the environmentally superior alternative. Compared to the Revised Site Plan alternative, the Additional Retail alternative is superior because a second parking garage would not need to be constructed in the southwestern portion of the site, which could block existing views from adjacent uses. Other potential impacts associated with the proposed project and the Additional Retail alternative (with the exception of the two significant and unavoidable traffic impacts) can be mitigated to a less-than-significant level with the mitigation measures identified in this EIR.

Cumulative Impacts of the Additional Retail Alternative

The cumulative build-out condition and potential impacts under the Additional Retail alternative would be the same as under the proposed project, as analyzed in Chapter VI. CEQA-Required Assessment Conclusions, because the cumulative impact assessment provided in the Draft EIR analyzed the build-out of the Sierra Point Peninsula as approved by the City in the Sierra Point Master Plan (in addition to reasonably foreseeable development projects in the cities of Brisbane, San Francisco and South San Francisco through the year 2030). In the cumulative condition evaluated in the EIR, Parcel R was expected to be developed with 50,000 square feet of retail uses. As described above, 12,500 square feet of the retail development potential will be transferred from Parcel R to the project site resulting in an equivalent decrease in cumulative development on Parcel R.

This alternative would result in similar cumulative traffic impacts (TRANS-4, TRANS-5, TRANS-6, TRANS-7 and TRANS-8) as described in Section IV.C, Transportation, Circulation and Parking. Similar to the proposed project, this alternative would not result in cumulative air quality impacts, as described in Section IV.D, Air Quality, and would not result in significant off-site noise impacts, as described in Section IV.E, Noise. Under the Additional Retail Alternative, potential cumulative impacts for all of the other environmental topics would be the same as for the project, as described in Chapter VI. CEQA-Required Assessment Conclusions of the Draft EIR.



MEMORANDUM

To: Judy Malamut, LSA Associates Inc.

From: Matt Nelson
Jill Hough

Date: November 14, 2007

Subject: Traffic Analysis for the Additional Retail Alternative for the Sierra Point Biotech Project EIR

This memorandum report presents the results of the traffic analysis for the modified alternative (The Alternative) Additional Retail for the Sierra Point Biotech project located just east of Shoreline Court on Sierra Point Parkway in Brisbane, California. The Additional Retail alternative would consist of adding 12,500 square feet of retail use to the proposed Sierra Point parking garage. The additional 12,500 square feet of retail use would be transferred from parcel R located to the northeast of the Sierra Point Biotech project site.

Through discussions with LSA Associates and the City of Brisbane it was determined that the additional 12,500 square feet of retail use is included in the Sierra Point Master Plan, and as such, was included and evaluated in the Cumulative Conditions and Cumulative Plus Project Conditions scenarios of the Sierra Point Biotech project Draft EIR, November 2006. Therefore, for this analysis of the Additional Retail Alternative, the additional retail was added to the Project scenario to yield a new alternative to compare against the same baseline (existing plus background conditions) that was presented in the Draft EIR (November 2006 report).

Trip Generation

The amount of traffic generated by the Additional Retail Alternative was estimated by applying the appropriate trip generation rates to the new retail component. The trip generation rates used were those published in the *ITE Trip Generation Manual, Seventh Edition, 2003* for retail – shopping center. Based on these rates, the additional retail is estimated to generate 13 AM peak-hour trips and 47 PM peak-hour trips. Using the inbound/outbound splits recommended by ITE, the additional retail would produce 8 inbound and 5 outbound trips during the AM peak hour, and 22 inbound and 25 outbound trips during the PM peak hour. The trip generation estimates are presented in Table 1. For purposes of analyzing the Additional Retail alternative, these additional retail trips were added to the Project scenario using the same distribution as that used for the Project Scenario (in the Draft EIR).



Table 1
Retail Trip Generation

Land Use	Size ¹	AM Peak Hour						PM Peak Hour					
		rate	% in	% out	total	in	out	rate	% in	% out	total	in	out
Retail	12.5	1.03	61%	39%	13	8	5	3.75	48%	52%	47	22	25

Source: Retail - Shopping Center (820) ITE *Trip Generation*, Seventh Edition, 2003.

¹ Size is expressed in 1000 square feet.

Intersection Level of Service Analysis

The results of the level of service analysis for the Additional Retail alternative are summarized in Table 2. The Level of Service calculation sheets are included in the Appendix. With the addition of the retail use, the level of service results for Background Without Project would be the same as identified for the Background Without Project conditions in Table IV.C-9 in the *Draft EIR*. With the addition of the retail use, the level of service results for Project conditions would be slightly worse than those identified for the Project conditions in Table IV.C-9 in the *Draft EIR*.

Table 2
Additional Retail Alternative Intersection Levels of Service

Intersection	Peak Hour	Background		Project Conditions			
		Ave. Delay	LOS	Ave. Delay	LOS	Incr. In Crit Delay	Incr. In Crit V/C
1. Bayshore Blvd and Sister Cities/Oyster Point Blvd	AM	32.4	C	33.6	C	0.8	0.008
	PM	31.0	C	31.3	C	0.6	0.007
2. Alemany Blvd and Congdon St	AM	14.1	B	14.1	B	0.0	0.004
	PM	14.9	B	14.9	B	0.0	0.003
3. Alemany Blvd and Geneva Ave	AM	36.0	D	36.0	D	0.1	0.002
	PM	33.4	C	33.4	C	0.1	0.006
4. Mission St and Geneva Ave	AM	10.3	B	10.3	B	0.0	0.002
	PM	10.9	B	10.9	B	0.0	0.009
5. Bayshore Blvd and Geneva Ave	AM	16.4	B	16.4	B	0.1	0.004
	PM	18.2	B	18.3	B	0.0	0.018
6. Bayshore Blvd and Old County Road*	AM	20.4	C	21.6	C	0.2	0.005
	PM	22.1	C	22.8	C	0.7	0.015
7. Tunnel Ave and Lagoon Wy	AM	8.9	A	9.7	A	0.8	0.094
	PM	9.2	A	10.2	B	0.8	0.071
8. Sierra Point Pkwy and Lagoon Wy	AM	9.9	A	29.9	D	20.0	0.533
	PM	16.9	C	58.8	F	41.9	0.355
9. Sierra Point Pkwy and US 101 NB Ramps**	AM	17.9	C	323.7	F	-	-
	PM	9.9	A	11.5	B	-	-
10. Sierra Point Pkwy and Shoreline Ct	AM	10.4	B	14.8	B	4.4	0.199
	PM	18.4	C	73.7	F	55.4	0.468

* Per City of Brisbane level of service guidelines, intersection must remain at LOS C or better.

** The intersection of Sierra Point Parkway and US 101 northbound ramps is stop controlled in the northbound direction and uncontrolled in the eastbound/westbound directions: critical delay does not apply in this situation.



Based on the above results, the same mitigation measures (TRANS-1, TRANS-2, and TRANS-3) that were identified for the Project (also referred to as Existing Plus Background Plus Project) in the *Draft EIR* would be required for the Additional Retail Alternative. No other or additional mitigation measures would be required at the study intersections.

Freeway Level of Service Analysis

The results of the freeway level of service analysis for the Additional Retail alternative are summarized in Table 3. With the addition of the retail use, the level of service results show that none of the directional freeway segments analyzed would operate at an unacceptable LOS F during at least one of the peak hours. Similar to the Proposed Project, all of the analyzed freeway segments would operate at an acceptable LOS E or better during the AM and PM peak hours.

**Table 3
Additional Retail Alternative – Freeway Levels of Service**

Freeway	Segment	Direction	Peak Hour	Existing Plus Project Trips				Project Trips	
				# of Lanes	Volume/a/	V/C	LOS	Volume	% Capacity
US 101	Harney Wy to Sierra Point Pkwy	SB	AM	4	8,979	0.98	E	323	3.5%
			PM	4	7,837	0.85	D	62	0.7%
US 101	Sierra Point Pkwy to Oyster Point Blvd	SB	AM	4	7,407	0.81	D	52	0.6%
			PM	4	7,638	0.83	D	225	2.4%
I - 280	Alemany Blvd to San Jose Ave	SB	AM	4	5,459	0.59	A	1	0.0%
			PM	4	8,658	0.94	E	7	0.1%
US 101	Oyster Point Blvd to Sierra Point Pkwy	NB	AM	4	7,728	0.84	D	244	2.7%
			PM	4	8,459	0.92	E	47	0.5%
US 101	Sierra Point Pkwy to Harney Wy	NB	AM	4	7,235	0.79	C	68	0.7%
			PM	4	7,891	0.86	D	298	3.2%
I - 280	San Jose Ave to Alemany Blvd	NB	AM	4	7,673	0.83	D	7	0.1%
			PM	4	5,690	0.62	B	2	0.0%

/a/ Source: Caltrans freeway count data.

Parking

According to Slough Estates International, the project applicant, the Additional Retail alternative would consist of 540,185 square feet of office/R&D space and 15,000 square feet of retail space. Based on the size of the development, the applicant is proposing 752 surface parking spaces and a six-story parking structure with 1,047 parking spaces. This brings the total parking spaces to 1,799 spaces provided by the proposed project. Overall, the total parking spaces provided on-site would remain the same as under the proposed project. Two parking spaces required by the zoning ordinance would not be provided under the proposed project (total 1,801 required).

According to the City of Brisbane parking standard, 1 parking space should be provided per 300 square feet of retail. Based on this rate, the proposed project should provide an additional 50 parking spaces for retail uses. Therefore, the proposed project should provide a total of 1,851 parking spaces.



Similar to the Proposed Project, the Additional Retail alternative would not satisfy the minimum on-site parking requirements. However, this condition does not constitute a significant impact as the approximately 50 spaces that would be required for the 15,000 square foot retail space could be accommodated by on-street parking and the adjacent underutilized City-owned marina parking lot. Therefore, no significant impact related to parking is associated with the Additional Retail alternative.

Conclusion

The Additional Retail Alternative scenario would result in the same LOS impacts as those described in the Draft EIR for all scenarios. Therefore, the same mitigation measures will be required for the Additional Retail Alternative. Based on the City of Brisbane parking standards, the additional 12,500 square feet of retail would require an additional 50 parking spaces, bringing the total parking required to 1,851 spaces. The project proposes 1,799 parking spaces. However, it is anticipated that the additional 50 parking spaces could be accommodated by on-street parking and the adjacent underutilized City-owned marina parking lot. Therefore, no significant impact related to parking is associated with the Additional Retail alternative.