

## 4.1 Land Use and Planning Policy

### 4.1.1 Introduction

This section describes the existing land uses on the Project Site and in the vicinity and evaluates the land use impacts of Project Site development as described in Chapter 3, *Project Description*, of this EIR. Feasible mitigation measures are identified to reduce significant impacts. This section also discusses the impacts of the Project Site development on existing communities and its consistency with applicable land use plans, policies, and regulations.

### 4.1.2 Environmental Setting

#### Historic Setting

According to the Brisbane General Plan, the earliest recorded land use in what is now Brisbane was ranching. The Guadalupe Valley, within which Central Brisbane, Crocker Park, and the Northeast Ridge are located, was part of an 1838 Mexican land grant known as *Rancho Canada de Guadalupe la Visitacion y Rodeo Viejo*. Charles Crocker purchased most of this land grant in 1884 and called it Visitacion Ranch. The Project Site was added to this area through a series of historic landfills along the San Francisco Bay shoreline.

Historic uses of the Project Site include the former Brisbane Landfill and the former Southern Pacific Bayshore Railyard. The former landfill area is located on the east side of the Caltrain tracks which bisect the Project Site. This area was operated as a landfill from 1932 to 1967; after its closure, the landfill was buried with 20 to 30 feet of soil cover. Several buildings have been constructed on the former landfill, including portions of the Recology facility, Sierra Point Lumber and Van Arsdale Lumber, which still remain. Much of the former landfill is used for soil and construction material recycling.

The former railyard on the west side of the tracks was occupied by the Southern Pacific Bayshore Railyard. This 228-acre railyard area was operated by Southern Pacific Railroad (SPRR) for freight train activity into and out of San Francisco between 1914 and 1960. The majority of this area is now vacant with remnant railroad buildings, such as a Roundhouse, remaining. The historic significance of these railyard remnants is described in detail in Chapter 4.D, *Cultural Resources*, of this EIR.

Prior activities on the former landfill and railyard areas have resulted in soil and groundwater contamination within the Project Site, necessitating remediation and final landfill closure, prior to site development. Proposed remedial actions are described in Chapter 3, *Project Description*, of this EIR, and analyzed in detail in Section 4.G, *Hazards and Hazardous Materials*, of this EIR.

#### Existing Setting

The Project Site boundaries extend from the northern edge of the existing Recology site (located within the limits of the City and County of San Francisco [San Francisco]) to the southern tip of

Brisbane Lagoon (see Figure 3-2). The site is bounded on the east by US Highway 101 and on the west by Bayshore Boulevard. The Project Site comprises 597 acres of land and 136 acres of water and lagoon area, for a total of 733 acres. However, the acreage proposed for development under the DSP and DSP-V scenarios is 49 acres less than that proposed under the CPP and CPP-V scenarios. The exclusion from the DSP and DSP-V of the existing 44.2-acre Recology site and adjacent roadway rights-of-way (as shown in Figures 3-8 and 3-9) accounts for this difference.

### ***Existing Development on the Project Site***

While the Project Site is surrounded on three sides by residential, commercial, and industrial development within Brisbane, San Francisco, and Daly City, the site itself is almost completely undeveloped, containing mainly disturbed dirt areas that were formerly part of the Brisbane Landfill (east of the rail corridor) and the SPRR yard (west of the rail corridor). Since the landfill's closure in 1967, the eastern portion of the Project Site has been used as a repository and recycling area for materials from construction sites in the region, such as sand, dirt, and gravel. Within this eastern portion of the Project Site, two lumberyards—Sierra Point Lumber and Van Arsdale-Harris Lumber—and the Recology solid waste transfer facility continue to operate.

Use of the railyard began to decline in the 1960s and it was mostly idle when SPRR sold the property to UPC (formerly known as Tuntex Corporation) in 1989. Today, this portion of the Project Site is vacant except for several remaining buildings from the railroad era, including the Roundhouse and the Lazzari Fuel Company building (see further discussion in Section 4.D, *Cultural Resources*, of this EIR), as well as a native plant nursery operated by the Friends of San Bruno Mountain.

The remainder of development in the western portion of the Project Site consists of the Brisbane Bayshore Industrial Park, which contains warehousing- and supply-related service uses that occupy the stretch of UPC-owned property between Bayshore Boulevard and Industrial Way.

Overall, existing land uses include approximately 632,900 square feet of commercial, industrial, resource recovery or retail (lumberyard) space over approximately 133 acres of developed land (see Chapter 3, *Project Description*, Section 3.2.3), open space, and other public land including rights-of-way.

### ***Other Project Site Features***

The Project Site contains several other existing facilities and natural features. The Caltrain station platform is located at the northernmost portion of the site, with the parking lot located immediately to the north of the Project Site boundary, west of Tunnel Avenue.

Natural features on the Project Site include Brisbane Lagoon, Visitacion Creek, and Icehouse Hill. The 136-acre lagoon includes water area and lagoon wetland area. Visitacion Creek bisects the eastern half of the Project Site and includes the waterway and bank between US Highway 101 and Tunnel Avenue. To the west of the rail corridor is Icehouse Hill, most of which is undisturbed natural area.

## Surrounding Development and Land Uses

The Project Site boundary completely surrounds the 23.5-acre Kinder Morgan Energy Tank Farm (fuel storage facility), which is not part of the Project Site development (see **Figure 4.I-1**). This facility, located near the center of the Project Site between the Caltrain tracks and Tunnel Avenue, supplies jet fuel for aircraft at San Francisco International Airport, located south of Brisbane. Just to the west of the Kinder Morgan Energy Tank Farm site and across the railroad tracks is the Machinery & Equipment, Inc. site. The Machinery & Equipment, Inc. site is also not a part of the proposed Project.

Outside of the Project Site, uses vary from industrial to residential. To the north, existing uses include the former Schlage Lock facility. Farther north and to the east across US Highway 101 is Candlestick Park, an outdoor sports and entertainment stadium located in the Bayview Heights area of San Francisco. As mentioned earlier, the Caltrain station parking lot is located along the rail corridor immediately north of the Project Site. Along Bayshore Boulevard, uses to the northwest of the Project Site include San Francisco's Visitacion Valley residential neighborhood, and to the west, land uses include residential, commercial, and manufacturing uses within Daly City (within Daly City's former Bayshore Redevelopment Area) and the PG&E Martin substation. Also located within Daly City's former Bayshore Redevelopment Area is the Cow Palace, an indoor arena used for public events such as concerts, sporting events, and conventions. The Cow Palace is located off of Geneva Avenue, approximately five blocks west of the northwestern boundary of the City of Brisbane. The Northeast Ridge residential area in Brisbane is south of the PG&E substation and the 250-acre Crocker Industrial Park is nestled between the Northeast Ridge area and Central Brisbane. Central Brisbane is located at the southwest edge of the Project Site, west of Brisbane Lagoon. Land uses in Central Brisbane are primarily residential, with retail located along Old Country Road and Visitacion Avenue.

Southeast of the Project Site and east of US Highway 101 is the Sierra Point Business Center. The majority of the existing buildings at Sierra Point are office buildings, with the exception of two hotels (the Radisson Hotel and Homewood Suites) at the southwest corner of Sierra Point Parkway and Marina Boulevard. Large undeveloped properties remain within the southern, northwestern, and northeastern portions of the Sierra Point Business Center. In addition to the existing buildings, there are two approved but unbuilt projects: a biotech campus consisting of five buildings on approximately 23 acres along the south edge of Sierra Point approved in May 2008, and two office towers (Opus Office Project) on approximately nine acres at the northwestern corner of Sierra Point, approved in April 2009 (City of Brisbane, 2009).

### 4.1.3 Regulatory Setting

Development of the Project Site must comply with federal, state, regional, and local regulations. This section discusses requirements related to land use and planning policy, to the extent these requirements affect Project Site development.



SOURCE: ESA, 2012

Brisbane Baylands . 206069

**Figure 4.I-1**

Existing Project Site and Surrounding Land Uses

## State Regulations

### ***State Lands Commission***

The State Lands Commission (SLC) has jurisdiction and control over state-owned tidelands, submerged lands, and navigable waterways. The SLC's authority and responsibility over these lands includes the management and protection of the important natural and cultural resources, as well as public access. The State of California acquired sovereign ownership of these lands upon becoming a state in 1850. The state holds these lands for the benefit of its citizens, subject to the public trust, for water-related commerce, navigation, fisheries, recreation, and open space. The state-owned sovereign land establishes a public trust easement, which reserves the right for public recreational use and activities. Any physical improvements to the land would need to be submitted to, reviewed, and authorized by the SLC. Authorization for improvements is granted in the form of a lease agreement with the SLC. A 30-acre area at the north end of Brisbane Lagoon is under state ownership (see Figure 3-8 in Chapter 3, *Project Description*, of this EIR).

### ***California Department of Resources Recycling and Recovery***

The California Department of Resources Recycling and Recovery (CalRecycle) requires submission of land use plans to a Local Enforcement Agency (LEA) or county Department of Environmental Health for approval of future land uses for post-closure landfill sites per state requirements to ensure public health and safety and prevent future contamination. Land use plans for development within Project Site would be subject to approval by the San Mateo County Health System Environmental Health Division.

Whereas CalRecycle places requirements on the land use plan for the Baylands (submittal to a LEA or county Department of Environmental Health for approval of future land uses for post-closure landfill sites per state requirements), the Regional Water Quality Control Board (RWQCB) and Department of Toxic Substances Control (DTSC) enforce regulations regarding remediation of contaminated portions of the Project Site. A detailed discussion of existing hazardous waste and proposed remedial actions can be found in Section 4.G, *Hazards and Hazardous Materials*, of this EIR.

## Regional Regulations

### ***San Francisco Bay Plan***

The portion of the Project Site within 100 feet of the shoreline of San Francisco Bay is subject to permitting regulations of the San Francisco Bay Conservation and Development Commission (BCDC). BCDC is the designated state coastal management agency for the San Francisco Bay segment of the California Coastal Zone. BCDC's purpose is to protect and enhance San Francisco Bay for public and environmental benefit, and to encourage responsible use.

The San Francisco Bay Plan, developed by BCDC in 1969, designates shoreline uses and conservation areas throughout San Francisco Bay. The Bay Plan was last amended in September 2006. The 1969 McAteer-Petris Act amendment made BCDC a permanent agency and the Bay Plan state law.

BCDC's jurisdiction within the Project Site includes Brisbane Lagoon, Visitacion Creek, and a 100-foot shoreline band around these features, each of which are designated Waterfront Park, Beach in the Bay Plan (see **Figure 4.I-2**). Relevant policies include:

16. **(Area along U.S. 101 Adjacent to the Brisbane Lagoon)** – Provide safe, accessible pedestrian access across freeway.
17. **(East Side of U.S. 101 North of Brisbane Lagoon)** – No roadway in Bay east of U.S. 101.
18. **U.S. 101 Causeway** – Develop scenic frontage road and turnouts for fishing and viewing. Protect shellfish beds offshore.
19. **Bay View Park** – Provide trail link to waterfront.

### ***Plan Bay Area (Including Sustainable Communities Strategy)***

Plan Bay Area is an integrated long-range transportation and land use/housing plan for the San Francisco Bay Area. It includes the Bay Area's Regional Transportation Plan, which the Metropolitan Transportation Commission (MTC) updates every four years, and the Association of Bay Area Governments (ABAG) demographic and economic forecast, which is updated every two years.

Plan Bay Area also includes a Sustainable Communities Strategy, which will coordinate land use and transportation in the regional transportation plan pursuant to the requirements of Senate Bill (SB) 375. Taken together, the land use patterns and transportation investments aim to reduce greenhouse gas emissions for cars and light-duty trucks in the nine-county region. Due for adoption in spring 2013, Plan Bay Area addresses regional land use and transportation planning through 2040. State law requires that the Regional Housing Need Allocation (RHNA) be consistent with the Sustainable Communities Strategy.

Plan Bay Area grew out of the California Sustainable Communities and Climate Protection Act of 2008 (SB 375), which requires each of the state's 18 metropolitan areas – including the San Francisco Bay Area – to reduce greenhouse gas emissions from cars and light trucks. The law requires that the Sustainable Communities Strategy promote compact, mixed-use commercial and residential development. To meet the goals of SB 375, Plan Bay Area calls for future development to be walkable and bikeable and in close proximity to public transit, jobs, schools, shopping, parks, recreation and other amenities.

Plan Bay Area also addresses the challenge of accommodating the Bay Area's future growth. Regional population is expected to increase from about seven million in 2011 to approximately nine million in 2040.

To develop Plan Bay Area, MTC and ABAG are collaborating with numerous partners, including the Bay Area's nine counties and 101 cities and towns. The agencies also are working with the Bay Area Air Quality Management District (BAAQMD) and BCDC to help ensure the plan is consistent with efforts to improve regional air quality and the health of San Francisco Bay.



**Figure 4.I-2**  
Areas Subject to BCDC Jurisdiction

Included in Plan Bay Area are employment and housing projections for cities and counties throughout the Bay Area. The proposed land use scenario for Plan Bay Area projects an increase in the number of households from 1,821 households in 2010 to 2,087 households in 2040 (increase of 266 households). Employment is projected to increase from 7,222 jobs in Brisbane in 2010 to 8,277 jobs in 2040 (increase of 1,055 jobs).

## Local Regulations

### *City of Brisbane Plans and Regulations*

#### **General Plan**

The City of Brisbane is the local entity with land use control over the Project Site, with the exception of the northern portion of the Recology site that is within San Francisco and subject to San Francisco's land use controls. The Brisbane General Plan is the primary governing policy document over land use on the Project Site and throughout Brisbane as a whole. The General Plan provides the blueprint for development in the city and addresses land use and community character, housing, traffic and transportation, natural resources, open space, safety, noise, local economic development, community services, and recreation. The portion of the Project Site within Brisbane is located in the Baylands Subarea, portions of the Northeast Bayshore Subarea, and the Beatty Subarea, as defined in the General Plan.

**Land Use Designations.** Brisbane General Plan land use diagram (City of Brisbane, 1994) indicates that the Project Site is designated primarily as *Planned Development-Trade Commercial* (Baylands Subarea), with one small section on the western border adjacent to Bayshore Boulevard (Northeast Bayshore Subarea) designated *Trade Commercial* with no planned development overlay (see Figure 3-9 in Chapter 3, *Project Description*, of this EIR) and the portion of the Project Site occupied by Recology designated *Heavy Commercial*. The *Trade Commercial* designation provides for retail sales, offices, residential uses, bulk sales, open space, recreational facilities, statuary, public and quasi-public facilities, services and utilities, commercial services, hotels, research and development, educational institutions, and lagoon/bayfront.

The *Planned Development* (PD) designation, which applies to the Baylands Subarea, requires that a specific plan be prepared and adopted prior to development of the property. The PD designation also requires that a minimum of 25 percent of the surface land within any of the subareas designated PD shall be in open space and/or open area. The *Trade Commercial* designation allows a mix of commercial uses including warehouses, distribution facilities, offices, retail uses, restaurants, commercial recreation, personal services, light industrial uses, research and development, and uses of a similar character. Brisbane Municipal Code Section 17.15.040A, which sets forth development regulations for the Beatty Subarea, also requires preparation of a specific plan prior to expansion of the square footage of building area within that subarea.

As noted above, the portion of the Recology site within Brisbane, located at the northern end of the Project Site within the Beatty Subarea, is designated *Heavy Commercial*,<sup>1</sup> which is described in the General Plan as providing for “bulk sales, offices, meeting halls, vehicle storage and equipment maintenance. It also allows outside storage of vehicles and equipment. No materials storage, other than that associated with bulk sales and no processing of materials are permitted. Subareas designated Heavy Commercial are required to have an adopted specific plan to guide development in the area.”

Brisbane Lagoon is designated *Marsh/Lagoon/Bayfront*, including *Lagoon* and *Bayfront* in the Baylands Subarea and *Bayfront* in the Beatty Subarea.

**Development Intensity.** The General Plan limits the maximum building intensity for site-specific development and sets open space requirements for each of the land use designations within the Project Site as follows:

- ***Baylands Subarea***
  - *Planned Development-Trade Commercial*: Maximum floor area ratio (FAR)<sup>2</sup> of 2.4 south of Visitacion Creek and a maximum FAR of 4.8 north of the creek. A minimum of 25 percent of the area to be retained as open space/open area.
  - *Bayfront* and *Lagoon*: 100 percent of the area is to be retained as open space/open area. The maximum floor area ratio is therefore 0.0.
- ***Northeast Bayshore Subarea***
  - *Trade Commercial*: Maximum floor area ratio of 2.0. Open space/open area to be provided per zoning ordinance requirements.
- ***Beatty Subarea***
  - *Heavy Commercial*: Allowable floor area ratio of 0 - 1.0. Open space/open area to be provided per zoning ordinance requirements.
  - *Bayfront*: 100 percent of the area to be retained as open space/open area.

The density/intensity of the buildout for the Baylands is described in the General Plan in terms of the maximum impact of development, particularly traffic impacts. The anticipated buildout of the Baylands Subarea is described in the EIR prepared for the 1994 General Plan. As described in the EIR, the General Plan near-term (10-year) development was to consist of a total of 650,000 square feet of new commercial development, with an increase of between 1.0 million square feet and 4.2 million square feet at ultimate buildout, depending on the mix of land uses (City of Brisbane, 1994). The General Plan EIR calculated the hypothetical carrying capacity of the Baylands Subarea by defining the range of square footage of development that “could be accommodated without producing more traffic than could reasonably be mitigated to within the City’s level-of-service standard LOS ‘D.’” The low end of the range of square footage, one million square feet, related to high trip generating land use, such as certain types of retail, and the high

<sup>1</sup> The Recology facility is situated within the Project Site boundaries and is a part of the CPP and CPP-V scenarios, but is not a part of the DSP or DSP-V scenarios.  
<sup>2</sup> FAR refers to the total gross floor area of buildings divided by gross area of a given site.

end, 4.2 million square feet to a low trip-generating land use such as warehouse-type commercial. The actual trip generation and corresponding allowable square footage of development would lie somewhere between the hypothetical ‘high’ and ‘low’ and would reflect a mix of land use on the Baylands, as reflected in all three of the hypothetical long-term land use alternatives.”

Based on the traffic generation described for the Baylands in the General Plan EIR, for purposes of analysis in this EIR, the theoretical commercial/industrial buildout permitted by the General Plan is estimated to be:

- **Baylands Subarea:** 56,505 square feet of existing retail development  
600,000 square feet of new retail development  
400,000 square feet of new office development  
189,331 square feet of existing industrial development  
200,000 square feet of new laboratory and industrial development  
*1,056,505 total square feet of commercial/office development*  
*389,331 total square feet of industrial development*  
*1,445,836 total square feet of total development<sup>3</sup>*
- **Beatty Subarea:** retention of the existing Recology facility, identified in the General Plan EIR as 245,836 square feet of industrial development
- **Northeast Bayshore Subarea:** retention of existing industrial development, identified in the General Plan EIR as 326,616 square feet of industrial development

**Policies.** In addition to land use designations and development intensity, the General Plan sets forth a number of policies affecting development within the Project Site. These policies, along with consistency of proposed Project Site development with those policies, is addressed in Table 4.I-1.

#### **Zoning Ordinance (Title 17 of the Brisbane Municipal Code)**

The City’s Zoning Map shows that the majority of the Project Site within Brisbane (Baylands Subarea) is zoned Commercial-Mixed Use District (C-1), while the westernmost portion (Northeast Bayshore Subarea) is zoned Manufacturing District (M-1). The northeast portion of the Project Site (Beatty Subarea) is zoned Heavy Commercial District (C-3). Brisbane Lagoon is zoned Marsh Lagoon Bayfront District (MLB). Zoning classifications are mapped in Figure 3-10 (Zoning Map) in Chapter 3, *Project Description*, of this EIR and are further described as follows:

1. **Commercial Mixed Use District (C-1):** The purpose of the C-1 District is to (A) “provide a suitable environment for the development of tax revenue-producing commercial enterprise and to encourage the orderly development of the area so that opportunities are present to establish a mix of uses that support, enhance and otherwise encourage the success of the district. There shall be no fabrication, manufacture, processing or treatment of materials in this district other than that which is clearly incidental to a business where all products there from are sold on the premises;” and (B) “establish procedures to integrate

<sup>3</sup> This buildout has a trip generation equivalent to the 1.0 million square feet of retail use and 4.2 million square feet of industrial use described in the General Plan EIR as the basis for determining General Plan buildout.

commercial mixed-uses and structures that produce an attractive and safe environment which are superior to those which would result from standard district regulations.”

The C-1 District (Section 17.12.030 of the Brisbane Municipal Code) requires a conditional use permit for all development, with allowable conditional uses including retail sales, offices, residential uses, bulk sales, open space, recreational facilities, statuary, public and quasi-public facilities, service and utility uses, commercial services, hotels, research and development, and educational facilities. Under Section 17.13.040 of the Municipal Code, any development and design standards within an area zoned C-1 must be established in a specific plan adopted by resolution of the City Council for the parcels proposed for development. Section 17.13.040 states that to the extent that standards in the specific plan are inconsistent with other zoning regulations, the standards in the specific plan shall prevail.

2. **Heavy Commercial District (C-3):** The purpose of the C-3 District is to:
  - A. “create a zoning district for the Beatty subarea that serves to protect and enhance its character and provide for orderly development consistent with the direction in the city’s general plan;”
  - B. “establish an attractive and safe environment for heavy commercial uses that is superior to that which would result from standard district regulations;”
  - C. “provide a buffer between the industrial uses on adjacent properties in San Francisco and the planned development-trade commercial uses of the Baylands subarea;”
  - D. “provide for heavy commercial uses that need large areas of land to accommodate outdoor storage of goods and equipment;”
  - E. “maintain a scale, character and intensity of use that can accommodate the desired uses for the district and be compatible with development in the other subareas of the city;” and
  - F. “protect the community health and safety by establishing permit requirements and performance standards that address potential impacts of heavy commercial activity.”

The C-3 District requires a specific plan to be prepared and approved prior to development and a conditional use permit for all uses. Conditionally permitted uses include heavy equipment repair, meeting halls, offices, organics reload operations, outdoor storage of vehicles and equipment, outdoor storage of materials only in association with bulk sales, and plastic pipe sales.

3. **Manufacturing District (M-1):** The M-1 District permits research and development, light manufacturing, assembling, processing, offices, warehousing, printing, and accessory retail uses. Conditional uses, which would require a use permit, include restaurant and bars connected with restaurant use, outside storage of trucks and equipment when properly screened, service stations, and destination retail uses. The district establishes a maximum floor area ratio of 2.0 and a maximum building height of 50 feet. Additional development regulations for the M-1 District are provided in Municipal Code Section 17.20.030.
4. **Marsh Lagoon Bayfront District (MLB):** The MLB District was established to protect areas with unique aquatic resources, distinguish uses that rely on adjacency and access to aquatic and riparian areas, and establish application requirements to assure that proposed projects address the City’s environmental goals for aquatic areas. The district requires a conditional use permit for all allowed uses, which include commercial recreation, personal services, retail sales and rental, educational facilities, scientific research, habitat restoration

and wildlife protection, transit/transportation facilities, and marinas. Development regulations are determined by the use permit.

### **Draft Public Space Master Plan**

The City's Draft Public Space Master Plan was developed in tandem with the CPP and CPP-V scenarios and is included as **Appendix O** of this EIR. Although the plan has not been formally adopted by the City Council, its draft form describes a community-proposed direction for public and open space on the Project Site. The Draft Public Space Master Plan calls for development on the Project Site to draw inspiration from the historic connection to the Bay and from key natural land forms and drainage patterns. Defining features identified in the Draft Public Space Master Plan, such as Brisbane Lagoon, Icehouse Hill, the Roundhouse, and the Visitacion Creek tidal channel and wetlands, are recommended for permanent protection and enhancement as public open space amenities.

### ***Plans and Programs of Surrounding Jurisdictions***

While most of the San Francisco, Daly City, and San Mateo County plans and regulations listed below are not directly applicable to the Project Site development, they provide an understanding of the surrounding context of the Project Site. The portion of the Recology site that is within San Francisco is subject to San Francisco regulations, however.

#### **City and County of San Francisco**

San Francisco – in particular, the Visitacion Valley neighborhood – is adjacent to the northern boundary of the Project Site. The following plans govern areas within San Francisco that are within close proximity to the Project Site, including those within the San Francisco portion of the Recology site.

**San Francisco General Plan.** Recology (formerly Nor-Cal Solid Waste Systems) operates a solid waste transfer and recycling facility on 44 acres of land in San Francisco and Brisbane. The portion of the Recology site within San Francisco is governed by the San Francisco General Plan, which designates the area as *Light Industry*.<sup>4</sup> The San Francisco zoning classification for the site is M-1, Light Industrial. The existing Recology facility is within the Project Site and is a part of the CPP and CPP-V scenarios. It is not, however, part of the DSP or DSP-V scenarios.

**San Francisco Executive Park Subarea.** Executive Park is a subarea of the Bayview/Hunters Point neighborhood in southeastern San Francisco. The Executive Park Subarea comprises the southernmost 71 acres of Bayview, bounded on the west by US Highway 101, on the east by the Candlestick Point Special Use District, on the north by Bayview Hill, and on the south by Candlestick Point State Recreation Area and San Francisco Bay. The Executive Office Park Subarea is a mixed-use residential project that consists of an existing office park development and proposed primarily residential area with 1,600 residential units and about 73,000 gross square feet

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<sup>4</sup> As previously noted, the Brisbane portion of the Recology site is designated *Heavy Commercial* and zoned C-3, Heavy Commercial.

of retail. Zoning within the subarea includes C-2 (Community Business) District and RC-3 (Residential-Commercial Combined, Medium Density) District.

**Visitacion Valley Redevelopment Program.** Since the fall of 2001, residents of Visitacion Valley have worked with the San Francisco Redevelopment Agency, the San Francisco Planning Department, the Mayor's Office of Economic and Workforce Development, and the City Supervisor's office on plans for the redevelopment of the former Schlage Lock site on the border of San Francisco and San Mateo Counties. While the entire former Visitacion Valley Redevelopment Area comprises 40 acres, the former Schlage Lock site encompasses approximately 20 acres and includes Third Street Light Rail connections and Leland Avenue. The site contains contaminated soil and is subject to remediation requirements. The plan for the site proposes 1,250 residential units and 120,000 square feet of commercial and institutional development. Another 335 residential units and 2,600 square feet of commercial and institutional development were contemplated in an adjacent portion of the former redevelopment area.

**Candlestick Point and Hunters Point Shipyard Combined Plan.** Candlestick Point and Hunters Point Shipyard are located about 1 mile and 1.5 miles east, respectively, of the Project Site within the City and County of San Francisco limits. The redevelopment plan for Candlestick Point and Hunters Point Shipyard proposes 10,500 new housing units, 2.5 million square feet of commercial office and research and development (R&D) space, 700,000 square feet of destination retail and entertainment space, over 300 acres of open space, and the current San Francisco 49ers football stadium.

#### **City of Daly City**

Low-intensity residential and commercial development and manufacturing uses within Daly City border a small stretch of Bayshore Boulevard northwest of the Project Site. In addition, Daly City's Geneva Avenue Urban Design Plan envisions higher-density uses along the Bayshore Boulevard corridor in the future, with Geneva Avenue acting as a commercial corridor for that area.

The Cow Palace/Carter Martin Area Community Development Program identifies the Cow Palace Carter Street area, located a mile west of the Project Site, as an opportunity site in the former Bayshore Redevelopment Plan. This area is identified as an opportunity site to create more employment opportunities by incorporating additional commercial space into the site.

#### **San Mateo County**

**San Mateo County Comprehensive Airport Land Use Plan.** The San Mateo County Airport Land Use Commission (ALUC) develops and implements the San Mateo County Comprehensive Airport Land Use Plan (CLUP). In San Mateo County, the City/County Association of Governments of San Mateo County (C/CAG) is the designated ALUC.

The CLUP establishes the procedures that C/CAG uses in reviewing proposed local agency actions that affect land use decisions in the vicinity of San Mateo County's airports. Airport planning boundaries define the area where height, noise, and safety standards, policies, and criteria are applied to certain proposed land use policy actions.

**Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.** In 2012, the ALUC adopted the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Francisco International Airport. The plan includes the 2008 Federal Aviation Administration (FAA)-accepted Noise Exposure Maps. It also includes a diagram that illustrates the configuration of the preliminary Airport Influence Area (AIA) boundary for San Francisco International Airport (SFO) as well as an updated diagram of the Federal Aviation Regulations Part 77 airspace protection surfaces.

The Project Site is located within SFO Area A of the AIA. Airport AIA is defined as an area that is flown by an aircraft at an altitude of 10,000 feet or less above mean sea level a minimum of once weekly. The Project Site is located in an area with 3,651 or more flights per year, or an average of 10 or more flights per day, originating from or returning to SFO (C/CAG, 2012). In accordance with California Business and Professions Code Section 11010 and SFO's Comprehensive Airport Land Use Plan, proposed development at the Project Site would require real estate disclosure of potential airport/aircraft impacts such as noise and other impacts due to the property's location within an AIA, as part of any real estate transaction. The area is not located within Federal Aviation Regulations Part 77 or the noise and runway safety compatibility zones. The entire Project Site is within seven aircraft overflight paths of departures, which include four from SFO and three from Oakland International Airport (C/CAG, 2012). Noise issues related to the overflight routes are addressed in Section 4.J, *Noise and Vibration*, of this EIR.

## 4.1.4 Impacts and Mitigation Measures

### Significance Criteria

Criteria outlined in the CEQA Guidelines were used to determine the level of significance of land use impacts. Appendix G of the CEQA Guidelines indicates that a project would have a significant effect on the environment if it were to:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

An inconsistency with a land use policy is not, in and of itself, an environmental impact and does not mandate a finding of significance. Rather, a planning inconsistency is a factor that the agency should consider in determining the significance of changes in the physical environment caused by the Project Site development. These physical impacts related to General Plan policies are considered in the evaluation of specific environmental topics in this EIR, including Section 4.B, *Air Quality*; Section 4.C, *Biological Resources*; Section 4.G, *Hazards and Hazardous Materials*;

Section 4.J, *Noise and Vibration*, Section 4.M, *Recreational Resources*; Section 4.N, *Traffic and Circulation*; and Section 4.O, *Utilities, Service Systems, and Water Supply*.

## **Impact Assessment Methodology**

Proposed development of the Project Site as described in Chapter 3, *Project Description*, was compared to existing land use conditions and the existing regulatory context to determine whether implementation of Project Site development would trigger any impacts based on the identified significance criteria.

The DSP, DSP-V, CPP, and CCP-V scenarios would have no impacts related to division of established communities and would create no conflicts with habitat conservation plans or certain other plans, as discussed below. Therefore, these issues are not analyzed in detail within this section.

### ***Division of Established Communities***

Development of the Project Site would have no impacts related to division of an existing community, because the Project Site sits along the edge of San Francisco Bay and is separated from lands to the west by Bayshore Boulevard, vegetated lands, and the office and light industrial buildings at Crocker Industrial Park; from lands to the north by the Recology facility; and from lands to the south by the Brisbane Lagoon (see Figure 4.I-1). None of the proposed development scenarios could physically divide or create a physical barrier to an established community because (1) the Baylands is already physically divided from the rest of the Brisbane community and surrounding lands by Bayshore Boulevard, the Recology facility, and Brisbane Lagoon; (2) there is no existing community within the Baylands; and (3) the Baylands is already divided into east and west areas by the Caltrain rail line.

### ***Consistency with Habitat Conservation Plans***

The Project Site is not subject to a habitat conservation plan, and therefore the Project Site development would not create any direct conflicts with such a plan. Icehouse Hill, located within the Project Site, is, however, situated adjacent to the boundary of the San Bruno Mountain Habitat Conservation Plan (SBMHCP) area. As described in Section 4.C, *Biological Resources*, of this EIR, the Project Site development is not required to comply with the SBMHCP. However, a conflict with the SBMHCP would be considered to occur if uses proposed within the Baylands would interfere with implementation of policies and measures intended to promote the conservation proposed by the plan. Because Icehouse Hill and areas adjacent to the SBMHCP planning area would remain in open space following Project Site development, the Project Site development would not interfere with implementation of the SBMHCP. Further, management of construction activities and Project operations on and adjacent to Icehouse Hill consistent with the provisions of the Brisbane General Plan as described in Section 4.C, *Biological Resources*, of this EIR, as well as with the mitigation measures set forth in that section, would ensure that any impacts on covered species are avoided.

## Project Impacts and Mitigation Measures

### Impact 4.I-1: Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect?

#### **DSP, DSP-V, CPP, and CPP-V**

The analysis below evaluates the consistency of Project Site development with existing Brisbane plans and policies governing development of the area, as well as with the provisions of applicable land use plans, policies, and regulations of other agencies with jurisdiction over the Project Site (see **Table 4.I-1**). An inconsistency with a General Plan policy is not, in and of itself, an environmental impact and does not mandate a finding of significance. Therefore, while all inconsistencies with the Brisbane General Plan are identified in Table 4.I-1, only those inconsistencies that result in physical impacts were used in determining the significance of impacts related to General Plan consistency. The evaluations contained in Table 4.I-1 related to consistency with policies that do not result in physical impacts represent factors that the agency should consider in its planning review of proposed Project Site development.

Impact Significance by Scenario (before Mitigation)			
DSP	DSP-V	CPP	CPP-V
SM	SM	SM	SM
SU = Significant Unavoidable SM = Significant but Mitigable LTS = Less than Significant - = no impact			

#### **Inconsistencies of the DSP and DSP-V Scenarios and the Brisbane Baylands Specific Plan with the Brisbane General Plan**

As described in Table 4.I-1, by proposing residential development, the DSP and DSP-V scenarios are not consistent with Brisbane General Plan Policy 330.1 or the provisions of the Brisbane Zoning Ordinance, both of which prohibit residential development within the Baylands Subarea. This inconsistency could be resolved by amending General Plan and zoning provisions to eliminate the prohibition, or by modifying proposed development to comply with the prohibition. The applicant for the Brisbane Baylands Specific Plan (DSP and DSP-V scenarios) proposes to resolve this inconsistency with a General Plan amendment removing Policy 330.1 from the General Plan.

In addition, the DSP and DSP-V scenarios are inconsistent with the allowable buildout of the General Plan, which was described above as the traffic-generating equivalent of one million square feet of commercial use or 4.2 million square feet of industrial use. In terms of a mix of commercial and industrial uses, this translates into a total of 2.02 million square feet of development, including 1.05 million square feet of commercial/office uses and 0.97 million square feet of industrial uses. The DSP and DSP-V scenarios propose 4,434 residential dwelling units along with 6,945,900 square feet of commercial development (6,899,000 square feet in the DSP-V scenario) and 142,500 square feet of industrial development (i.e., the relocated lumberyards).

The General Plan also indicates that the maximum permitted building intensity is a FAR of 2.4 south of Visitacion Creek and an FAR of 4.8 north of Visitacion Creek. The DSP and DSP-V conflict with the maximum FAR established by the General Plan for the area north of Visitacion Creek.

**TABLE 4.1-1  
CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Consistency of Project Components with Existing Policy	
	DSP/DSP-V Scenarios	CPP/PP-V Scenarios
<b>San Francisco Bay Plan</b>		
The surface area of the Bay and the total volume of water should be kept as large as possible in order to maximize active oxygen interchange, vigorous circulation, and effective tidal action. Filling and diking that reduce surface area and water volume should therefore be allowed only for purposes providing substantial public benefits and only if there is no reasonable alternative.	Consistent. No filling or diking of the Bay is proposed.	Consistent. No filling or diking of the Bay is proposed.
#19. Bay View Park - Provide trail link to waterfront.	Consistent. The DSP and DSP-V would provide trail extensions from the lagoon through the site north to connect to the Bay Trail north of the Project Site.	Consistent. The CPP and CPP-V would provide trail extensions that would extend from the lagoon through the site to connect to the Bay Trail north of the Project Site.
<b>San Francisco International Airport Land Use Compatibility Plan (SFO ALUCP)</b>		
IP-1. AIRPORT INFLUENCE AREA A – REAL ESTATE DISCLOSURE AREA. Within Area A, the real estate disclosure requirements of state law apply Section 11010 of the Business and Professions Code requires people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property. The law requires that, if the property is within an “airport influence area” designated by the airport land use commission, the following statement must be included in the notice of intention to offer the property for sale: NOTICE OF AIRPORT IN VICINITY. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.	Consistent. By law, property owners are required to provide real estate disclosure regarding airport impacts.	Consistent. By law, property owners are required to provide real estate disclosure regarding airport impacts.

<sup>5</sup> See Table 3-1, Project Components Analyzed in this EIR, for a listing of specific project components analyzed in this Table.

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
<b>City of Brisbane 1994 General Plan</b>		
<b>Chapter IV, Local Economic Development</b>		
<i>Policy 9: Seek fuller employment of Brisbane residents.</i>	Consistent. By increasing non-residential development area within the Project Site, the DSP and DSP-V scenarios would assist in increasing employment opportunities for Brisbane residents.	Consistent. By increasing non-residential development area within the Project Site, the CPP CPP-V scenarios would assist in increasing employment opportunities for Brisbane residents.
<b>Chapter V, Land Use</b>		
<i>Policy 11: Development south of the Bayshore Basin drainage channel shall maintain a low profile, permitting low or mid-rise buildings, not to exceed six stories in height, in order to preserve the existing views of San Francisco and San Francisco Bay as seen from Central Brisbane, and to maximize the amount of landscape and open space or open area in this portion of the subarea.</i>	Consistent. The DSP and DSP-V scenarios provide for Open Space, R&D, Renewable Energy Generation, and Retail uses in the area south of the Bayshore Basin drainage channel. The majority of the area is proposed to be dedicated to open space and energy generation (solar PV) and R&D. Uses are proposed to be low-profile (two to three stories), with maximum building heights of 35 to 45 feet.	Consistent. The CPP and CPP-V designate Public Use Envelope, R&D, and Cultural/Entertainment uses south of the Bayshore Basin drainage channel. The Public Use Envelope designation allows a maximum height of 25 feet. For the other uses, the Public Space-Oriented Overlay limits building heights to 55 feet, regardless of the underlying base land use, except in the Lagoon Park Concession area, where the maximum building height is 25 feet.
<i>Policy 12: Establish a mix of land uses that best serves the needs of the community.</i>	Consistent. Policy 12 considers a citywide mix of land uses, rather than the specific location of any particular use. The overall mix of uses proposed in the DSP and DSP-V scenarios is compatible with those proposed throughout the city. As such, the DSP and DSP-V scenarios are consistent with Policy 12. As such, the DSP and DSP-V are consistent with the city's overall mix of uses; the DSP and DSP-V scenarios are inconsistent with General Plan policy prohibiting the location of residential uses within the Baylands.	Consistent. Policy 12 considers a citywide mix of land uses, rather than the specific location of any particular use. The CPP and CPP-V scenarios were developed with a substantial amount of community input and discussion as to what mix of uses within the Baylands would best serve the needs of the community. Thus, the CPP and CPP-V scenarios are consistent both with Policy 12 in relation to the city's overall mix of uses and with applicable General Plan policy prohibiting the location of residential uses within the Baylands.
<i>Policy 13: Integrate physical, social, environmental and financial elements of the community for the benefit of current and future residents.</i>	Consistent. Policy 13 considers integration of the physical, social, environmental, and financial systems that contribute to Brisbane's sense of community, rather than the uses or design of any particular area or development. By providing for vehicular, pedestrian, and bicycle connections between the existing Brisbane community and the area east of Bayshore Boulevard, the DSP and DSP-V scenarios would contribute to the integration of physical places in the community.	Consistent. Policy 13 considers integration of the physical, social, environmental and financial systems that contribute to Brisbane's sense of community, rather than the uses or design of any particular area or development. By providing for vehicular, pedestrian, and bicycle connections between the existing Brisbane community and the area east of Bayshore Boulevard, the CPP and CPP-V scenarios would contribute to the integration of physical places in the community.

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/CPP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter V, Land Use (cont.)		
<i>Policy 14:</i> Establish a mix of uses with a diversified economic base to maintain and increase tax revenues and contribute to the City's ability to provide services.	Potentially Consistent. The amount and range of commercial and industrial land use types proposed in the DSP and DSP-V scenarios would assist in expanding and diversifying the City's economic base. While proposed uses would increase tax revenues, the extent to which proposed Baylands development would contribute to the City's ability to provide services depends upon the extent to which revenues attributable to Project Site development would exceed the cost of providing services to development within the Baylands. Such cost/revenue analysis requires identifying the services and specific infrastructure needed to support site development. To ensure consistency with General Plan Policy 14, preparation of a fiscal impact analysis analyzing short-term and long-term municipal costs and revenues associated with development of the Baylands and the costs involved in providing the services and maintaining Project Site infrastructure would need to be prepared.	Potentially Consistent. The amount and range of commercial and industrial land use types proposed in the CPP and CPP-V scenarios would assist in expanding and diversifying the City's economic base. While proposed uses would increase tax revenues, the extent to which proposed Baylands development would contribute to the City's ability to provide services depends upon the extent to which revenues attributable to Baylands development would exceed the cost of providing services to development within the Project Site. Such cost/revenue analysis requires identifying the services and specific infrastructure needed to support site development. To ensure consistency with General Plan Policy 14, preparation of a fiscal impact analysis analyzing short-term and long-term municipal costs and revenues associated with development of the Baylands and the costs involved in providing the services and maintaining Project Site infrastructure would need to be prepared.
<i>Policy 20:</i> Retain diversity of development and individual expression in residential and commercial development, especially in Central Brisbane.	Consistent. A diversity of development is proposed in the DSP and DSP-V scenarios. The design guidelines set forth in the specific plan for the DSP and DSP-V scenarios would provide for the individual expression called for in Policy 20.	Potentially Consistent. A diversity of development is proposed in the CPP and CPP-V scenarios. Because Concept Plans address land use, rather than design issues, guidelines to retain individual expression of proposed uses are intended to be addressed in the specific plan that will be required prior to development should either the CPP or CPP-V scenario be selected.
<i>Policy 23:</i> Encourage the maintenance and upgrading of structures and sites that have played important roles in the City's history.	Consistent. The DSP and DSP-V scenarios includes rehabilitation and adaptive reuse of the historic Roundhouse building and the Lazzari Fuel Company building.	Consistent. Rehabilitation and adaptive reuse of the historic Roundhouse building and the Lazzari Fuel Company building are part of the CPP and CPP-V scenarios.
<i>Policy 27:</i> Provide centrally located public facilities for public services and community events so as to maximize use by Brisbane residents and businesses.	Consistent. Facilities within the Project Site proposed for public services under the DSP and DSP-V scenarios are centrally located within the area east of Bayshore Boulevard and designed to serve the Baylands.	Consistent. Facilities within the Project Site proposed for public services under the CPP and CPP-V scenarios are centrally located within the area east of Bayshore Boulevard and designed to serve the Baylands.

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter VI, Transportation and Circulation		
<i>Policy 38:</i> Maintain a level of service on arterial streets that allows Brisbane residents and businesses to comfortably travel across town and to gain access to U.S. 101.	Consistent. By providing for the extension of Geneva Avenue from Bayshore Boulevard to US Highway 101, the DSP and DSP-V scenarios would increase the ability of Brisbane residents and businesses to gain access to US Highway 101.	Consistent. By providing for the extension of Geneva Avenue from Bayshore Boulevard to US Highway 101, the CPP and CPP-V scenarios would increase the ability of Brisbane residents and businesses to gain access to US Highway 101.
<i>Policy 38.1:</i> The level of service for all arterial streets within the City shall not be less than LOS "D" except for the intersections on Bayshore Boulevard at Old County Road and San Bruno Avenue, which shall not be less than LOS "C." The two intersections having LOS "C" shall not be degraded below that level as a result of increased impacts from other intersections within the City and such impacts shall be mitigated as necessary to maintain the LOS "C" standard at the identified intersections.	Inconsistent. As noted in Section 4.N, <i>Traffic and Circulation</i> , Project impacts on the cumulative traffic operations at intersections on Bayshore Boulevard in the Project Site vicinity would be partially mitigated but would still exceed applicable level of service standards.	Inconsistent. As noted in Section 4.N, <i>Traffic and Circulation</i> , Project impacts on the cumulative traffic operations at intersections on Bayshore Boulevard in the Project Site vicinity would be partially mitigated but would still exceed applicable level of service standards.
<i>Policy 39:</i> Plan for an additional east-west corridor to redirect non-destination traffic away from Bayshore Boulevard and to provide more direct access to U.S. 101.	Consistent. The DSP and DSP-V scenarios each provide for extension of Geneva Avenue from the Candlestick interchange along the US Highway 101 freeway to Bayshore Boulevard, providing more direct access to US Highway 101.	Consistent. The CPP and CPP-V scenarios each provide for extension of Geneva Avenue from the Candlestick interchange along the US Highway 101 to Bayshore Boulevard, providing more direct access to US Highway 101.
<i>Policy 39.2:</i> Establish an alternative access route to the Tunnel Avenue overcrossing for emergency vehicles.	Consistent. The Geneva Avenue extension that is included in the DSP and DSP-V scenarios would provide the alternative access route called for in Policy 39.2.	Consistent. The Geneva Avenue extension that is included in the CPP and CPP-V scenarios would provide the alternative access route called for in Policy 39.2.
<i>Policy 41:</i> Require a minimum unobstructed street width of 20 feet, as required by the California Fire Code.	Consistent. Development within the Project Site would be required to comply with the provisions of all applicable code provisions.	Consistent. Development within the Project Site would be required to comply with the provisions of all applicable code provisions.
<i>Policy 42:</i> In addition to the above, develop residential and commercial City street standards that take into account the following factors as they apply to all streets, but particularly to hillside streets: <ul style="list-style-type: none"> <li>• Grade</li> <li>• Topography</li> <li>• Average lot frontage size</li> <li>• Number of lots and potential intensity of development</li> <li>• Maximum block length</li> </ul>	Consistent. Streets within the Project Site would be required to comply with all applicable City street standards.	Consistent. Streets within the Project Site would be required to comply with all applicable City street standards.

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter VI, Transportation and Circulation (cont.)		
<ul style="list-style-type: none"> <li>• Maximum length of cul-de-sac streets</li> <li>• Length of street in relation to number of units served</li> <li>• Turnarounds</li> <li>• Parking</li> <li>• Secondary access</li> </ul>		
<i>Policy 44:</i> Maintain and improve local residential streets to accommodate safe access for emergency vehicles and evacuation routes for residents.	Consistent. The design of all local streets within the Project Site proposed to serve residential uses in the DSP and DSP-V scenario would be reviewed by the City's Public Works Department as well as by the North County Fire Authority to ensure adequate emergency access and appropriate evacuation routes.	Not Applicable. Residential uses are not proposed as part of the CPP and CPP-V scenarios.
<i>Policy 52:</i> Seek opportunities to install and improve transit facilities and establish multi-modal connections.	Consistent. The DSP and DSP-V scenarios would improve transit facilities through the installation of bus rapid transit facilities along the extension of Geneva Avenue and by providing for improved connections between the Caltrain station and area vehicular, pedestrian, and bicycle systems.	Consistent. The CPP and CPP-V scenarios would improve transit facilities through the installation of bus rapid transit facilities along the extension of Geneva Avenue and by providing for improved connections between the Caltrain station and area vehicular, pedestrian, and bicycle systems.
<i>Policy 59:</i> Provide bicycle access to all areas of the City. Connect Brisbane's bikeway system to the County bikeway network.	Consistent. The DSP and DSP-V scenarios would provide bicycle connections both within the Project Site to areas outside, as well as to City and regional bicycle systems.	Consistent. The CPP and CPP-V scenarios would provide bicycle connections both within the Project Site to areas outside, as well as to City and regional bicycle systems.
Chapter VII, Open Space		
<i>Policy 81:</i> The City shall conduct an on-going effort to identify sites or portions of sites having particular value as open space, wildlife habitat, wetlands, or other environmental qualities that should be preserved and protected. In such cases, the City shall explore the feasibility of acquisition of these areas by the City or by other public or private agencies that are engaged in the ownership and preservation of open space, and, when legally possible, imposing a requirement that such areas be dedicated by the owner to the public for open space purposes.	Consistent. The environmental studies undertaken as part of this EIR evaluate whether those areas of the Baylands that should be preserved and protected as the result of their particular value as open space, wildlife habitat, wetlands, or other environmental qualities would, in fact, be preserved, including establishment of mitigation measures to ensure appropriate preservation of resources. To implement the provisions of Policy 81, the City could consider requirements for dedication of those areas intended to remain in open space for the protection of resources.	Consistent. The environmental studies undertaken as part of this EIR evaluate whether those areas of the Baylands that should be preserved and protected as the result of their particular value as open space, wildlife habitat, wetlands, or other environmental qualities would, in fact, be preserved, including establishment of mitigation measures to ensure appropriate preservation of resources. To implement the provisions of Policy 81, the City could consider requirements for dedication of those areas intended to remain in open space for the protection of resources.

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/CPP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter VII, Open Space (cont.)		
<i>Policy 81.1:</i> Work to preserve open space lands to protect the natural environment and to provide outdoor educational and recreational opportunities consistent with the sensitivity of the resource.	Partially Consistent. The evaluations set forth in this EIR analyze impacts of the proposed DSP and DSP-V scenarios on the natural environment consistent with the sensitivity of the resources being evaluated.  Goal 5.1 of the Brisbane Baylands Specific Plan includes providing the community “with multiple opportunities for recreation and education.” According to the Specific Plan, “Public programming amenities (within open space areas) may include a nature and interpretive center, a habitat observation area, and a youth education center with associated trails, boardwalks, and overlooks to enrich the public’s experience and understanding of the local ecology.” To ensure consistency with Policy 81.1, the Specific Plan should be revised to provide a clear commitment to including educational opportunities related to onsite resources.	Potentially Consistent. The evaluations set forth in this EIR analyze impacts of the proposed CPP and CPP-V scenarios on the natural environment consistent with the sensitivity of the resources being evaluated.  Because the Concept Plan is intended to focus on the distribution of land uses, planning for outdoor educational and recreational opportunities consistent with the sensitivity of onsite resources such as the lagoon would occur as part of the specific plan required for development within the Baylands. By providing for open space in excess of the minimum required under the General Plan and providing land use buffers adjacent to the lagoon, Ice House Hill, and other sensitive resources, the CPP and CPP-V scenarios provide ample opportunity to implement this policy as part of the preparation of a specific plan should either the CPP or CPP-V scenario be selected.
<i>Policy 82:</i> Encourage the preservation, conservation and restoration of open space to retain existing biotic communities, including rare and endangered species habitat, wetlands, watercourses and woodlands.	Consistent. Sensitive biotic communities within the Baylands would be appropriately protected, relocated, and/or restored in the DSP and DSP-V scenarios, as confirmed by the evaluations set forth in this EIR (see Section 4.C, <i>Biological Resources</i> ).	Consistent. Sensitive biotic communities within the Baylands would be appropriately protected, relocated, and /or restored in the CPP and CPP-V scenarios, as confirmed by the evaluations set forth in this EIR (see Section 4.C, <i>Biological Resources</i> ).
<i>Policy 85:</i> Encourage the preservation and conservation of aquatic resources in Brisbane: the Lagoon, the Bayfront and the Marsh.	Consistent. Aquatic resources within the Baylands, including the lagoon, bayfront, and marsh, would be appropriately preserved, as confirmed by the evaluations and mitigation measures set forth in this EIR (see Section 4.C, <i>Biological Resources</i> ).	Consistent. Aquatic resources within the Baylands, including the lagoon, bayfront, and marsh, would be appropriately preserved, as confirmed by the evaluations and mitigation measures set forth in this EIR (see Section 4.C, <i>Biological Resources</i> ).
<i>Policy 86:</i> Provide access to natural areas consistent with the nature of the resource.	Consistent. The DSP and DSP-V scenarios provide for trails and use of natural areas, such as the lagoon. The evaluations and associated mitigation measures set forth in this EIR (see Section 4.C, <i>Biological Resources</i> ) would ensure that such use is compatible with protecting resource values.	Consistent. The CPP and CPP-V scenarios provide for trails and use of natural areas, such as the lagoon. The evaluations and associated mitigation measures set forth in this EIR (see Section 4.C, <i>Biological Resources</i> ) would ensure that such use is compatible with protecting resource values.

**TABLE 4.1-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter VII, Open Space (cont.)		
<i>Policy 87:</i> Maintain parks and open space to serve the community equivalent to or greater than the acreage/population standards set by the National Recreation and Parks Association.	Inconsistent. As set forth in Section 4.M, <i>Recreational Resources</i> , of this EIR, the DSP and DSP-V scenarios fall short of the recreational parks acreage recommended by the National Recreation and Parks Association. In addition, while the DSP and DSP-V scenarios provide for large open space areas providing trails and passive open space, they provide approximately 77 acres of active parks, short of the standards of the National Recreation and Parks Association. To resolve this inconsistency, the Specific Plan applicant is proposing a General Plan amendment to replace the City's park standards with those of the Specific Plan. Approval of this amendment would eliminate this General Plan inconsistency. Alternatively, adding park land, including active recreation facilities, to the DSP and DSP-V scenarios would also resolve this General Plan inconsistency.	Not Applicable. Because residential development is not proposed in the CPP and CPP-V scenarios, the acreage/population standards set by the National Recreation and Parks Association do not apply to these scenarios.
<i>Policy 88:</i> Develop parks to maximize passive recreational opportunities.	Consistent. The land use plans for the DSP and DSP-V scenarios provide for large areas of passive recreational open space.	Consistent. The land use plans for the CPP and CPP-V scenarios provide for large areas of passive recreational open space.
<i>Policy 89:</i> Work with local employers to preserve open space and to develop outdoor open areas that would benefit employees as well as residents during and after the work day.	Consistent. The land use plans for the DSP and DSP-V scenarios provide for open space areas within the non-residential employment-generating portions of the Project Site.	Consistent. The land use plans for the CPP and CPP-V scenarios provide for open space areas within the non-residential employment-generating portions of the Project Site.
<i>Policy 91:</i> Explore the widest range of options for preserving open space lands, including acquisition, dedication, and exactions on development projects.	Consistent. The evaluations set forth in this EIR analyze impacts of the proposed DSP and DSP-V scenarios on open space land. In cases where the proposed preservation of open space lands falls short of what would be required to mitigate Project-related impacts, appropriate mitigation measures are recommended in this EIR. Because of applicable nexus requirements under the law, acquisition of land in addition to that required to mitigate Project-related impacts can only be achieved through voluntary dedications or through approval of a development agreement.	Consistent. The evaluations set forth in this EIR analyze impacts of the proposed CPP and CPP-V scenarios on open space land. In cases where the proposed preservation of open space lands falls short of what would be required to mitigate project-related impacts, appropriate mitigation measures are recommended in this EIR. Because of applicable nexus requirements under the law, acquisition of land in addition to that required to mitigate Project-related impacts can only be achieved through voluntary dedications or through approval of a development agreement.

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/CPP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter VIII, Recreation and Community Services		
<i>Policy 95:</i> Provide recreational facilities that accommodate community activities, meet national standards, are accessible in accordance with State and National standards, and contain the necessary components for multiple uses and community enjoyment.	Inconsistent. As set forth in Section 4.M, <i>Recreational Resources</i> , of this EIR, the DSP and DSP-V scenarios fall short of the recreational acreage recommended by the National Recreation and Parks Association. In addition, while the DSP and DSP-V scenarios provide for large open space areas providing trails and passive open space, they provide approximately 77 acres of active parks, short of the standards of the National Recreation and Parks Association. To resolve this inconsistency, the Specific Plan applicant is proposing a General Plan amendment to replace the City's park standards with those of the Specific Plan. Alternatively, additional park land, including active recreation facilities, could be added to the DSP and DSP-V scenarios to resolve this General Plan inconsistency.	Not Applicable. Because residential development is not proposed in the CPP and CPP-V scenarios, the acreage/population standards set by the National Recreation and Parks Association do not apply to these scenarios.
<i>Policy 96:</i> Condition, as appropriate, new developments to construct, maintain or provide for new recreational facilities, amenities and opportunities.	Consistent. Requirements for new development within the Baylands to construct, maintain, or provide for new recreational facilities, amenities and opportunities are contained within the Brisbane Baylands Specific Plan and the mitigation measures contained in this EIR.	Not Applicable. Requirements for new development within the Baylands to construct, maintain, or provide for new recreational facilities, amenities and opportunities would be set forth as part of the required specific plan(s) for the Baylands should either the CPP or CPP- V scenario be selected.
<i>Policy 101:</i> Maintain the neighborhood school concept for all children, from kindergarten through high school in Brisbane.	Consistent. Adequate classroom space can be developed to accommodate students within the Baylands for the DSP and DSP-V scenarios allowing students to attend school within their neighborhood.	Not Applicable. Because residential development is not proposed in the CPP and CPP-V scenarios, the neighborhood school concept is not applicable.
Chapter IX, Conservation		
<i>Policy 118:</i> Preserve areas containing rare and endangered species habitat to the extent allowed by law and available resources.	Consistent. Areas supporting the habitats described in Policy 118 would be appropriately preserved, as confirmed by the evaluations and mitigation measures set forth in this EIR (see Section 4.C, <i>Biological Resources</i> ).	Consistent. Areas supporting the habitats described in Policy 118 would be appropriately preserved, as confirmed by the evaluations and mitigation measures set forth in this EIR (see Section 4.C, <i>Biological Resources</i> ).
<i>Policy 120:</i> Cooperate with local, State and Federal agencies in conservation efforts for biological resources.	Consistent. Policy 120 provides for overall cooperation with state and federal agencies in relation to biological resources conservation efforts. In the context of specific development projects, such as is proposed of the Baylands, implementation of this policy requires that the City consult	Consistent. Policy 120 provides for overall cooperation with state and federal agencies in relation to biological resources conservation efforts. In the context of specific development projects, such as is proposed of the Baylands, implementation of this policy requires

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/CPP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter IX, Conservation (cont.)		
<i>Policy 120</i> (cont.)	with state and federal resource agencies in the evaluation of project-related impacts and required mitigation. Such consultation has occurred for this EIR through requests for input on the content of the EIR, review of state and federal biological resources databases during EIR preparation, and soliciting input of the evaluations and conclusions set forth in this EIR.	that the City consult with state and federal resource agencies in the evaluation of project-related impacts and required mitigation. Such consultation has occurred for this EIR through requests for input on the content of the EIR, review of state and federal biological resources databases during EIR preparation, and soliciting input of the evaluations and conclusions set forth in this EIR.
<i>Policy 122</i> : Cooperate with other agencies in conservation efforts.	Consistent. Policy 122 provides for overall cooperation with agencies involved in biological resources conservation efforts. In the context of specific development projects, such as is proposed of the Baylands, implementation of this policy requires that the City consult with such agencies in the evaluation of project-related impacts and required mitigation. Such consultation has occurred for this EIR through requests for input on the content of the EIR, review of available biological resources databases during EIR preparation, and soliciting input of the evaluations and conclusions set forth in this EIR.	Consistent. Policy 122 provides for overall cooperation with agencies involved in biological resources conservation efforts. In the context of specific development projects, such as is proposed of the Baylands, implementation of this policy requires that the City consult with such agencies in the evaluation of project-related impacts and required mitigation. Such consultation has occurred for this EIR through requests for input on the content of the EIR, review of available biological resources databases during EIR preparation, and soliciting input of the evaluations and conclusions set forth in this EIR.
<i>Policy 123</i> : Conserve important biological communities through sensitive project design.	Consistent. The land use plan for the DSP and DSP-V scenarios provides for conservation of important biological communities within the Baylands, including the lagoon, bayfront, and marsh, as confirmed by the evaluations and mitigation measures set forth in this EIR (see Section 4.C, <i>Biological Resources</i> ).	Consistent. The land use plan for the CPP and CPP-V scenarios provides for conservation of important biological communities within the Baylands, including the lagoon, bayfront, and marsh, as confirmed by the evaluations and mitigation measures set forth in this EIR (see Section 4.C, <i>Biological Resources</i> ).
Policy 127: Encourage the use of plants that are compatible with the natural flora in landscape programs.	Consistent. The plant palette proposed as part of the Specific Plan is consistent with planned protection of natural vegetation within the Baylands, as confirmed by the evaluations undertaken for this EIR (see Section 4.C, <i>Biological Resources</i> ).	Not Applicable. Establishment of proposed plant palettes for future development under the CPP and CPP-V scenarios would be undertaken as part of the required specific plan should the CPP or CPP-V scenario be selected.
<i>Policy 128</i> : Encourage the use of native plants in landscape programs that provide food and shelter to indigenous wildlife.	Consistent. The plant palette proposed as part of the Specific Plan includes vegetation that provides food and shelter to indigenous wildlife, as confirmed by the evaluations undertaken for this EIR (see Section 4.C, <i>Biological Resources</i> ).	Not Applicable. Establishment of proposed plant palettes for future development under the CPP and CPP-V scenarios would be undertaken as part of the required specific plan should the CPP or CPP-V scenario be selected.

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/ CPP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter IX, Conservation (cont.)		
Policy 130: Conserve water resources in the natural environment.	Consistent. The DSP and DSP-V scenarios contain a series of water conservation measures, including construction an onsite recycled water plant, as well as requirements for use of recycled water for non-potable uses within the Baylands. As discussed in Section 4.O, <i>Utilities, Service Systems, and Water Supply</i> , implementation of a series of water conservation measures, including provision and use of recycled water supplies generated at an onsite recycled water plant, ensures an adequate water supply for development of the Project Site.	Consistent. The CPP and CPP-V scenarios propose construction an onsite recycled water plant, which would provide a source of recycled water for non-potable uses within the Baylands. As discussed in Section 4.O, <i>Utilities, Service Systems, and Water Supply</i> , implementation of a series of water conservation measures, including provision and use of recycled water supplies generated at an onsite recycled water plant, ensures an adequate water supply for development of the Project Site. These water conservation measures would be included in the required specific plan should the CPP or CPP-V scenario be selected.
<i>Policy 131:</i> Emphasize the conservation of water quality and of riparian and other water-related vegetation, especially that which provides habitat for native species, in planning and maintenance efforts.	Consistent. To ensure that development within the Baylands is protective of water quality and water-related vegetation, evaluations have been undertaken in this EIR, including establishment of appropriate mitigation measures (see Section 4.C, <i>Biological Resources</i> , and Section 4.H, <i>Hydrology and Water Quality</i> ).	Consistent. To ensure that development within the Baylands is protective of water quality and water-related vegetation, evaluations have been undertaken in this EIR, including establishment of appropriate mitigation measures (see Section 4.C, <i>Biological Resources</i> , and Section 4.H, <i>Hydrology and Water Quality</i> ).
<i>Policy 132:</i> Recognize the importance of the Brisbane Lagoon and the Levison Marsh as wildlife habitats, valuable community resources and drainage basins, and cooperate with responsible agencies in their conservation.	Consistent. The DSP and DSP-V scenarios provide for protection of Brisbane Lagoon and drainage areas, as confirmed by the evaluations undertaken as part of this EIR (see Section 4.C, <i>Biological Resources</i> , and Section 4.H, <i>Hydrology and Water Quality</i> ). Cooperation with responsible agencies has included discussion with the RWQCB regarding site remediation and the content and analyses to be undertaken as part of this EIR. To implement this policy, the City has also sought input from responsible agencies regarding the evaluations contained in this EIR as part of the public review of this EIR.	Consistent. The CPP and CPP-V scenarios provide for protection of Brisbane Lagoon and drainage areas, as confirmed by the evaluations undertaken as part of this EIR (see Section 4.C, <i>Biological Resources</i> , and Section 4.H, <i>Hydrology and Water Quality</i> ). Cooperation with responsible agencies has included discussion with the RWQCB regarding site remediation and the content and analyses to be undertaken as part of this EIR. To implement this policy, the City has also sought input from responsible agencies regarding the evaluations contained in this EIR as part of the public review of this EIR.
<i>Policy 133:</i> Reduce the amount of sediment entering waterways.	Consistent. The evaluations contained in this EIR along with applicable mitigation measures (see Section 4.E, <i>Geology, Soils, and Seismicity</i> , and Section 4.H, <i>Hydrology and Water Quality</i> ) would ensure that development within the Project Site would be designed to minimize the amount of sediment entering waterways.	Consistent. The evaluations contained in this EIR along with applicable mitigation measures (see Section 4.E, <i>Geology, Soils, and Seismicity</i> , and Section 4.H, <i>Hydrology and Water Quality</i> ) would ensure that development within the Project Site would be designed to minimize the amount of sediment entering waterways.

**TABLE 4.1-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter IX, Conservation (cont.)		
<i>Policy 134:</i> Reduce the amount of pollutants entering waterways.	Consistent. The evaluations contained in this EIR along with applicable mitigation measures (see Section 4.H, <i>Hydrology and Water Quality</i> ) would ensure that development within the Project Site would be designed to minimize the amount of pollutants entering waterways.	Consistent. The evaluations contained in this EIR along with applicable mitigation measures (see Section 4.H, <i>Hydrology and Water Quality</i> ) would ensure that development within the Project Site would be designed to minimize the amount of pollutants entering waterways.
<i>Policy 136:</i> Encourage the maintenance and rehabilitation of structures important to the history of Brisbane.	Consistent. The Specific Plan states that rehabilitation and adaptive reuse of the historic Roundhouse building would occur and that rehabilitation and adaptive reuse of the Lazzari Fuel Company building would be part of the DSP and DSP-V scenarios.	Consistent. Rehabilitation and adaptive reuse of the historic Roundhouse building and the Lazzari Fuel Company building would be part of the CPP and CPP-V scenarios.
<i>Policy 137:</i> Conserve prehistoric resources in accordance with State and Federal requirements.	Consistent. No known significant archaeological resources are located in the Project Site. While the DSP and DSP-V each could have an impact on as-yet undiscovered archaeological resources, Mitigation Measure 4.D-2 has been recommended to ensure that impacts would be reduced to a less-than-significant level (see Section 4.D, <i>Cultural Resources</i> , of this EIR).	Consistent. No known significant archaeological resources are located in the Project Site. While the CPP and CPP-V each could have an impact on as-yet undiscovered archaeological resources, Mitigation Measure 4.D-2 has been recommended to ensure that impacts would be reduced to a less-than-significant level (see Section 4.D, <i>Cultural Resources</i> , of this EIR).
<i>Policy 138:</i> Encourage conservation of domestic water.	Consistent. The Water Supply Assessment prepared for the Project Site development identifies a wide array of water conservation measures that would be undertaken, including an onsite recycled water plant that would supply recycled water for non-potable use.	Consistent. The Water Supply Assessment prepared for the Project Site development identifies a wide array of water conservation measures that would be undertaken, including an onsite recycled water plant that would supply recycled water for non-potable use.
<i>Policy 139:</i> Promote the conservation of non-renewable energy resources.	Consistent. In addition to meeting the energy conservation requirements contained in the building code, Project Site development would provide for onsite renewable energy generation to reduce reliance on non-renewable energy resources.	Consistent. In addition to meeting the energy conservation requirements contained in the building code, Project Site development would provide for onsite renewable energy generation to reduce reliance on non-renewable energy resources.
<i>Policy 143:</i> Maximize opportunities to recycle solid waste.	Consistent. Development of the Project Site would be required to implement all ongoing City programs to maintain waste diversion in accordance with the provisions of AB 939.	Consistent. Development of the Project Site would be required to implement all ongoing City programs to maintain waste diversion in accordance with the provisions of AB 939. In addition, the CPP-V scenario provides for the expansion of the Recology facility, which would increase diversion rates within Recology's service area.

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter X, Community Health and Safety		
<i>Policy 146:</i> Require that developers and property owners in undeveloped areas who wish to build on their land provide infrastructure at their own expense, including water, sewer, storm drains and paved streets to City standards.	Consistent. Infrastructure required to support Project Site development would be funded by that development. In cases where infrastructure serving the Project Site also serves a larger area (e.g., Geneva extension), Project Site development would be required to pay its fair share for such improvements.	Consistent. Infrastructure required to support Project Site development would be funded by that development. In cases where infrastructure serving the Project Site also serves a large area (e.g., Geneva extension), Project Site development would be required to pay its fair share for such improvements.
<i>Policy 149:</i> Construct new buildings and retrofit existing ones to withstand seismic forces.	Consistent. New construction and adaptive reuse of the historic Roundhouse building and the Lazzari Fuel Company building would be required to comply with applicable building codes, which would ensure appropriate ability to withstand seismic forces.	Consistent. New construction and adaptive reuse of the historic Roundhouse building and the Lazzari Fuel Company building would be required to comply with applicable building codes, which would ensure appropriate ability to withstand seismic forces.
<i>Policy 152:</i> Consider issues of slope stability in conjunction with development applications.	Consistent. New development within the Baylands would occur on the flatter portions of the Project Site; Ice House Hill would be preserved in open space.	Consistent. New development within the Baylands would occur on the flatter portions of the Project Site; Ice House Hill would be preserved in open space.
<i>Policy 153:</i> Require the construction of new improvements and the upgrade of existing stormwater infrastructure to mitigate flood hazard.	Consistent. Appropriate infrastructure to mitigate flood hazards would be provided, as confirmed by the evaluations and mitigation measures contained in this EIR (see Section 4.H, <i>Hydrology and Water Quality</i> ).	Consistent. Appropriate infrastructure to mitigate flood hazards would be provided, as confirmed by the evaluations and mitigation measures contained in this EIR (see Section 4.H, <i>Hydrology and Water Quality</i> ).
<i>Policy 155:</i> Pay special attention to the condition and maintenance of storm drain facilities to avoid flooding.	Consistent. Appropriate infrastructure to mitigate flood hazards would be provided, as confirmed by the evaluations and mitigation measures contained in this EIR (see Section 4.H, <i>Hydrology and Water Quality</i> ).	Consistent. Appropriate infrastructure to mitigate flood hazards would be provided, as confirmed by the evaluations and mitigation measures contained in this EIR (see Section 4.H, <i>Hydrology and Water Quality</i> ).
<i>Policy 158:</i> Provide a level of fire protection proportional to the size, risks and service demands of the community within budgetary constraints.	Consistent: Project Site development would require expansion of fire facilities. With implementation of the mitigation measures contained in this EIR, appropriate levels of fire protection relative to the size, risks, and service demands of Project Site development would be provided.	Consistent. Project Site development would require expansion of fire facilities. With implementation of the mitigation measures contained in this EIR, appropriate levels of fire protection relative to the size, risks, and service demands of Project Site development would be provided.
<i>Policy 160:</i> Provide a level of police protection of persons and property proportional to the size and law enforcement needs of the community within budgetary constraints.	Potentially Consistent. The levels of police protection and facilities needed to support development of the DSP and DSP-V scenarios are evaluated in Section 4.L, <i>Public Services</i> , of this EIR. The DSP and DSP-V scenarios would be considered to be consistent with Policy 160 if they would generate sufficient municipal income to offset the costs of	Potentially Consistent. The levels of police protection and facilities needed to support development of the CPP and CPP-V scenarios are evaluated in Section 4.L, <i>Public Services</i> , of this EIR. The CPP and CPP-V scenarios would be considered to be consistent with Policy 160 if they would generate sufficient municipal

**TABLE 4.1-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter X, Community Health and Safety (cont.)		
<i>Policy 160</i> (cont.)	providing municipal services, including police services to the Baylands. Because CEQA focuses on <i>physical</i> rather than financial impacts, analysis of municipal costs and revenues is not included in this EIR.	income to offset the costs of providing municipal services, including police services to the Baylands. Because CEQA focuses on <i>physical</i> rather than financial impacts, analysis of municipal costs and revenues is not included in this EIR.
<i>Policy 163</i> : Continue to ensure a three minute emergency response average and a ten minute average response to other calls for service.	Consistent. Development of the DSP or DSP-V scenario would require expansion of the Brisbane Police Department to provide two additional 24/7 shifts to its existing patrol staffing, thus requiring an additional 10 officers plus additional civilian employees. Because desired response times could not be maintained under the DSP and DSP-V scenarios, given the location of the Project Site in relation to existing police facilities, the construction of new facilities would be required within the Baylands. With implementation of the mitigation measures contained in this EIR, the response time standard would be met.	Consistent. Development of the CPP or CPP-V scenario would require expansion of the Brisbane Police Department to provide one additional 24/7 shift to its existing patrol staffing, thus requiring an additional eight officers and an additional civilian employee. Because desired response times could not be maintained under the CPP and CPP-V scenarios, given the location of the Project Site in relation to existing police facilities, the construction of new facilities would be required within the Baylands. With implementation of the mitigation measures contained in this EIR, the response time standard would be met.
<i>Policy 166</i> : Protect the community's health, safety, welfare, natural resources and property through regulation of the handling and storage of hazardous materials, with specific focus on prevention of accidents.	Consistent. This EIR has evaluated impacts related to the potential handling and storage of hazardous materials within the Baylands and has concluded that compliance with applicable federal, state, and local regulations would ensure that impacts are less than significant and that the community's health, safety, welfare, natural resources, and property will be adequately protected.	Consistent. This EIR has evaluated impacts related to the potential handling and storage of hazardous materials within the Baylands and has concluded that compliance with applicable federal, state, and local regulations would ensure that impacts are less than significant and that the community's health, safety, welfare, natural resources, and property would be adequately protected.
<i>Policy 172</i> : Establish that it is of the highest priority that contaminated lands in Brisbane be remediated.	Consistent. Remediation of contamination within Operable Unit 1 and Operable Unit 2, along with landfill closure, is included as part of the Project Site development (see Section 3.11, Remedial Actions, in Chapter 3, <i>Project Description</i> , of this EIR).	Consistent. Remediation of contamination within Operable Unit 1 and Operable Unit 2, along with landfill closure, is included as part of the Project Site development (see Section 3.11, Remedial Actions, in Chapter 3, <i>Project Description</i> , of this EIR).
<i>Policy 173</i> : The City shall not grant approval of a development project on a contaminated site unless a plan for remediation of the site has first been approved and adopted by all Federal, State and local agencies having jurisdiction over the remediation plan.	Consistent: Neither the DSP nor the DSP-V constitutes a development project as that term is used in this policy. Instead, the Concept Plans they represent define the land use plan that would guide development of the required specific plan, which would, in turn, provide specific development regulations for future development projects	Consistent: Neither the CPP nor the CPP-V constitutes a development project as that term is used in this policy. Instead, the Concept Plans they represent define the land use plan that would guide development of the required specific plan, which would, in turn, provide specific development regulations for future

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/CPP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter X, Community Health and Safety (cont.)		
<i>Policy 173 (cont.)</i>	that would be subject to the provisions of this policy. Prior to approval of any site-specific development project within the Project Site, approval of Remedial Action Plans (RAPs) by the appropriate state and local agencies would be required pursuant to this policy. Because the remediation requirements and cleanup levels to be established by the regulatory agencies having jurisdiction are dependent on the type(s) of future land uses, moving forward with Concept Plan and Specific Plan approval prior to approvals of RAPs is appropriate, provided that no site-specific developments are approved prior to approval of the RAPs.	development projects that would be subject to the provisions of this policy. Prior to approval of any site-specific development project within the Project Site, approval of RAPs by the appropriate state and local agencies would be required pursuant to this policy. Because the remediation requirements and cleanup levels to be established by the regulatory agencies having jurisdiction are dependent on the type(s) of future land uses, moving forward with Concept Plan and Specific Plan approval prior to approvals of RAPs is appropriate, provided that no site-specific developments are approved prior to approval of the RAPs.
<i>Policy 174: Include the remediation requirements of Federal, State and local agencies in the process of making determinations on land use designations and development applications.</i>	Consistent. As noted in Chapter 3, <i>Project Description</i> (Section 3.10, Remedial Actions), and Section 4.G, <i>Hazards and Hazardous Materials</i> , of this EIR, the specific remediation technologies, actions, and levels of cleanup to be employed within the Baylands will be determined by the agencies with jurisdiction over site remediation (DTSC and RWQCB). DTSC and the RWQCB would set specific standards for the various types of land uses proposed in the DSP and DSP-V scenarios and the Brisbane Baylands Specific Plan to provide adequate safety for the specific land uses proposed for the DSP and DSP-V scenarios as they may ultimately be approved by the City. To ensure implementation of Policy 174, applicable DTSC and RWQCB requirements would be required to be included in the Brisbane Baylands Specific Plan should it be approved. As noted in Section 4.G, <i>Hazards and Hazardous Materials</i> , of this EIR, the institutional requirements of the regulatory agencies with oversight of Baylands remediation should be included in the required specific plan(s) for the Baylands in respect to restrictions on land uses within the area.	Consistent. As noted in Chapter 3, <i>Project Description</i> (Section 3.10, Remedial Actions), and Section 4.G, <i>Hazards and Hazardous Materials</i> , of this EIR, the specific remediation technologies, actions, and levels of cleanup to be employed within the Baylands will be determined by the agencies with jurisdiction over site remediation (DTSC and RWQCB). DTSC and the RWQCB would set specific standards for the various types of land uses proposed in the CPP and CPP-V scenarios to provide adequate safety for the specific land uses proposed for the CPP and CPP-V scenarios as they may ultimately be approved by the City. To ensure implementation of Policy 174, applicable DTSC and RWQCB requirements would be required to be included in the required specific plan should the CPP or CPP-V scenario be selected. Requirements of the regulatory agencies with oversight of Baylands remediation should be included in the required specific plan(s) for the Baylands in respect to restrictions on land uses within the area.

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter X, Community Health and Safety (cont.)		
<p><i>Policy 175:</i> Assure that any development otherwise permitted on lands filled with municipal waste is safe by implementing the following programs.</p> <ul style="list-style-type: none"> <li>• <i>Program 175a: Exchange information with the California Integrated Waste Management Board, San Mateo County Health System Environmental Health Division and other responsible agencies regarding the requirements for safe and successful landfill development, utilizing the experience of Sierra Point.</i></li> <li>• <i>Program 175b: Require evidence that scientific testing and verification has taken place to the satisfaction of regulatory agencies.</i></li> <li>• <i>Program 175c: Encourage property owners of filled lands to complete all testing and related requirements of the Federal, State and local agencies well in advance of requesting land use permits from the City</i></li> </ul>	<p>Consistent. The exchange of information called for in Program 175a has been ongoing as part of the development of remediation programs for the landfill and preparation of this EIR. Also included in that exchange of information are DTSC and the RWQCB. In addition, the City is reviewing proposed remediation plans and maintaining close communications with appropriate agencies to ensure that scientific testing and verification would occur to the satisfaction of regulatory agencies prior to permitting any ground-disturbing activities for proposed development in the Baylands. In recognition of Program 175c, the analysis testing required for remediation of contamination within the Project Site would be completed to the satisfaction of regulatory agencies and specific technologies and levels of cleanup required by each land use proposed would be determined prior to any approval of site-specific development or ground-disturbing activities within the Baylands. In addition, pursuant to the provisions of General Plan Policy 173, approval of RAPs by the appropriate state and local agencies would be required prior to approval of any site-specific development project within the Project Site.</p>	<p>Consistent. The exchange of information called for in Program 175a has been ongoing as part of the development of remediation programs for the landfill and preparation of this EIR. Also included in that exchange of information are DTSC and the RWQCB. In addition, the City is reviewing proposed remediation plans and maintaining close communications with appropriate agencies to ensure that scientific testing and verification would occur to the satisfaction of regulatory agencies prior to permitting any ground-disturbing activities for proposed development in the Baylands. In recognition of Program 175c, the analysis testing required for remediation of contamination within the Project Site would be completed to the satisfaction of regulatory agencies and specific technologies and levels of cleanup required by each land use proposed would be determined prior to any approval of site-specific development or ground-disturbing activities within the Baylands. In addition, pursuant to the provisions of General Plan Policy 173, approval of RAPs by the appropriate state and local agencies would be required prior to approval of any site-specific development project within the Project Site.</p>
<p><i>Policy 176:</i> Minimize the intrusion of unwarranted and intrusive noise on community life.</p>	<p>Consistent. Noise impacts that would result from implementation of the DSP and DSP-V scenarios have been evaluated in Section 4.J, <i>Noise and Vibration</i>) of this EIR, which concluded that, with the implementation of the mitigation requirements set forth in that section, Project-related noise impacts would be less than significant. Thus, intrusion of unwarranted and intrusive noise on community life would not occur.</p>	<p>Consistent. Noise impacts that would result from implementation of the CPP and CPP-V scenarios have been evaluated in Section 4.J, <i>Noise and Vibration</i>, of this EIR, which concluded that, with the implementation of the mitigation requirements set forth in that section, Project-related noise impacts would be less than significant. Thus, intrusion of unwarranted and intrusive noise on community life would not occur.</p>
<p><i>Policy 179:</i> Require the incorporation, when feasible, of new road or landscaping features that buffer noise impacts on adjacent areas.</p>	<p>Consistent. Noise impacts that would result from implementation of the DSP and DSP-V scenarios have been evaluated in Section 4.J, <i>Noise and Vibration</i>, of this EIR, which concluded that, with the implementation of the mitigation requirements (including measures aimed at establishing noise buffering features) set forth in that section, Project-related noise impacts would be less than significant.</p>	<p>Consistent. Noise impacts that would result from implementation of the CPP and CPP-V scenarios have been evaluated in Section 4.J, <i>Noise and Vibration</i>, of this EIR, which concluded that, with the implementation of the mitigation requirements (including measures aimed at establishing noise buffering features) set forth in that section, Project-related noise impacts would be less than significant.</p>

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter X, Community Health and Safety (cont.)		
<i>Policy 180:</i> Establish and enforce truck routes and times of operation for haul routes to minimize impacts on residential areas.	Consistent. Policy 180 establishes a citywide program that future development within the Baylands would be required to adhere to.	Consistent. Policy 180 establishes a citywide program that future development within the Baylands would be required to adhere to.
<i>Policy 182:</i> Support efforts to reduce vehicle trips and keep smooth traffic flow to the extent that the number of trips and stop-and-start traffic contribute to traffic noise.	Consistent. By providing improved access to and a mix of residential and commercial uses near transit, the DSP and DSP-V scenarios would assist in reducing vehicle trips. In addition, providing improved access to US Highway 101, along with proposed offsite roadway improvements, would assist in reducing congestion that contributes to traffic noise.	Consistent. By providing improved access to transit, including concentrated employment in close proximity to transit, the CPP and CPP-V scenarios would assist in reducing vehicle trips. In addition, providing improved access to US Highway 101, along with proposed offsite roadway improvements, would assist in reducing congestion that contributes to traffic noise.
<i>Policy 183:</i> Coordinate land uses and construction conditions to minimize noise impacts of the Caltrain corridor and major highway arterials on adjacent land uses.	Consistent. The DSP and DSP-V scenarios propose development of multi-family residential uses as close as 50 feet from the Caltrain tracks, which is considered “normally unacceptable” for such uses. To minimize noise impacts, Section 4.J, <i>Noise and Vibration</i> , of this EIR recommends mitigation for the residential uses proposed in the DSP and DSP-V scenarios, including: <ul style="list-style-type: none"> <li>• Use of acoustically rated building materials (insulation and windows);</li> <li>• Construction of architectural noise barriers between sources and receptors; and</li> <li>• Implementation of landscaping or other non-noise sensitive buffer zones between sources and receptors.</li> </ul>	Potentially Consistent. The CPP and CPP-V scenarios propose land uses adjacent to the Caltrain corridor that are compatible with Caltrain-related noise. Policy 183 aims to coordinate land development with site-specific project requirements. As such, it would be implemented through requirements set forth in the required specific plan should the CPP or CPP-V scenario be selected.
<i>Policy 184:</i> In conjunction with development applications and other land use decisions, consider the potential for noise generation from, as well as noise impacts on, the project or area.	Consistent. The evaluations contained in Section 4.J, <i>Noise and Vibration</i> , of this EIR identify noise-related impacts that could result from the DSP and DSP-V scenarios and recommend mitigation measures needed to reduce impacts to less-than-significant levels.	Consistent. The evaluations contained in Section 4.J, <i>Noise and Vibration</i> , of this EIR identify noise-related impacts that could result from the CPP and CPP-V scenarios and recommend mitigation measures needed to reduce impacts to less-than-significant levels.
<i>Policy 193:</i> As a part of land use development analysis, consider the impacts on air resources that will be generated by a project through mobile sources.	Consistent. The evaluations contained in Section 4.B, <i>Air Quality</i> , of this EIR identify mobile source air quality impacts that could result from the DSP and DSP-V scenarios and recommend mitigation measures to reduce impacts.	Consistent. The evaluations contained in Section 4.B, <i>Air Quality</i> , of this EIR identify mobile source air quality impacts that could result from the CPP and CPP-V scenarios and recommend mitigation measures to reduce impacts.

**TABLE 4.1-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter X, Community Health and Safety (cont.)		
<i>Policy 194:</i> Attempt to minimize dependence on automobile travel by encouraging transit, bicycle and pedestrian alternatives and incorporating alternatives to the automobile in land use planning and project design.	Consistent. By providing improved access to transit, along with improved bicycle and pedestrian connections, the DSP and DSP-V scenarios aim to minimize dependence on automobile travel. In addition, by providing residential uses within a mixed use context, the DSP and DSP-V scenarios reduce overall per capita vehicle miles travelled, as evidenced in Section 4.F, <i>Greenhouse Gas Emissions</i> , of this EIR.	Consistent. By providing improved access to transit, along with improved bicycle and pedestrian connections, the CPP and CPP-V scenarios aim to minimize dependence on automobile travel.
<i>Policy 197:</i> Continue to improve existing roadways to reduce congestion in order to reduce emissions generated by "stop-and-go" driving.	Consistent. Based on the traffic analyses undertaken for the DSP and DSP-V scenarios, this EIR recommends mitigation measures to reduce congestion and resulting air pollutant emissions (see Section 4.N, <i>Traffic and Circulation</i> ).	Consistent. Based on the traffic analyses undertaken for the CPP and CPP-V scenarios, this EIR recommends mitigation measures to reduce congestion and resulting air pollutant emissions (see Section 4.N, <i>Traffic and Circulation</i> ).
<i>Policy 198:</i> Actively participate in and support the development and implementation of transportation system management plans (TSMs) and transportation demand management measures (TDMs).	Consistent. Section 10.52.060 of the Brisbane Municipal Code requires employers that are subject to BAAQMD Regulation 13, Rule 1 (regional employer-based trip reduction rule) to conform to the employer-based reduction requirements established and enforced by BAAQMD. Moreover, each employer of 25 or more employees is required to follow the progression of current and new rules under Regulation 13 so as to be prepared to comply with new mandates that may come into effect for such employer's worksite. Development of the Project Site is also subject to subject to the TDM program requirements established by the C/CAG of San Mateo County. A TDM program is included in the Specific Plan prepared for the DSP and DSP-V scenarios.	Consistent. Section 10.52.060 of the Brisbane Municipal Code requires employers that are subject to BAAQMD Regulation 13, Rule 1 (regional employer-based trip reduction rule) to conform to the employer-based reduction requirements established and enforced by BAAQMD. Moreover, each employer of 25 or more employees is required to follow the progression of current and new rules under Regulation 13 so as to be prepared to comply with new mandates that may come into effect for such employer's worksite. Development of the Project Site is also subject to subject to the TDM program requirements established by the C/CAG of San Mateo County.
<i>Policy 199:</i> Encourage County and regional transportation agencies to improve transit and transportation systems in ways that reduce mobile source emissions.	Consistent. The DSP and DSP-V scenarios are consistent with Policy 199 in that they provide for development in close proximity to transit along with improved connections from the existing community to existing and proposed transit facilities.	Consistent. The CPP and CPP-V scenarios are consistent with Policy 199 in that they provide for development in close proximity to transit along with improved connections from the existing community to existing and proposed transit facilities.
<i>Policy 203:</i> Consider issues of stationary emissions in land use planning and project review.	Consistent. The evaluations undertaken as part of this EIR provide consideration of stationary source emissions as part of the review of future development within the Baylands.	Consistent. The evaluations undertaken as part of this EIR provide consideration of stationary source emissions as part of the review of future development within the Baylands.

**TABLE 4.1-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/CPP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter X, Community Health and Safety (cont.)		
<i>Policy 208:</i> If new development occurs, require infrastructure to be installed to City standards.	Consistent: All new infrastructure required to support Project Site development would be constructed to the standards of the City.	Consistent: All new infrastructure required to support Project Site development would be constructed to the standards of the City.
<i>Policy 210:</i> Developers and property owners who wish to build on their land in undeveloped areas where infrastructure does not currently exist shall provide the infrastructure for water distribution, fire protection and water connections to the City's service at their own expense.	Consistent. Infrastructure required to support Project Site development would be funded by that development. In cases where infrastructure serving the Project Site also serves a larger area, Project Site development would be required to pay its fair share for such improvements.	Consistent. Infrastructure required to support Project Site development would be funded by that development. In cases where infrastructure serving the Project Site also serves a larger area, Project Site development would be required to pay its fair share for such improvements.
<i>Policy 213:</i> If new development occurs, require trunk and lateral lines to be installed to City standards.	Consistent. All future development within the Baylands would be required to comply with applicable City standards.	Consistent. All future development within the Baylands would be required to comply with applicable City standards.
<i>Policy 215:</i> Sanitary sewer service to undeveloped areas where facilities do not currently exist shall be installed and connected to the City's system at the property owner or developer's expense.	Consistent. Infrastructure required to support Project Site development would be funded by that development. In cases where infrastructure serving the Project Site also serves a larger area, Project Site development would be required to pay its fair share for such improvements.	Consistent. Infrastructure required to support Project Site development would be funded by that development. In cases where infrastructure serving the Project Site also serves a larger area, Project Site development would be required to pay its fair share for such improvements.
<i>Policy 221:</i> If new development occurs, require storm drain systems to be installed to City standards.	Consistent. All future development within the Project Site would be required to comply with applicable City standards.	Consistent. All future development within the Project Site would be required to comply with applicable City standards.
<i>Policy 222:</i> Require that all storm drain lines be installed within dedicated public streets.	Consistent. All future development within the Project Site would be required to comply with applicable City standards, including locating storm lines within dedicated public streets.	Consistent. All future development within the Project Site would be required to comply with applicable City standards, including locating storm lines within dedicated public streets.
<i>Policy 223:</i> Storm drains in undeveloped areas where facilities do not currently exist shall be installed at the property owner or developer's expense.	Consistent. All future development within the Project Site would be required to comply with applicable City standards, including requirements that required drainage facilities be installed at the developer's expense.	Consistent. All future development within the Project Site would be required to comply with applicable City standards, including requirements that required drainage facilities be installed at the developer's expense.

**TABLE 4.1-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter X, Community Health and Safety (cont.)		
<i>Policy 226:</i> Undertake drainage studies to determine responsibility for siltation of the system and seek opportunities to assess the responsible parties for maintenance costs.	Consistent. All future development within the Project Site would be required to comply with applicable City standards, including requirements that final system design take account of siltation. To ensure consistency with Policy 226, final drainage design studies will also be required to determine the extent to which siltation within the Project Site drainage system is the responsibility of Baylands development.	Consistent. All future development within the Project Site would be required to comply with applicable City standards, including requirements that final system design take account of siltation. To ensure consistency with Policy 226, final drainage design studies will also be required to determine the extent to which siltation within the Project Site drainage system is the responsibility of Baylands development.
<i>Policy 227:</i> Cooperate with Daly City, responsible property owners, and responsible agencies to develop plans to improve the storm facilities on Bayshore Boulevard to relieve flooding.	Consistent. All future development within the Project Site would be required to comply with applicable City standards, including requirements for coordination with Daly City should final design of drainage facilities for the Project Site require connection to drainage facilities within Bayshore Boulevard.	Consistent. All future development within the Project Site would be required to comply with applicable City standards, including requirements for coordination with Daly City should final design of drainage facilities for the Project Site require connection to drainage facilities within Bayshore Boulevard.
Chapter XII, Policies and Programs by Subarea (Northeast Bayshore Subarea Land Use)		
<i>Policy 325:</i> Retain and enhance landscaping along Bayshore Boulevard to buffer traffic noise and to screen the industrial uses from through traffic.	Consistent. The proposed Specific Plan for the DSP and DSP-V scenarios provides for landscaping along Bayshore Boulevard.	Potentially Consistent. Implementation of Policy 325 would occur as part of the required specific plan for the CPP or CPP-V scenario should either be selected.
<i>Policy 326:</i> Assist the property owners in developing an improved circulation plan for the businesses that front on Industrial Way to facilitate truck loading and turning movements.	Consistent: By incorporating the Northeast Bayshore Subarea into a comprehensive development plan for the Project Site, improved circulation would be provided to the area.	Consistent: By incorporating the Northeast Bayshore Subarea into a comprehensive development plan for the Project Site, improved circulation would be provided to the area.
<i>Policy 327:</i> Examine opportunities to improve circulation in Northeast Bayshore in conjunction with development of the Baylands.	Consistent. By incorporating the Northeast Bayshore Subarea into a comprehensive development plan for the Project Site, improved circulation would be provided to the area.	Consistent: By incorporating the Northeast Bayshore Subarea into a comprehensive development plan for the Project Site, improved circulation would be provided to the area.
Chapter XII, Policies and Programs by Subarea (Northeast Bayshore Community health and Safety)		
<i>Policy 328:</i> Through the appropriate regulatory agencies, control the handling of toxic materials and the remediation of any contamination.	Consistent. Included in the Project description for the DSP and DSP-V scenarios is remediation of existing contamination pursuant to the authority of the DTSC and RWQCB.	Consistent. Included in the Project description for the CPP and CPP-V scenarios is remediation of existing contamination pursuant to the authority of the DTSC and RWQCB.

**TABLE 4.I-1 (Continued)  
CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/CPP-V
<b>City of Brisbane 1994 General Plan (cont.)</b>		
<b>Chapter XII, Policies and Programs by Subarea (Baylands Subarea Local Economic Development)</b>		
<i>Policy 328.2:</i> Require a program by the developer encouraging employment of Brisbane residents in the construction phase and in the operation of future businesses.	Consistent. All future development within the Project Site would be required to comply with applicable City programs and standards.	Consistent. All future development within the Project Site would be required to comply with applicable City programs and standards.
<b>Chapter XII, Policies and Programs by Subarea (Baylands Subarea Land Use)</b>		
<i>Policy 329:</i> Prior to or in conjunction with the first Specific Plan for the Baylands subarea, a Concept Plan shall be submitted, which shows the disposition of the entire site. The Concept Plan shall include the following;  <ol style="list-style-type: none"> <li>1. an overall conceptual plan, illustrative in nature, showing uses and locations by means of bubble and schematic diagrams with an accompanying text;</li> <li>2. a general description of conceptual uses, densities, intensities and locations consistent with the adopted General Plan;</li> <li>3. a listing of responsible State, Federal or local agencies which have jurisdiction over the development of the site in the manner contemplated by the Concept Plan and a description of the studies to be concluded and the issues to be resolved with such agencies.</li> </ol> <p>Prior to or in conjunction with any subsequent Specific Plan, the applicant shall provide an updated Concept Plan for City consideration. The conceptual plan need not represent a commitment by the owner to any form of development. In no event shall a submitted Concept Plan be deemed an application for any form of development project approval under the City's subdivision or Zoning regulations.</p>	Consistent. Concept plans for the DSP and DSP-V scenarios are included in the Specific Plan and are described in Chapter 3, <i>Project Description</i> , of this EIR.	Consistent. Concept plans for the CPP and CPP-V scenarios have been prepared and are described in Chapter 3, <i>Project Description</i> , of this EIR.
<i>Policy 329.1:</i> Adopt one or more Specific Plans and accompanying environmental impact reports prior to any development of the subarea.	Consistent. A Specific Plan is proposed for the DSP and DSP-V scenarios.	Not Applicable. As permitted by the General Plan, concept plans for the CPP and CPP-V scenarios are being proposed prior to development of a specific plan. Since the General Plan requires preparation of a specific plan prior to development within the Baylands, the CPP or CPP-V scenarios would require future preparation and environmental analysis of a specific plan.

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter XII, Policies and Programs by Subarea (Baylands Subarea Land Use) (cont.)		
<i>Policy 330.1: Prohibit housing on the Baylands.</i>	Inconsistent. The DSP and DSP-V propose development of 4,434 housing units within the Baylands Subarea, which is inconsistent with this policy. The applicant for these scenarios proposes to resolve the inconsistency through a General Plan amendment that would eliminate this policy. Alternatively, the inconsistency could be resolved by eliminating residential uses from the development plan.	Consistent. Neither the CPP nor the CPP-V proposes residential uses.
<i>Policy 331: Maximize opportunities for open space and recreational uses in any land use planning for this subarea.</i>	Consistent. The DSP and DSP-V would provide 169 acres of public use and open space in the form of urban linear parks and plazas in the northern portion and recreational areas in the southern portion of the Project Site. This constitutes 30.8 percent of the Baylands Subarea, which meets the General Plan requirement that 25 percent of this Subarea be preserved as open space/open area.	Consistent. The CPP and CPP-V include a total of 330 acres of open space, parks/plazas, wetland, and open space connections. Civic/Cultural and the Public Use Envelope designations would also encourage uses that promote public gathering. Additionally, the R&D areas south of Geneva Avenue would have a Public Space-Oriented Overlay that would require 50 percent of the site to be designated as public open space.
<i>Policy 333: Establish a safety buffer around and provide for visual screening of the Tank Farm.</i>	Consistent. Both the DSP and DSP-V scenarios would incorporate dense vegetation adjacent to the Tank Farm. Final landscape plans for the development adjacent to the Tank Farm would be reviewed to ensure appropriate visual screening of the Tank Farm consistent with this policy.	Not Applicable. This policy would be implemented as part of the required specific plan that would be prepared for the CPP or CPP-V scenario should either Concept Plan be selected.
<i>Policy 334: Encourage an adaptive reuse of the Roundhouse and other structures identified as having historic, cultural and unique architectural value.</i>	Consistent. The DSP and DSP-V scenarios propose restoration and reuse of the Roundhouse building and the Lazzari Fuel Company building, designating the area around the Roundhouse as an open space amenity.	Consistent. The CPP and CPP-V propose restoration and reuse of the Roundhouse building and the Lazzari Fuel Company building, designating the area around the Roundhouse as an open space amenity.
<i>Policy 335: Give aesthetic consideration to views of San Bruno Mountain, the Bay and the Baylands development itself from Central Brisbane as well as views from the Baylands in the design of any development.</i>	Consistent. While the DSP and DSP-V would result in changes in views from Central Brisbane to scenic resources including San Bruno Mountain and the Bay, views of these resources would be maintained. Evaluation of the extent to which views would be affected by proposed development is set forth in <i>Section 4.A, Aesthetics and Visual Resources</i> , of this EIR.	Consistent. While the CPP and CPP-V would result in changes in views from Central Brisbane to scenic resources including San Bruno Mountain and the Bay, views of these resources would be maintained. Evaluation of the extent to which views would be affected by proposed development is set forth in <i>Section 4.A, Aesthetics and Visual Resources</i> , of this EIR.
<i>Policy 336: Consider methods for enhancing interaction between the residential community in Central Brisbane and uses on the Baylands. Methods may include pedestrian, bicycle and vehicular connections, recreational uses and educational facilities.</i>	Consistent. New roadways, including the proposed Geneva Avenue extension, along with proposed bicycle and pedestrian trails, as well as the potential for a third roadway and pedestrian connection between the Baylands and Central Brisbane, would provide enhanced connections between the Project Site and Central Brisbane.	Consistent. New roadways, including the proposed Geneva Avenue extension, along with proposed bicycle and pedestrian trails, as well as the potential for a third roadway and pedestrian connection between the Baylands and Central Brisbane, would provide enhanced connections between the Project Site and Central Brisbane.

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/CPP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter XII, Policies and Programs by Subarea (Baylands Subarea Land Use) (cont.)		
<i>Policy 337:</i> Include a phasing schedule for development to limit the adverse impacts of too rapid growth.	Inconsistent. Project phasing is proposed to occur over approximately 20 years. While the Specific Plan provides basic information on the phasing of Infrastructure based on proximity to existing infrastructure, funding availability, planning process, and market timing, the Specific Plan does not tie the rate of land development to the availability of infrastructure, which could lead to the establishment of new uses outstripping the capacity of infrastructure during initial phases of development prior to project buildout.  Resolving this inconsistency requires (1) establishing concurrency requirements; (2) establishing performance standards for public services, facilities, and infrastructure; and (3) tying the pace of land development to the availability of services, facilities, and infrastructure.	Not Applicable. This policy would be implemented as part of the required specific plan that would be prepared for the CPP or CPP-V scenario should either Concept Plan be selected.
<i>Policy 338:</i> Buffer development from the Heavy Commercial uses in the Beatty Subarea.	Consistent. The DSP and DSP-V scenarios propose less sensitive uses such as parking, service access, and storage of commercial uses north of Geneva Avenue to buffer office and residential uses to the south and west of the Beatty Subarea.	Consistent. The CPP scenario proposes a similar range of land uses north of Geneva Avenue as the DSP to buffer future proposed land uses to the west and south. The CPP-V expands the existing Recology facility onto the northerly edge of the Baylands. Under this scenario, buffering would be provided via Recology's site layout, which locates office uses at the southerly edge of the site, thereby screening the operational functions from the larger plan area to the south. The relocated Tunnel Avenue and the Caltrain corridor would provide a buffer to planned development to the west.
<i>Policy 339:</i> Develop design guidelines as a part of every Specific Plan for the subarea. In the design guidelines, incorporate standards for roofs, emphasizing color, materials and screening, so as to consider views from above.	Consistent. This policy applies to the preparation of specific plans within the Baylands Subarea. Design guidelines are included in the Brisbane Baylands Specific Plan, which was prepared for the DSP and DSP-V scenarios and addresses this area of concern.	Not Applicable. This policy applies to the preparation of specific plans within the Baylands Subarea. Design guidelines will be required to be provided as part of any specific plan prepared for the CPP or CPP-V scenario should either Concept Plan be selected.
Chapter XII, Policies and Programs by Subarea (Baylands Subarea Transportation)		
<i>Policy 340:</i> Include street standards in all Specific Plans for the subarea.	Consistent. Street standards for the DSP and DSP-V were developed based on City of Brisbane guidelines and are included in the Specific Plan.	Not Applicable. This policy applies to the preparation of specific plans within the Baylands Subarea. Street standards would be required to be provided as part of any specific plan prepared for the CPP or CPP-V scenario should either Concept Plan be selected.

**TABLE 4.1-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter XII, Policies and Programs by Subarea (Baylands Subarea Transportation) (cont.)		
<i>Policy 340.1:</i> Require the property owner to demonstrate the feasibility of connecting Geneva Avenue to Highway 101 prior to or with the first Specific Plan. Include an estimate of costs.	Inconsistent. Conceptual designs for the Geneva Avenue extension have been developed for the Project Site development and are analyzed in Section 4.N, <i>Traffic and Circulation</i> , of this EIR. While these conceptual designs demonstrate the engineering design feasibility of the Geneva Avenue extension, cost estimates and a financial demonstration of the feasibility of the extension were not provided as part of the Specific Plan proposed for the DSP and DSP-V scenarios.	Not Applicable. Conceptual designs for the Geneva Avenue extension have been developed for the Project Site development and are analyzed in Section 4.N, <i>Traffic and Circulation</i> , of this EIR. The conceptual designs demonstrate the engineering design feasibility of the Geneva Avenue extension. As required by Policy 340.1, cost estimates and a financial demonstration of the feasibility of the extension will be developed prior to or concurrent with the first specific plan proposed for the Baylands should either the CPP or CPP-V scenario be selected.
<i>Policy 342:</i> Mitigate traffic impacts by improved access to public transportation, by construction of street and intersection improvements, and by implementing the measures adopted by the City in Transportation System Management, Transportation Demand Management and Congestion Management Plans.	Consistent. Because concept plans focus on land use and issues to be resolved, this policy would be applied to specific plans, rather than to concept plans. The Brisbane Baylands Specific Plan provides for connections to both existing and planned transit facilities, reserves a right-of-way to accommodate long-term planned Muni bus rapid transit (BRT) service, and includes extension of the Muni T-Third Street light rail line and a BRT line. The Specific Plan also includes a conceptual plan for providing access to a planned future intermodal station.	Not Applicable. Because concept plans focus on land use and issues to be resolved, this policy would be applied to specific plans, rather than to concept plans. Should the CPP or CPP-V Concept Plan scenario be selected, any specific plan prepared for the Baylands pursuant to the selected Concept Plan would be required to comply with this policy.
<i>Policy 343:</i> Develop a pedestrian and bicycle system to reach all areas of the City from the Baylands.	Consistent. Both the DSP and DSP-V include pedestrian and bicycle facilities connecting the Project Site internally and externally, through linkages with local and regional pedestrian and bicycle systems, including the Bay Trail that would run parallel to US Highway 101 on the site.	Consistent. Both the CPP and CPP-V include pedestrian and bicycle facilities connecting the Project Site internally and externally, through linkages with local and regional pedestrian and bicycle systems, including the Bay Trail that would run parallel to US Highway 101 on the site.
<i>Policy 344:</i> Connect all development within the Baylands with bicycle and pedestrian networks.	Consistent. Proposed pedestrian pathways and bikeways would connect buildings on the Project Site to existing and planned transit facilities to encourage commuting by transit and other non-vehicular modes.	Consistent. Proposed pedestrian pathways and bikeways would connect buildings on the Project Site to existing and planned transit facilities to encourage commuting by transit and other non-vehicular modes.
<i>Policy 345:</i> Work with other agencies to promote interconnection with regional bicycle systems.	Consistent. Proposed bicycle systems proposed in the DSP and DSP-V scenarios for the Project Site would be connected to regional bicycle systems.	Consistent. Proposed bicycle systems proposed in the CPP and CPP-V scenarios for the Project Site would be connected to regional bicycle systems.

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter XII, Policies and Programs by Subarea (Baylands Subarea Transportation) (cont.)		
<i>Policy 346:</i> Include the upgrade or replacement of Tunnel Avenue and its overpass or alternative access in the circulation plan for the Baylands.	Consistent. Tunnel Avenue is proposed to be rebuilt using collector street standards within a realigned right-of-way that would terminate at a reconfigured Lagoon Way.	Consistent. The land use plan for the CPP and CPP-V scenarios proposes that Tunnel Avenue be rebuilt within a realigned right-of-way that would terminate at a reconfigured Lagoon Way.
<i>Policy 347:</i> Cooperate with other agencies to develop the Bay Trail between Sierra Point and the Candlestick Recreation Area.	Consistent. The DSP and DSP-V scenarios provide for a trail connection through the Baylands along the US Highway 101 frontage road that would accommodate a new section of the San Francisco Bay Trail.	Consistent. The CPP and CPP-V scenarios provide for a trail connection through the Baylands along the US Highway 101 frontage road that would accommodate a new section of the San Francisco Bay Trail.
Chapter XII, Policies and Programs by Subarea (Baylands Subarea Open Space and Conservation)		
<i>Policy 348:</i> Enhance the natural landform and biotic values of Icehouse Hill and preserve its ability to visually screen the Tank Farm.	Consistent. Under the DSP and DSP-V, Icehouse Hill would be preserved as open space. The topography, and therefore the ability to visually screen the Tank Farm, would also be preserved. In addition, the DSP and DSP-V scenarios incorporate dense vegetation adjacent to the Tank Farm.	Potentially Consistent. This policy would be implemented a part of the required specific plan that would be prepared for the CPP or CPP-V scenario should either Concept Plan be selected.
<i>Policy 349:</i> After the water environment is determined to be safe for public access, develop public water-related passive recreation at the Brisbane Lagoon, with due concern for the preservation and enhancement of the wetlands.	Consistent. As described in Section 4.H, <i>Hazards and Hazardous Materials</i> , of this EIR, leachate seeps into Brisbane Lagoon have been identified as a recurring condition and would be prevented by reconstructing and installing a barrier membrane to prevent landfill leachate from migrating into Visitacion Creek as part of the ongoing remedial activities at the landfill. Such remediation activities would be undertaken regardless of whether the DSP, DSP-V, or any other concept plan scenario is selected.	Consistent. As described in Section 4.H, <i>Hazards and Hazardous Materials</i> , of this EIR, leachate seeps into Brisbane Lagoon have been identified as a recurring condition and would be prevented by reconstructing and installing a barrier membrane to prevent landfill leachate from migrating into Visitacion Creek as part of the ongoing remedial activities at the landfill. Such remediation activities would be undertaken regardless of whether the CPP, CPP-V, or any other concept plan scenario is selected.
<i>Policy 350:</i> Develop a public pathway and access facilities immediately adjacent to the Lagoon.	Consistent. After remedial activities have been completed, the areas around Brisbane Lagoon would be improved to provide recreational opportunities and to connect Lagoon Park to the lagoon perimeter. Some wetland areas, such as freshwater seasonal wetlands in the western portion of the site, could be partially removed or degraded through erosion and sedimentation associated with residential development or construction of active open space (such as turf grass, playing fields, or landscaping). Such impacts would be minimized, however, with implementation of mitigation measures included in the Section 4.C, <i>Biological Resources</i> , of this EIR (Mitigation Measures 4.C-2a through 4.C-2c).	Consistent. After remedial activities have been completed, the areas around Brisbane Lagoon would be improved to provide recreational opportunities and to connect Lagoon Park to the lagoon perimeter. Construction of active open space (such as turf grass, playing fields, or landscaping) could result in removal or degradation of some wetland area. Such impacts would be minimized, however, with implementation of mitigation measures included in Section 4.C, <i>Biological Resources</i> , of this EIR (Mitigation Measures 4.C-2a through 4.C-2c).

**TABLE 4.1-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter XII, Policies and Programs by Subarea (Baylands Subarea Open Space and Conservation) (cont.)		
<i>Policy 351:</i> Establish a buffer zone between the Lagoon and adjacent uses.	Consistent. Implementation of mitigation measures included in Section 4.C, <i>Biological Resources</i> , of this EIR (Mitigation Measures 4.C-2a through 4.C-2c) require a minimum 100-foot marsh buffer, along with additional buffer areas where required by federal permits or needed to protect nesting sites of sensitive avian species. Also see discussion above for Policy 350.	Consistent. Implementation of mitigation measures included in Section 4.C, <i>Biological Resources</i> , of this EIR (Mitigation Measures 4.C-2a through 4.C-2c) require a minimum 100-foot marsh buffer, along with additional buffer areas where required by federal permits or needed to protect nesting sites of sensitive avian species. Also see discussion above for Policy 350.
<i>Policy 352:</i> Plan for landscape improvements to the lands around the Lagoon, including screening of the industrial structures adjacent to Bayshore Boulevard from the Lagoon.	Consistent. The DSP and DSP-V designate open space areas (Lagoon Park and landscaped buffer area north of Lagoon Way) between the lagoon and adjacent retail and industrial uses to the north.	Consistent. The CPP and CPP-V provide open space and wetland designations as buffer zones between the lagoon and the cultural/entertainment district to the north.
<i>Policy 353:</i> Consider a possible golf course if compatible with environmental and conservation concerns.	Consistent. While the DSP and DSP-V do not designate land for a golf course, development of golf-related uses would not be prohibited on the land designated for open space and recreational use.	Consistent. The CPP and CPP-V specify land within the Public Use Envelope designation as Regional Use/Park/Concession Area. This sub-district could allow for revenue-generating regional facilities such as a golf training facility.
<i>Policy 354:</i> Dedicate land area for open space, recreational uses and wetlands restoration, especially around the Lagoon.	Consistent. The DSP and DSP-V reserve approximately 169 acres for open space and public use areas, including both passive and active areas. Passive recreational areas are located along the Visitation Creek corridor, around Icehouse Hill, and along the edges of Brisbane Lagoon. The lagoon offers water-related recreational activities. The more active use areas would include parks and cultural features spread across the Project Site and the extension of the San Francisco Bay Trail along the US Highway 101 frontage road on the east side of the Project Site.	Consistent. The CPP and CPP-V reserve approximately 330 acres for open space and public use areas, including land reserved for wildlife habitat, public parks, landscaped areas, open areas within development sites, and other passive and active recreational uses. The extension of the San Francisco Bay Trail would bisect the east side of the Project Site, rather than align with the US Highway 101 frontage road as proposed in the DSP. The CPP and CPP-V also include commercial recreation opportunities, such as bicycle rentals near multiuse trails, kayak rentals near the lagoon area, and the group use area north of Icehouse Hill.
<i>Policy 355:</i> Provide in-lieu fees for the acquisition of open space or land dedication in conjunction with development.	Consistent. The DSP and DSP-V designate 169 acres of public use/open space, with the majority of this acreage in the southern half of the site including the area around the lagoon.	Consistent. The CPP and CPP-V designate 330 acres public use/open space, including the land around the lagoon.

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter XII, Policies and Programs by Subarea (Baylands Subarea Open Space and Conservation) (cont.)		
<i>Policy 356:</i> Preserve open areas east of the Caltrans Highway 101 right-of-way as Bayfront.	Consistent. Land uses proposed east of US Highway 101 are consistent with the Bayfront designation.	Consistent. Land uses proposed east of US Highway 101 are consistent with the Bayfront designation.
<i>Policy 357:</i> Identify wildlife habitats and encourage programs to retain and/or enhance their natural features and habitat values in consultation with responsible agencies and independent professionals.	Consistent. The DSP and DSP-V scenarios propose retention and enhancement of onsite biological resource habitats. The City has retained independent professionals to prepare the evaluations and mitigation measures contained in this EIR (see Section 4.C, <i>Biological Resources</i> ). The consultation called for in Policy 357 has occurred through requests for input on the content of this EIR, review of state and federal biological resources databases during EIR preparation, and soliciting input of the evaluations and conclusions set forth in this EIR.	Consistent. The CPP and CPP-V scenarios propose retention and enhancement of onsite biological resource habitats. The City has retained independent professionals to prepare the evaluations and mitigation measures contained in this EIR (see Section 4.C, <i>Biological Resources</i> ). The consultation called for in Policy 357 has occurred through requests for input on the content of this EIR, review of state and federal biological resources databases during EIR preparation, and soliciting input of the evaluations and conclusions set forth in this EIR.
<i>Policy 359:</i> Seek opportunities to enhance and restore wetlands in consultation with responsible agencies.	Consistent. The DSP and DSP-V include a wetland mitigation plan (Specific Plan Appendix R) that includes mitigation measures to address impacts on existing jurisdictional wetlands. Proposed plans would be subject to United States Army Corps of Engineers (Corps), California Department of Fish and Wildlife (CDFW), and BCDC review. Additional analysis of wetland impacts is provided in Section 4.C, <i>Biological Resources</i> , and additional analysis of hydrology impacts is provided in Section 4.H, <i>Hydrology and Water Quality</i> , of this EIR.	Consistent. The CPP and CPP-V designate wetlands along Visitacion Creek and around Brisbane Lagoon, which would maintain the majority of existing wetlands within the Corps jurisdiction. Proposed plans would be subject to Corps, CDFW, and BCDC review. Additional analysis of wetland impacts is provided in Section 4.C, <i>Biological Resources</i> , and additional analysis of hydrology impacts is provided in Section 4.H, <i>Hydrology and Water Quality</i> , of this EIR.
<i>Policy 360:</i> Incorporate new construction standards for energy efficiency and water conservation.	Consistent. Several energy and water conservation measures are included as part of the Project Site development, including construction standards. Analysis of water conservation is provided in Section 4.O, <i>Utilities, Service Systems, and Water Supply</i> , and analysis of energy conservation measures is provided in Section 4.P, <i>Energy Resources</i> . In addition, sustainability measures incorporated in to the Project Site development, including energy and water conservation measures, are identified in Chapter 7, <i>Sustainability</i> , of this EIR.	Consistent. Several energy and water conservation measures are included as part of the Project Site development, including construction standards. Analysis of water conservation is provided in Section 4.O, <i>Utilities, Service Systems, and Water Supply</i> , and analysis of energy conservation measures is provided in Section 4.P, <i>Energy Resources</i> . In addition, sustainability measures incorporated in to the Project Site development, including energy and water conservation measures, are identified in Chapter 7, <i>Sustainability</i> , of this EIR.

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter XII, Policies and Programs by Subarea (Baylands Subarea Open Space and Conservation) (cont.)		
<i>Policy 361:</i> Require water-conserving landscape plans, including suitable plant materials and irrigation systems, and explore the use of non-potable water.	Consistent. Several water savings measures are included in the Water Supply Assessment and applicable mitigation measures for the DSP and DSP-V scenarios, including dedicated landscape meters for outdoor irrigation use, native plant landscaping, subsurface irrigation for turf, and hardscape (e.g., track and exercise equipment instead of large lawns in parks). In addition, the Project Site development would include construction of an onsite recycled water plant that would supply recycled water for irrigation and non-potable plumbing on the Project Site. Analysis of water-conserving landscape plans is provided in Section 4.O, <i>Utilities, Service Systems, and Water Supply</i> . In addition, sustainability measures incorporated in to the Project Site development, including energy and water conservation measures, are identified in Chapter 7, <i>Sustainability</i> , of this EIR.	Consistent. Several water savings measures are included in the Water Supply Assessment and applicable mitigation measures for the CPP and CPP-V scenarios, including dedicated landscape meters for outdoor irrigation use, native plant landscaping, subsurface irrigation for turf, and hardscape (e.g. track and exercise equipment instead of large lawns in parks). In addition, the Project Site development would include construction of an onsite recycled water plant that would supply recycled water for irrigation and non-potable plumbing on the Project Site. Analysis of water-conserving landscape plans is provided in Section 4.O, <i>Utilities, Service Systems, and Water Supply</i> . In addition, sustainability measures incorporated in to the Project Site development, including energy and water conservation measures, are identified in Chapter 7, <i>Sustainability</i> , of this EIR.
<i>Policy 362:</i> Support County and regional efforts to maintain and improve water quality in San Francisco Bay. Work closely with responsible agencies to assure monitoring of the landfill so as to avoid toxic leaking into the Bay and to have property owners repair any leaks.	Consistent. As described in Section 4.H, <i>Hazards and Hazardous Materials</i> , of this EIR, leachate seeps into Brisbane Lagoon have been identified as a recurring condition and will be prevented by reconstructing and installing a barrier membrane to prevent landfill leachate from migrating into Visitacion Creek as part of the ongoing remedial activities at the landfill. Such remediation activities will be undertaken regardless of whether the DSP, DSP-V, or any other concept plan scenario is selected.	Consistent. As described in Section 4.H, <i>Hazards and Hazardous Materials</i> , of this EIR, leachate seeps into Brisbane Lagoon have been identified as a recurring condition and will be prevented by reconstructing and installing a barrier membrane to prevent landfill leachate from migrating into Visitacion Creek as part of the ongoing remedial activities at the landfill. Such remediation activities will be undertaken regardless of whether the CPP, CPP-V, or any other concept plan scenario is selected.
<i>Policy 363:</i> Improve water circulation and water quality in the Lagoon by control of sedimentation and by careful monitoring and maintenance of underground pipelines by responsible agencies.	Consistent. As discussed in Section 4.H, <i>Hydrology and Water Quality</i> , implementation of standard erosion control measures (Storm Water Pollution Prevention Plan) would be required to minimize the construction-related runoff and the potential impacts related to erosion, increased sedimentation, and pollutants in stormwater.	Consistent. As discussed in Section 4.H, <i>Hydrology and Water Quality</i> , implementation of standard erosion control measures (Storm Water Pollution Prevention Plan) would be required to minimize the construction-related runoff and the potential impacts related to erosion, increased sedimentation, and pollutants in stormwater.
<i>Policy 364:</i> Maximize energy conservation and encourage recycling through site planning and building design.	Consistent. The Specific Plan proposed for the DSP and DSP-V scenarios maximizes energy conservation by incorporating the following: <ul style="list-style-type: none"> <li>Leadership in Energy and Environmental Design (LEED) Silver proposed for all buildings;</li> </ul>	Not Applicable. This policy would be implemented as part of the required specific plan that would be prepared for the CPP or CPP-V scenario should either Concept Plan be selected.

**TABLE 4.I-1 (Continued)  
CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/CPP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter XII, Policies and Programs by Subarea (Baylands Subarea Open Space and Conservation) (cont.)		
<p><i>Policy 364</i> (cont.)</p>	<ul style="list-style-type: none"> <li>• Transportation energy savings through increasing access to transit facilities;</li> <li>• Higher densities near the core of development and near transit facilities, as well as by providing housing in close proximity to employment-generating uses;</li> <li>• Energy savings in building design;</li> <li>• Solar fields for renewable energy production; and</li> <li>• Water conservation (saves on energy for treatment and conveyance) which also reduces wastewater treatment energy use.</li> </ul> <p>Applicants for individual development projects within the Baylands will be required to develop and implement a Recycling and Waste Reduction Plan for construction in compliance with Chapter 15.75 of the Brisbane Municipal Code, which requires that 50 percent of construction and demolition debris be either recycled or reused. Any applicants for individual building permits would be required to implement an onsite recycling program to reduce solid waste diverted to landfills by at least 50 percent. This program would include measures addressing site planning and building design requirements that encourage recycling.</p>	
Chapter XII, Policies and Programs by Subarea (Baylands Subarea Community Health and Safety)		
<p><i>Policy 365</i>: Comply with applicable Federal, State and regional standards for development on landfill.</p>	<p>Consistent. As described in Section 4.G, <i>Hazards and Hazardous Materials</i>, of this EIR, final landfill closure will be completed according to Title 27 of the California Code of Regulations. Due to its use as a landfill, the former Brisbane Landfill site is subject to oversight by the California Department of Resources Recycling and Recovery (CalRecycle), along with San Mateo County Health System Environmental Health Division, which enforce Title 27 regulations related to landfill closure, post-closure maintenance, and landfill gas monitoring and control. Site closure and subsequent site development also would be subject to varying degrees of oversight by these and other responsible agencies, including the BAAQMD (placement of gas monitoring wells), CDFW (biological resources impacts), RWQCB</p>	<p>Consistent. As described in Section 4.G, <i>Hazards and Hazardous Materials</i>, of this EIR, final landfill closure will be completed according to Title 27 of the California Code of Regulations. Due to its use as a landfill, the former Brisbane Landfill site is subject to oversight by the CalRecycle, along with San Mateo County Health System Environmental Health Division, which enforce Title 27 regulations related to landfill closure, post-closure maintenance, and landfill gas monitoring and control. Site closure and subsequent site development also would be subject to varying degrees of oversight by these and other responsible agencies, including the BAAQMD (placement of gas monitoring wells), the CDFW (biological resources</p>

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter XII, Policies and Programs by Subarea (Baylands Subarea Community Health and Safety) (cont.)		
<i>Policy 365</i> (cont.)	(potential impacts on water resources), and the Corps (potential impacts on water of the U.S.).	impacts), RWQCB (potential impacts on water resources), and the Corps (potential impacts on water of the U.S.).
<i>Policy 366</i> : Meet applicable seismic requirements in all construction, with special attention to non-engineered fill.	Consistent. Adherence to building code requirements, landfill closure requirements, and implementation of established geotechnical stabilization measures will be required in the design of all projects within the Baylands. As such, all structures will be designed to safeguard against the potential risks associated with geotechnical hazards, such as liquefaction and other forms of soil instability, that are associated with seismic groundshaking. With the inclusion of Mitigation Measure 4.E-2a recommended in Section 4.E, <i>Geology, Soils, and Seismicity</i> , of this EIR, implementation of the Project Site development would not result in significant structural damage to proposed site improvements, because the mitigation measure combined with the building code requirements would reduce the risk from settlement and address settlement in the event it occurs.	Consistent. Adherence to building code requirements, landfill closure requirements, and implementation of established geotechnical stabilization measures will be required in the design of all projects within the Baylands. As such, all structures will be designed to safeguard against the potential risks associated with geotechnical hazards, such as liquefaction and other forms of soil instability, that are associated with seismic groundshaking. With the inclusion of Mitigation Measure 4.E-2a recommended in Section 4.E, <i>Geology, Soils, and Seismicity</i> , of this EIR, implementation of the Project Site development would not result in significant structural damage to proposed site improvements, because the mitigation measure combined with the building code requirements would reduce the risk from settlement and address settlement in the event it occurs.
<i>Policy 367</i> : Develop grading and drainage controls for landfill.	Consistent. The City Engineer and the California Building Code, which has been codified in the California Code of Regulations as Title 24, Part 2, require carrying out site-specific analyses. A geotechnical report is required to provide site-specific construction methods and recommendations regarding grading activities, fill placement, soil corrosivity/expansion/erosion potential, compaction, foundation construction, drainage control (both surface and subsurface), and avoidance of settlement, liquefaction, differential settlement, and seismic hazards. The report is also required to include stability analyses of final design cut and fill slopes, including recommendations for avoidance of slope failure(s). The final grading plan and associated development elements for development pursuant to the DSP or DSP-V scenario, if either is selected, would be designed and constructed in accordance with requirements of the final design-level geotechnical investigation, and this would be submitted to the City Engineer prior to the issuance of building permits.	Consistent. The City Engineer and the California Building Code, which has been codified in the California Code of Regulations as Title 24, Part 2, require carrying out site-specific analyses. A geotechnical report is required to provide site-specific construction methods and recommendations regarding grading activities, fill placement, soil corrosivity/expansion/erosion potential, compaction, foundation construction, drainage control (both surface and subsurface), and avoidance of settlement, liquefaction, differential settlement, and seismic hazards. The report is also required to include stability analyses of final design cut and fill slopes, including recommendations for avoidance of slope failure(s). The final grading plan and associated development elements for development pursuant to the CPP or CPP-V scenario, if either is selected, would be designed and constructed in accordance with requirements of the final design-level geotechnical investigation, and this would be submitted to the City Engineer prior to the issuance of building permits.

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/CPP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter XII, Policies and Programs by Subarea (Baylands Subarea Community Health and Safety) (cont.)		
<i>Policy 368:</i> Comply with the requirements of remediation plans approved by the Department of Toxic Substances Control, the Water Quality Control Board and other responsible agencies in conjunction with development on lands that have been contaminated by toxic substances.	Consistent. Project Site Remedial Action Plans and other remediation activities will be approved by DTSC and RWQCB prior to implementation and prior to any future ground-disturbing activities.	Consistent. Project Site Remedial Action Plans and other remediation activities will be approved by DTSC and RWQCB prior to implementation and prior to any future ground-disturbing activities.
<i>Policy 370:</i> Provide risk assessment analysis identifying toxic contamination, landfill limitations and other related factors and resultant environmental impacts in order to address, mitigate and disclose the characteristics of the land and its suitability for safe development.	Consistent. Risk assessments conducted for development of the Project Site are summarized in Section 4.G, <i>Hazards and Hazardous Materials</i> , of this EIR.	Consistent. Risk assessments conducted for development of the Project Site are summarized in Section 4.G, <i>Hazards and Hazardous Materials</i> , of this EIR.
<i>Policy 371:</i> Disclose the underlying assumptions of all risk analyses for toxic lands and lands that are considered at risk for liquefaction.	Consistent. A full disclosure of the underlying assumptions used in evaluating risks related to existing contamination within the Project Site, as well as risks associated with site remediation, is presented in <b>Appendix H, Hazards</b> , and summarized in Section 4.G, <i>Hazards and Hazardous Materials</i> , of this EIR. Disclosure regarding liquefaction is presented in Section 4.E, <i>Geology, Soils, and Seismicity</i> , of this EIR.	Consistent. A full disclosure of the underlying assumptions used in evaluating risks related to existing contamination within the Project Site, as well as risks associated with site remediation, is presented in Appendix H, Hazards, and summarized in Section 4.G, <i>Hazards and Hazardous Materials</i> , of this EIR. Disclosure regarding liquefaction is presented in Section 4.E, <i>Geology, Soils, and Seismicity</i> , of this EIR.
<i>Policy 372:</i> Development and/or redevelopment in this subarea shall include provisions for essential services and adequate public safety facilities.	Consistent. Provisions for essential services are set forth in the Specific Plan prepared for the DSP and DSP-V scenarios. Provision of essential services and public safety facilities to support development of the Project Site is evaluated in Section 4.L, <i>Public Services</i> , Section 4.M, <i>Recreational Resources</i> , Section 4.N, <i>Traffic and Circulation</i> , and Section 4.O, <i>Utilities, Service Systems, and Water Supply</i> , of this EIR. With implementation of the mitigation Measures contained in these sections, appropriate levels of service would be provided, as discussed in Sections 4.L through 4.O.	Consistent. Implementation of this policy would occur through a specific plan, which is not proposed at this time for the CPP and CPP-V scenarios. Provision of essential services and public safety facilities to support development of the Project Site is evaluated in Section 4.L, <i>Public Services</i> , Section 4.M, <i>Recreational Resources</i> , Section 4.N, <i>Traffic and Circulation</i> , and Section 4.O, <i>Utilities, Service Systems, and Water Supply</i> , of this EIR. With implementation of the mitigation measures contained in these sections, appropriate levels of service would be provided, as discussed in Sections 4.L through 4.O.
<i>Policy 373:</i> Utilize landscape and construction techniques to reduce noise impacts.	Consistent. The DSP and DSP-V would incorporate landscape and construction noise barriers and buffers where feasible, as confirmed in Section 4.J, <i>Noise and Vibration</i> , of this EIR.	Consistent. The CPP and CPP-V would incorporate landscape and construction noise barriers and buffers where feasible, as confirmed in Section 4.J, <i>Noise and Vibration</i> , of this EIR.

**TABLE 4.1-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter XII, Policies and Programs by Subarea (Baylands Subarea Community Health and Safety) (cont.)		
<i>Policy 373.1:</i> Work closely with the Integrated Waste Management Board and the Bay Area Air Quality Management District to assure monitoring of regulatory air quality issues, especially those pertaining to grading, surcharging and methane emissions, by regulatory agencies.	<p>Consistent. Ongoing air quality monitoring in the Bay Area and recent results are discussed in Section 4.B, <i>Air Quality</i>, of this EIR. Implementation of the DSP and DSP-V scenarios, should either be selected, would not alter the current air quality monitoring locations or techniques.</p> <p>As described in Section 4.B of this EIR, the BAAQMD-issued CEQA Air Quality Guidelines, including Air Quality CEQA Thresholds of Significance, are used in this EIR to evaluate the potential environmental effects of the DSP and DSP-V.</p> <p>CalRecycle receives odor complaints and the Brisbane landfill was not listed as having been a source of odor complaints within the last five years. BAAQMD has no record of complaints regarding odors from Recology for the past three years.</p>	<p>Consistent. Ongoing air quality monitoring in the Bay Area and recent results are discussed in Section 4.B, <i>Air Quality</i>, of this EIR. Implementation of the CPP and CPP-V scenarios, should either be selected, would not alter the current air quality monitoring locations or techniques.</p> <p>As described in Section 4.B of this EIR, the BAAQMD-issued CEQA Air Quality Guidelines, including Air Quality CEQA Thresholds of Significance, are used in this EIR to evaluate the potential environmental effects of the CPP and CPP-V.</p> <p>CalRecycle receives odor complaints and the Brisbane landfill was not listed as having been a source of odor complaints within the last five years. The BAAQMD has no record of complaints regarding odors from Recology for the past three years.</p>
Chapter XII, Policies and Programs by Subarea (Beatty Subarea Land Use)		
<i>Policy 374:</i> Development in this subarea shall have as its primary purpose the accommodation of Heavy Commercial uses that need large areas of land to accommodate goods and equipment and may involve outdoor storage of goods and equipment.	Inconsistent. The land use description included in Policy 374 is oriented toward large-scale low intensity uses, such as lumber and home improvement stores, and business park uses to serve as a buffer to the Recology site, rather than the commercial retail and office uses proposed in the DSP and DSP-V scenarios.	Inconsistent. The land use description included in Policy 374 is oriented toward large-scale low intensity uses, such as lumber and home improvement stores, and business park uses to serve as a buffer to the Recology site rather than its expansion as proposed under the CPP-V.
<i>Policy 376:</i> A Specific Plan and accompanying environmental review shall be prepared and adopted prior to any significant development or redevelopment of the area.	Consistent. A Specific Plan is proposed for the DSP and DSP-V scenarios.	Potentially Consistent. Since the General Plan requires preparation of a specific plan prior to development within the Baylands, the CPP and CPP-V scenarios would require future preparation and environmental analysis of a specific plan.
<i>Policy 379:</i> There shall be no fabrication, manufacturing, processing or treatment of materials in this subarea other than that which is directly incidental to a permitted or conditional use. There shall be no processing of hazardous waste materials.	Consistent. None of the land uses proposed under the DSP and DSP-V scenarios would engage in the processing of hazardous waste materials. Fabrication manufacturing, processing, or treatment of materials would be permitted only where incidental to an otherwise permitted or conditionally permitted use.	Potentially Consistent. None of the land uses proposed under the CPP and CPP-V scenarios would engage in the processing of hazardous waste materials. Regulation of fabrication manufacturing, processing, or treatment of materials would be part of the required specific plan for the area.

**TABLE 4.I-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/PP-V
<b>City of Brisbane 1994 General Plan (cont.)</b>		
<b>Chapter XII, Policies and Programs by Subarea (Beatty Subarea Transportation and Circulation)</b>		
<i>Policy 381:</i> The Specific Plan for this area shall address the extension of Geneva Avenue to Highway 101.	Consistent. The Specific Plan prepared for the DSP and DSP-V scenarios makes provision for the extension of Geneva Avenue to US Highway 101.	Potentially Consistent. A specific plan for the CPP and CPP-V scenarios is not proposed at this time; however, extension of Geneva Avenue to Highway 101 is indicated in the CPP and CPP-V Concept Plan scenarios. Prior to any development pursuant to the CPP or CPP-V scenario, a specific plan will be prepared and approved consistent with General Plan policy.
<i>Policy 382:</i> Mitigate traffic impacts by implementing the measures adopted by the City in Transportation System Management, Transportation Demand Management and Congestion Management Plans.	Consistent. Because concept plans focus on land use and issues to be resolved, this policy would be applied to specific plans, rather than to concept plans. The Brisbane Baylands Specific Plan provides for connections to both existing and planned transit facilities, reserves a right-of-way to accommodate long-term planned Muni BRT service, and includes extension of the Muni T-Third Street light rail line and a BRT line. The Specific Plan also includes a conceptual plan for providing access to a planned future intermodal station.	Potentially Consistent. Because concept plans focus on land use and issues to be resolved, this policy would be applied to specific plans, rather than to concept plans. Should the CPP or CPP-V Concept Plan scenario be selected, any specific plan prepared for the Project Site pursuant to the selected Concept Plan will be required to comply with this policy.
<i>Policy 383:</i> The Specific Plan shall include street standards for the subarea.	Consistent. Street standards for the DSP and DSP-V were developed based on City of Brisbane guidelines and are included in the Brisbane Baylands Specific Plan.	Potentially Consistent. This policy applies to the preparation of specific plans within the Baylands Subarea. Street standards would be required to be provided as part of any specific plan prepared for the CPP or CPP-V scenario should either Concept Plan be selected.
<b>Chapter XII, Policies and Programs by Subarea (Beatty Subarea Community Health and Safety)</b>		
<i>Policy 384:</i> Development and/or redevelopment in this subarea shall include provisions for essential services and adequate public safety facilities.	Consistent. Provisions for essential services are set forth in the Specific Plan prepared for the DSP and DSP-V scenarios. Provision of essential services and public safety facilities to support development of the Project Site is evaluated in Section 4.L, <i>Public Services</i> , Section 4.M, <i>Recreational Resources</i> , Section 4.N, <i>Traffic and Circulation</i> , and Section 4.O, <i>Utilities, Service Systems, and Water Supply</i> , of this EIR. With implementation of the mitigation measures contained in these sections, appropriate levels of service would be provided, as discussed in Sections 4.L through 4.O.	Potentially Consistent. Implementation of this policy would occur through a specific plan, which is not proposed at this time for the CPP and CPP-V scenarios. Provision of essential services and public safety facilities to support development of the Project Site is evaluated in Section 4.L, <i>Public Services</i> , Section 4.M, <i>Recreational Resources</i> , Section 4.N, <i>Traffic and Circulation</i> , and Section 4.O, <i>Utilities, Service Systems, and Water Supply</i> , of this EIR. With implementation of the mitigation measures contained in these sections, appropriate levels of service would be provided, as discussed in Sections 4.L through 4.O.

**TABLE 4.1-1 (Continued)**  
**CONSISTENCY OF PROJECT COMPONENTS<sup>5</sup> WITH APPLICABLE LOCAL AND REGIONAL LAND USE POLICIES**

Existing Plan and Policies	Project Consistency with Existing Policy	
	DSP/DSP-V	CPP/ CPP-V
City of Brisbane 1994 General Plan (cont.)		
Chapter XII, Policies and Programs by Subarea (Beatty Subarea Community Health and Safety) (cont.)		
Policy 387: Development on landfill shall comply with applicable Federal, State and regional standards.	Consistent. Development on the Baylands Landfill would be required to comply with applicable federal, state, and regional standards.	Potentially Consistent. Development on the Baylands Landfill would be required to comply with applicable federal, state, and regional standards.
<i>Policy 388:</i> The Specific Plan shall include programs for odor and litter reduction.	Consistent. The Specific Plan for the DSP and DSP-V scenarios contains programs to minimize solid waste generation.	Potentially Consistent. Implementation of this policy would occur through a specific plan, which is not proposed at this time for the CPP and CPP-V scenarios.
<i>Policy 389:</i> Special attention should be paid to uses of the adjacent property that has potential for the storage and/or processing of hazardous materials.	Consistent. As previously noted, the Project Site surrounds the Kinder Morgan Energy Tank Farm (fuel storage facility), although the Beatty Subarea is not in close proximity. Based on the uses proposed in the Specific Plan for the DSP and DSP-V scenarios, it is not anticipated that uses with the potential for storage and/or processing of hazardous materials would occur in close proximity to the Beatty Subarea.	Potentially Consistent. As previously noted, the Project Site surrounds the Kinder Morgan Energy Tank Farm (fuel storage facility), although the Beatty Subarea is not in close proximity. Based on the uses proposed in the CPP and CPP-V Concept Plan scenarios, it is not anticipated that uses with the potential for storage and/or processing of hazardous materials would occur in close proximity to the Beatty Subarea.
<i>Policy 390:</i> Development shall utilize necessary means to reduce noise impacts.	Consistent. Section 4.J, <i>Noise and Vibration</i> , of this EIR identifies all feasible measures that would be undertaken to reduce noise impacts of the DSP and DSP scenarios. These measures, in addition to the provisions of the proposed Specific Plan, would implement Policy 390.	Potentially Consistent. Section 4.J, <i>Noise and Vibration</i> , of this EIR identifies all feasible measures that would be undertaken to reduce noise impacts of the CPP and CPP scenarios.
<i>Policy 391:</i> Work closely with regulatory agencies to encourage ongoing toxic remediation programs and monitoring by those agencies.	Consistent. Close coordination has been maintained with DTSC and RWQCB in the development of remediation studies and plans for that portion of the Project Site within the Beatty Subarea.	Consistent. Close coordination has been maintained with DTSC and RWQCB in the development of remediation studies and plans for that portion of the Project Site within the Beatty Subarea.

DSP = Developer-Sponsored Plan (DSP)  
 DSP-V = DSP-Entertainment Variant (DSP-V)  
 CPP = Community Proposed Plan  
 CPP-V = CPP-Recology Expansion Variant

SOURCE: ESA, 2013; UPC, 2011 (Brisbane Baylands Specific Plan); City of Brisbane, 1994 (General Plan).

As discussed in Table 4.I-1, the DSP and DSP-V scenarios are also inconsistent with the following General Plan policies:

**Policy 38.1**, which describes roadway level of service standards. Existing roadway level of service standards would be exceeded.

**Policy 81.1**, which calls for establishment of educational opportunities consistent with the sensitivity of onsite resources. This inconsistency could be resolved through clear commitments in the Brisbane Baylands Specific Plan to the programs the plan now states “may” occur.

**Policy 87 and Policy 95**, establishing standards for the provision of parks. The amount of actual park land proposed in the DSP and DSP-V scenarios is less than applicable standards (see Section 4.M, *Recreational Resources*).

**Policy 337**, which calls for a phasing schedule to be established for Baylands development to prevent “too rapid growth.” While the Specific Plan includes general discussion of infrastructure phasing, the Specific Plan does not tie the rate of land development to the availability of needed public services and facilities.

**Policy 340.1**, which requires the Baylands property owner to demonstrate the feasibility of the Geneva Avenue extension and provide cost estimates with the first specific plan for the Baylands. While preliminary engineering designs demonstrate the engineering feasibility of the extension, cost estimates were not provided, and there is no demonstration of the extension’s financial feasibility.

**Policy 374** (Beatty Subarea Land Use), which describes land uses within the Beatty Subarea as primarily large-scale low intensity uses, such as lumber and home improvement stores and business park uses to serve as a buffer to the existing Recology facility, rather than the commercial/office uses proposed in the DSP and DSP-V scenarios.

To ensure consistency with the Brisbane General Plan, Table 4.I-1 identifies methods for resolving these inconsistencies with the General Plan.

#### **Inconsistencies of the CPP and CPP-V Scenarios with the Brisbane General Plan**

In addition to the portions of the Project Site that are designated *Planned Development-Trade Commercial* and *Lagoon/Bayfront* by the Brisbane General Plan, the CPP and CPP-V scenarios include the Recology site, which is designated as *Light Industry* in the San Francisco General Plan and *Heavy Commercial* in the Brisbane General Plan. Zoning for the existing and proposed expansion site is C-3, Heavy Commercial, in the Brisbane Zoning Ordinance, and M-1, Light Industrial, in the San Francisco Planning Code.

The CPP and CPP-V scenarios would conflict with the following Brisbane General Plan policies:

**Policy 38.1**, which describes roadway level of service standards. Existing roadway level of service standards would be exceeded.

**Policy 374** (Beatty Subarea Land Use), which describes land uses within the Beatty Subarea as primarily large-scale low intensity uses, such as lumber and home improvement stores and business park uses to serve as a buffer to the existing Recology facility, rather than the resource recovery use proposed in the CPP-V.

In addition, the CPP and CPP-V scenarios are inconsistent with the allowable buildout of the General Plan, which was described above as the traffic-generating equivalent of 1.0 million square feet of commercial use or 4.2 million square feet of industrial use. In terms of a mix of commercial and industrial uses, this translates into a total of 2.02 million square feet of development, including 1.05 million square feet of commercial/office uses and 0.97 million square feet of industrial uses. The CPP and CPP-V scenarios propose 8,030,800 square feet of commercial development (8,100,800 square feet in the CPP-V scenario) and 142,500 square feet of industrial development.

### **Project Consistency with Plans of the City and County of San Francisco**

Implementation of the CPP-V scenario would involve development within the portion of the Project Site under the jurisdiction of San Francisco. As noted in Chapter 3, *Project Description*, the proposed expansion of the existing Recology facility under the CPP-V would involve demolition of existing buildings and construction of new buildings within San Francisco. Because uses within the Recology site would not change, proposed uses would be consistent with those permitted by the San Francisco General Plan and zoning. Development within the San Francisco portion of the Recology site would be required to comply with all applicable San Francisco development regulations.

### **Project Consistency with Other Plans**

**BCDC San Francisco Bay Plan.** A small portion of the Project Site is under the jurisdiction of the BCDC San Francisco Bay Plan, which includes the Brisbane Lagoon, Visitacion Creek, and a 100-foot shoreline band around these features. Brisbane Lagoon and Visitacion Creek would be retained in open space, as would the 14-acre land area (wetlands) around Brisbane Lagoon. Each of the Project scenarios (DSP, DSP-V, CPP, and CPP-V) would preserve this area, with land use designations such as Open Space (DSP and DSP-V) or Public/Open Space (CPP and CPP-V), and therefore would not conflict with the Bay Plan intention for conservation of these lands in open space (see Table 4.I-1).

**Airport Land Use Compatibility Plan for San Francisco Airport.** Additionally, the Project Site development would not conflict with any land use, noise, or airspace designations of the (ALUCP for the environs of SFO. The Project Site is located outside of SFO's Area B of the AIA, which is the area encompassing the outer boundaries of airport safety zones, the 65 dB CNEL noise contour forecast for 2020, Part 77 conical surfaces, and the outer boundaries approach and departure surfaces. Within Area B, the ALUCP states that the ALUC will "exercise its statutory duties to review proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments and rezonings, and land development proposals." Noise compatibility and land use safety policies address only areas within Area B. The Project Site is located within SFO Area A. The ALUCP states that:

Within Area A, the real estate disclosure requirements of state law apply. Section 11010 of the Business and Professions Code requires people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property. The law requires that, if the property is within an "airport influence area"

designated by the airport land use commission, the following statement must be included in the notice of intention to offer the property for sale:

***NOTICE OF AIRPORT IN VICINITY***

*This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.*

As noted in Table 4.I-1, Project Site development would be consistent with these requirements because property owners are required by law to provide real estate disclosure regarding airport impacts.

The only other ALUCP requirements affecting the Project Site are federal regulations requiring “any person proposing to build a new structure or alter an existing structure with a height that would exceed the elevations described in CFR Part 77, Subpart B, Section 77.9, to prepare an FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, and submit the notice to the FAA. The regulations apply to buildings and other structures or portions of structures, such as mechanical equipment, flag poles, and other projections that may exceed the aforementioned elevations.” Exhibit IV-10 of the ALUCP shows the FAA notification requirement area as extending into Brisbane Lagoon, but not into areas of the Project Site where development of structures is proposed. Within the FAA notification area, which encompasses the southern half of the lagoon, FAA notification would only be required if a building or structure were to exceed 200 feet above mean sea level.

Since none of the land use requirements of the ALUCP apply to lands outside of the southern half of Brisbane Lagoon, which would be retained in open space, development within the Project Site would not conflict with ALUCP land use, noise, or building height constraints.

**Plan Bay Area (Including Sustainable Communities Strategy).** The growth in employment resulting from all Project Site development scenarios would accommodate a substantial portion of the employment needs projected by ABAG for Brisbane and surrounding cities but would greatly exceed ABAG projections for the City of Brisbane. In addition, the growth in residential population resulting from the DSP and DSP-V scenarios would also accommodate a substantial portion of the employment needs projected by ABAG for Brisbane and surrounding cities but would greatly exceed ABAG projections for the City of Brisbane.

Because the amount of employment growth proposed in each Project Site development scenario is in excess of jobs growth projections for Brisbane and for the San Francisco/San Mateo Bi-County and Bayview/Hunters Point/Candlestick Point Priority Development Areas (PDAs), employment growth resulting from Project Site development under all scenarios would be consistent with ABAG forecasts of job growth only the development it would draw jobs now projected by ABAG to be created within San Francisco, Daly City, South San Francisco, or

elsewhere in the Bay Area to the Baylands. Otherwise, Project Site development would add new jobs to Brisbane and to the San Francisco/San Mateo Bi-County and Bayview/Hunters Point/Candlestick Point PDAs beyond that projected by ABAG in Plan Bay Area.

Similarly, the amount of residential population growth proposed in the DSP and DSP-V scenarios is in excess of population growth projections for Brisbane and for the San Francisco/San Mateo Bi-County and Bayview/Hunters Point/Candlestick Point PDAs. As a result, population growth resulting from Project Site development under the DSP and DSP-V scenarios would be consistent with ABAG forecasts of population growth only if the development would draw population growth now projected by ABAG to be created within San Francisco, Daly City, South San Francisco, or elsewhere in the Bay Area to the Baylands. Otherwise, Project Site development would add new population to Brisbane and the Bayview/Hunters Point/Candlestick Point PDA beyond that projected by ABAG in Plan Bay Area.

**Impacts of Proposed Lumberyard Relocation**

The proposed relocation of the lumberyards would have the same land use impacts as described above for each scenario. The area of the existing lumberyards and the proposed relocation site are currently designated *Trade Commercial*. Relocating the lumberyards would not require a change in the Brisbane General Plan or zoning.

**Overall Conclusion**

Project Site development would be inconsistent with certain policies of the Brisbane General Plan, as described above and identified in Table 4.I-1, representing a significant impact.

**Mitigation Measure 4.I-1** would be required for all Project Site development.

**Mitigation**

**Mitigation Measure 4.I-1:** As noted in Chapter 3, *Project Description*, one of the components of the Project Site development is a General Plan amendment that would ensure consistency with the Brisbane General Plan. Each of the inconsistencies identified in Table 4.I-1 shall be resolved prior to selection of a Concept Plan or approval of a Specific Plan for development within the Baylands through either modification(s) to the Concept Plan or Specific Plan or amendments to the Brisbane General Plan, as follows:

Mitigation Measure Applicability by Scenario			
DSP	DSP-V	CPP	CPP-V
✓	✓	✓	✓
✓ = measure applies - = measure does not apply			

- **Policy 38.1 (roadway level of service standards)** – Recognizing that current roadway level of service standards (LOS D) will be exceeded due to future development in other cities even if no development within the Project Site occurs, modify General Plan roadway level of service standards to accommodate the level of Project Site development approved for development of the Brisbane Baylands Project Site. (DSP, DSP-V, CPP, and CPP-V scenarios)
- **Overall Project Site Development Intensity** – Either (1) reduce the proposed intensity of Project Site development to the level described in the 1994 General Plan EIR, or (2) provide clear development intensity standards for buildout of the

Baylands, Northeast Bayshore, and Beatty Subareas that would accommodate the development of a Concept Plan or Specific Plan (which could include reducing currently proposed development intensities), or (3) provide a combination of reducing proposed development intensity in certain subarea(s) while increasing the development intensity set forth in the General Plan for other subarea(s). (DSP, DSP-V, CPP, and CPP-V scenarios)

- ***Policy 81.1 (establishment of educational opportunities consistent with the sensitivity of onsite resources)*** – Modify the Specific Plan for the DSP and DSP-V scenarios to clearly require future development within the Project Site to implement educational opportunities consistent with the sensitivity of onsite resources. (DSP and DSP-V scenarios only)
- ***Policy 87 and Policy 95 (parks standards)*** – Should residential development be permitted within the Project Site, either (1) require such development to provide actual park land meeting General Plan standards for the provision of parks, or (2) modify the park standards set forth in the General Plan to reflect the park land ratios required in the Brisbane Municipal Code pursuant to the provisions of the Quimby Act (see Section 4.M, *Recreational Resources*). (DSP and DSP-V scenarios only)
- ***Policy 330.1 (prohibition of housing within the Baylands)*** – Delete the policy or modify the Concept Plan and Specific Plan to comply with the prohibition. (DSP and DSP-V scenarios only)
- ***Policy 337 (phasing schedule for Baylands development)*** – Either (1) amend the General Plan to include public services and facilities performance standards and concurrency requirements (DSP, DSP-V, CPP, and CPP-V scenarios); or (2) modify the proposed Specific Plan to include an infrastructure phasing program that ties the rate of land development within the Project Site to the availability of needed public services and facilities. (DSP and DSP-V scenarios only)
- ***Policy 340.1 (demonstration of feasibility of the Geneva Avenue extension and provision of cost estimates with the first specific plan for the Baylands)*** – Either (1) require preparation of preliminary cost estimates for the Geneva Avenue extension to be completed along with a demonstration of the engineering and financial feasibility of the extension as part of the required Specific Plan (DSP and DSP-V scenarios only), or (2) modify the policy to call for demonstration of the engineering feasibility of the extension along with establishment of the infrastructure phasing program required by General Plan Policy 337 (DSP, DSP-V, CPP, and CPP-V scenarios).
- ***Policy 374 (Beatty Subarea Land Use)*** – Modify the policy to accommodate the land uses proposed in the Concept Plan (CPP and CPP-V scenarios only).

**Conclusion with Mitigation:** With resolution of the General Plan inconsistencies resolved prior to selection of a Concept Plan or approval of a Specific Plan as described above, impacts related to consistency with the Brisbane General Plan would be eliminated.

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