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CHAPTER II

THE PLANNING AREA

Physical Setting

Demographic Setting

THE PLANNING AREA

Chapter Index

Page

Physical Setting	25
Sierra Point.....	25
Southeast Bayshore.....	27
Southwest Bayshore	28
Brisbane Acres	28
Central Brisbane	29
Owl and Buckeye Canyons	30
The Quarry	30
Crocker Park	31
The Northeast Ridge.....	32
Northwest Bayshore	33
Northeast Bayshore	33
<u>Guadalupe Hills</u>	
Baylands	34
=	
Beatty	35-
Demographic Setting	
35-	
Housing and Income	35
- Employment.....	
36-	

CHAPTER II

THE PLANNING AREA

II.1 PHYSICAL SETTING

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

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

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

For the General Plan analysis, the planning area has been divided into 143 subareas, which are shown in Figure II-A. The subareas are:

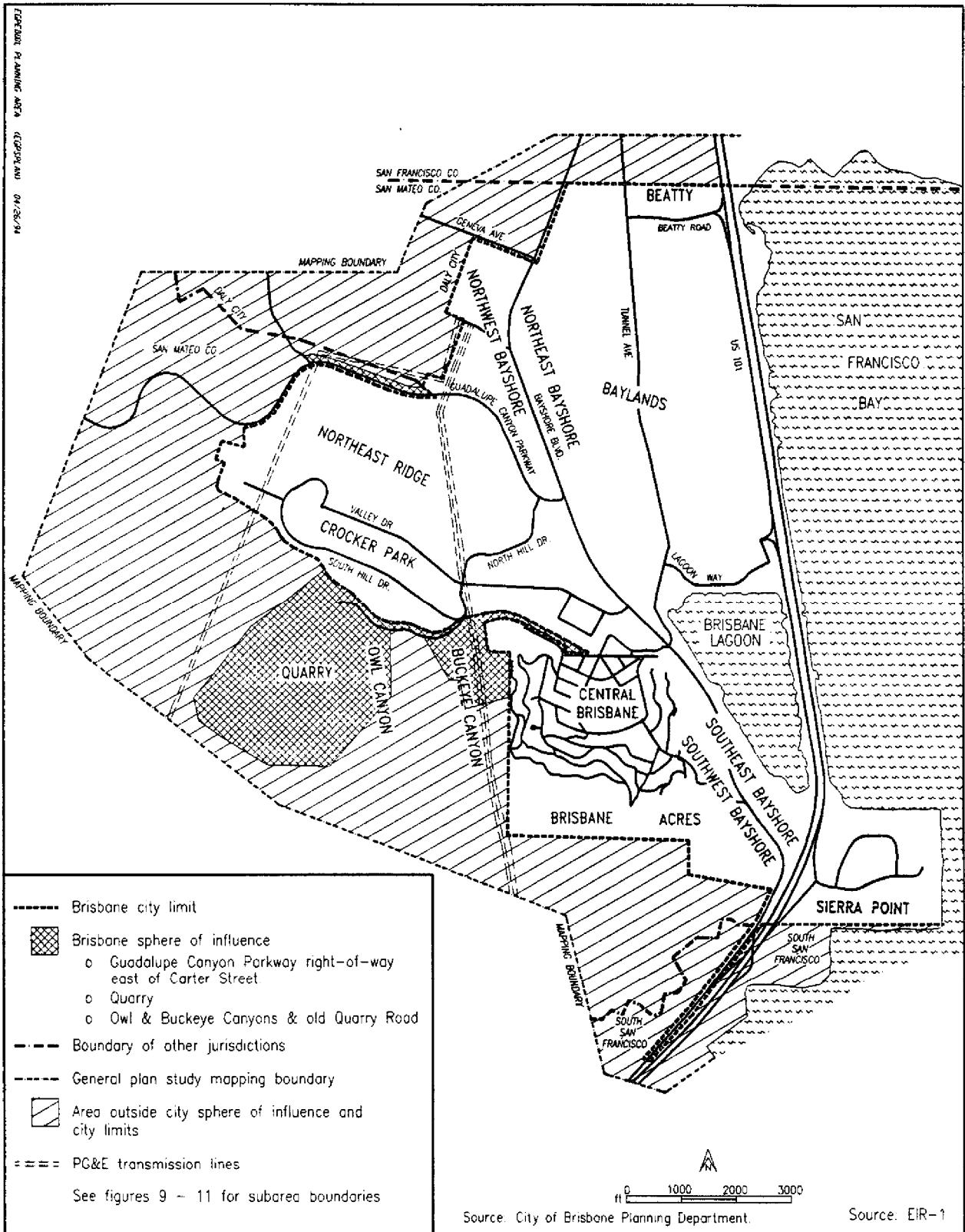
- Sierra Point;
- Southeast Bayshore;
- Southwest Bayshore; ~~the~~
- Brisbane Acres;
- Central Brisbane;
- Owl and Buckeye Canyons;
- ~~the~~ Quarry;
- Crocker Park; ~~the~~
- Northeast Ridge;
- Northwest Bayshore;
- Guadalupe Hills
- Northeast Bayshore;
- ~~the~~ Baylands ~~and the~~
- Beatty Subarea.

Sierra Point

Across Highway 101 at the southern extreme of the City is Sierra Point, a peninsula with a 102 acre office park in Brisbane and a 30 acre municipal marina, which were constructed in the 1980s

on an engineered sanitary landfill. Approximately 24 acres of the peninsula lie in South San Francisco. Methane gas and air and water quality monitoring is conducted on an ongoing basis. There are 13 parcels of land at Sierra Point. Three parcels are developed with office buildings, each with a unique contemporary architectural design. All improvements have been designed to address the requirements of landfill development, including the potential for liquefaction and intense ground-shaking during earthquakes. There is a theoretical potential for tsunami run-up on Sierra Point, although a wave of the magnitude necessary to affect the subarea has never been recorded, and the probability of such a wave is once every 200 years.

FIGURE II-A -- PLANNING AREA



Sierra Point's self-contained storm drainage system, major roads, landscaping and utility lines are all in place. Utility lines serving individual structures and associated site improvements are installed as each parcel is developed. The office park is privately owned, with most of the land held by a joint partnership. Development on Sierra Point is tied to Design Guidelines incorporated into the 1984 Development Agreement between the City of Brisbane and Sierra Point Associates One and Two. The subarea falls within the boundaries of Brisbane's Redevelopment Project Area No. 1.

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

Traffic on Highway 101 generates a noise contour of CNEL 65 dB or more across Sierra Point within approximately 1500 feet of the freeway.⁽¹⁾

Access to Highway 101 southbound from Sierra Point requires a drive north on Sierra Point Parkway to gain access to an on-ramp. There are currently few commercial services for users of the Marina and office buildings and no direct access to public transportation with the exception of a shuttle bus for use by employees of some of the businesses in the subarea.

Southeast Bayshore

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

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

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

Southwest Bayshore

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

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

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

Brisbane Acres

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

Approximately 20 of the original 112 lots have been developed and contain an estimated 50 dwelling units in 32 buildings. The development is confined to the lower elevations east of Central Brisbane and, to a lesser extent, to lots bordering on the uppermost streets of Central Brisbane. Access is provided via privately maintained accessways.

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

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

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

Central Brisbane

Central Brisbane contains the primary residential area of the City. It also serves as the town center, with businesses along Visitacion and San Bruno Avenues, the Brisbane Village Shopping Center, access to the post office, a library, a community center and three churches. An elementary school, middle school and pre-school provide facilities such as playgrounds, playing fields, a gymnasium and indoor space for public meetings and events. Numerous protected heritage trees enhance the natural beauty of the subarea. Several mini-parks, walkways and natural canyons, some with intermittent streams, provide open space, pedestrian access and recreational opportunities for residents. A large triangular vacant parcel at the foot of Visitacion and San Bruno Avenues, which was the site of a deteriorated motel that was demolished in December 1986, is under construction as a community park.

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

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

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

Soils in Central Brisbane are subject to a moderate-to-high rate of erosion, with erosion and slippage potential increasing on the steeper slopes. Susceptibility to non-seismically induced landsliding in most of the subarea is low, increasing in steeper terrain. The subarea's

susceptibility to seismically induced landsliding ranges from high in portions of the upper slopes to very low at the base of the bowl, with a larger area in the middle elevations where susceptibility to such landsliding is moderate. The base of the subarea is subject to liquefaction and intense ground-shaking during earthquakes.

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

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

Owl and Buckeye Canons

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

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

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

The Quarry

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

The Quarry property contains 144.5 acres that lie within the boundaries of the HCP and also within a State Designated Mineral Resources Area, Eighty acres are within the active mining area, while 60 acres are open space and habitat lands.

Activities that have been allowed under a San Mateo County Surface Mining Permit include blasting, drilling and excavating of rock, crushing and sorting of rock materials and the production of asphalt. The Quarry currently crushes and recycles previously used asphalt and concrete building materials. This activity is currently being considered in conjunction with the mining permit renewal application before the County of San Mateo. Rock production is estimated at about 600,000 tons per year with remaining rock resources estimated at about 5.8 million tons as of January 1992. It is estimated that approximately 240,000 tons of recycled materials are currently stored on the site for processing.

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

The Quarry property is relatively isolated from the rest of Brisbane and there are no nearby services. Access to the Quarry is currently limited to Quarry Road via South Hill Drive.

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

Crocker Park

Crocker Park, a ~~355~~365-acre business park, is located northwest of Central Brisbane. ~~It was developed during beginning in~~ the 1960s and ~~it was~~ designed by architect Lawrence Halprin as the first garden-style industrial park in the United States, Crocker Park was annexed to the City of Brisbane in 1983. ~~The Technology Park, north of Guadalupe Canyon Parkway, was added to the subarea in 2017.~~ ~~The Crocker~~ Park contains various warehousing, ~~research and development,~~ distribution, service, manufacturing and offices uses.

A ~~recent~~ survey ~~prior to the 1994 General Plan~~ identified 163 businesses operating within 70 buildings and regularly employing approximately 3,800 people within the Park. These businesses provide a substantial portion of the City's income. For fiscal years 1984-1990, 54% of the City's sales taxes and nearly one-third of all General Fund revenues came from Crocker Park. However, in the past three years, as leases have expired, key businesses have left Crocker Park and City revenues have declined.

There is almost no vacant land left in Crocker Park to develop, although there is potential for existing structures to enlarge and businesses to intensify. ~~There is no direct street access between Crocker Park and Central Brisbane, although a connection is planned via improvement of Quarry~~

~~Road, and an emergency access route has been secured. Bus service within the Park is limited, and no sidewalks or bus shelters are provided. The streets in Crocker Park are privately owned and in need of repairs. Streets are to be upgraded and dedicated to the City as a condition of the Northeast Ridge development. Most of the railroad spurs, which are no longer used, that traverse the Park have been converted to walking trails.~~ Landscaping, a key element to the Park's character, is now mature.

Crocker Park is served by the GVMID water distribution system. ~~A study is currently underway to evaluate whether additional water storage capacity is needed to meet contemporary fire protection standards.~~ The Park is also served by the GVMID drainage system. Localized flooding in the area of Valley Drive and Bayshore Boulevard has been known to occur during heavy rains and high tides. The eastern portion of Crocker Park is subject to liquefaction and very intense ground-shaking during earthquakes.(5)

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

The Northeast Ridge

The Northeast Ridge of San Bruno Mountain lies directly north of Crocker Park. It was annexed by the City in 1983. The property owners, Southwest Diversified, Inc., were granted approval for a planned development of 579 residential units in 1989. The plan calls for 97 single-family detached units, 268 townhouses, and 214 condominiums built as stacked flats.

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

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

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

Northwest Bayshore

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

~~This subarea contains both vacant and developed properties adjacent to Bayshore Boulevard north of Guadalupe Canyon Parkway. Directly beyond the Northeast Ridge are the undeveloped mountainside properties owned by Southwest Diversified, Inc., Peking Handicraft, Inc., and the Albert Levinson Trust. They fall within the boundaries of the HCP and contain habitat for rare plants and rare and endangered Mission blue and callippe silverspot butterflies. San Francisco Water Department lines run through the undeveloped portion of the subarea, and steep slopes are found in the upper elevations.~~

~~Farther north along Bayshore Boulevard, as the terrain flattens, are properties owned by the Albert Levinson Trust and Pacific Gas and Electric Company. The northern Levinson property is a wetland marsh fed by drainage from the Bayshore Basin (comprised of the Northwest Bayshore subarea and portions of Daly City in the vicinity). At the southern edge of this subarea is the wetland marsh and sStorm waters from the Basin may cause flooding along Bayshore Boulevard primarily due to the inadequate capacities of an old, heavily sedimented brick arch sewer under Bayshore Boulevard (see Guadalupe Hills subarea for further discussion, below).~~

The PG&E property ~~contains a substation and~~ has potential for pre-historic resources.

Soils ~~in the wetland marsh and~~ on the PG&E properties have been contaminated by materials generated by a gassification plant ~~that operated on the PG&E parcel~~. A remediation plan ~~is was~~ currently under way under the regulatory authority of the Department of Toxic Substances Control (DTSC) at the time of the writing of the General Plan in 1994. More information on subsurface contamination may be found through the DTSC. DTSC has ongoing authority over the operations and monitoring of remediation activities.

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

Traffic creates noise contours of CNEL 65 dB or more to 300 feet of the west side of Bayshore Boulevard. Additional noise is generated by traffic on Guadalupe Canyon Parkway, with ~~:-~~ CNEL

65 dB or more within 200 feet. Existing access to the subarea is limited, as is infrastructure for utilities and storm drainage.

Guadalupe Hills

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

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

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

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

Soils in the wetland marsh area, including the south edge of the Levinson parcel, have been contaminated by materials generated by a gasification plant that operated on the PG&E parcel. More information on subsurface contamination may be found through the DTSC.

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

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

Northeast Bayshore

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

The subarea is developed with metal and brick warehouse and industrial buildings, including the historic Moore Building. Thirty-six businesses operate within the subarea. These businesses

include warehouses, offices, manufacturing, storage and shop uses, and a wastewater pumping station.

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

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

Baylands

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

The portion of the Baylands west of the railroad tracks was filled at the turn of the century and was used until recently as a railroad maintenance yard. The tracks have been removed and remediation efforts to deal with the contaminants left by that use are underway. The portion of the subarea east of the railroad tracks was used for over 30 years as a municipal waste landfill, followed by surcharging with inert fill. A methane gas collection system was recently installed. Landfill is generally prone to differential settlement, and is also subject to liquefaction and very intense ground-shaking during earthquakes.

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

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

A building of local historic interest is located on the Baylands: the Roundhouse, an historic brick railroad roundhouse in the old Southern Pacific Railroad Yard. Also, the Machinery & Equipment Company building, a brick icehouse that served the railroad, is located off Bayshore

Boulevard near Icehouse Hill. These are both unreinforced masonry (URM) buildings that present seismic hazards unless upgraded. They are currently vacant or used only for materials or equipment storage.

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

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

The Beatty Subarea

The Beatty Subarea consists of the properties located east of Tunnel Avenue at its intersection with Beatty Avenue, the majority of which are owned by Norcal/Sanitary Fill Company. It is developed with office and warehouse buildings and storage yards.

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

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

II.2 DEMOGRAPHIC SETTING

Housing and Income

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

TABLE 2 - COMPARISON OF 1980 AND 1990 DEMOGRAPHIC DATA

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

Employment

Brisbane has compiled the following employment information based on the 1990 census and business surveys:

EMPLOYED PERSONS LIVING IN BRISBANE

Total:	1,687
Work at their home in Brisbane:	209
Work outside their home in San Mateo County:	601
Work outside of San Mateo County:	877

EXISTING EMPLOYMENT ESTIMATES, CITY OF BRISBANE

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

FOOTNOTES

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