

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae  
Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

### C/CAG AIRPORT LAND USE COMMITTEE (ALUC) REGULAR MEETING NOTICE AND AGENDA

#### MEETING NOTICE

**DATE:** Thursday, February 28, 2013

**TIME:** 4:00 p.m.

**NOTE NEW PLACE FOR THIS MEETING:**

**CITY COUNCIL CHAMBER AT MILLBRAE CITY HALL**

**621 MAGNOLIA AVE, MILLBRAE, CA 94030**

**TEL: 650/259-2334 (City Manager's Office)**

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#### MEETING AGENDA

1. **Call to Order/Roll Call/Declaration of a Quorum Present** – Richard Newman, ALUC Chairperson/C/CAG Staff **ACTION**
2. Election of ALUC Officers for calendar year 2013
  - a. Election of ALUC Chairperson – Richard Newman **ACTION**
  - b. Election of ALUC Vice-Chairperson – ALUC Chairperson **ACTION**
3. Public Comment on relevant items **not** on the Agenda – ALUC Chairperson **INFORMATION**

***NOTE: Speakers on this item are limited to two minutes. The Committee cannot take action at this meeting on any topics/issues raised under this item.***

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***Access for Persons with Disabilities:*** The C/CAG Airport Land Use Committee (ALUC) meetings are accessible to persons with disabilities. Individuals who need special assistance or a disability-related modification or accommodation to participate in this meeting, or who wish to request an alternative format for all meeting materials, should contact C/CAG staff, at 650/599-1406, during regular business hours (M-F 8a.m.-5p.m.), at least three working days before the meeting date.

***Access to Public Records:*** Public records that relate to any item on the open session Agenda (Consent and Regular Agendas) for this meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all ALUC members, or the majority of the ALUC. The ALUC has designated the C/CAG offices at 555 County Center, Fourth Floor, Redwood City, CA 94063 for the purpose of making those public records available for inspection. Requests for such information should be made to C/CAG staff at 650/599-1406 during regular business hours.

**Notice and Meeting Agenda for the C/CAG Airport Land Use Committee (ALUC) Regular Meeting on February 28, 2013**

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**MEETING AGENDA - continued**

4. Consideration/Approval of a C/CAG Airport Land Use Committee (ALUC) Regular Meeting Schedule for Calendar Year 2013 p. 1
  - a. Hear staff report
  - b. Solicit public comment
  - c. Committee comments/Action **ACTION**
  
5. San Francisco International Airport Land Use Compatibility Plan (ALUCP) Consistency Review: Consideration/Action related to a referral from the City of Daly City. RE: Daly City General Plan Update (*Daly City 2030*) p. 2
  - a. Hear staff report
  - b. Solicit public comment
  - c. Committee comments/Action **ACTION**
  
6. San Francisco International Airport Land Use Compatibility Plan (ALUCP) Consistency Review: Consideration/Action related to a referral from the City of Daly City, RE: Christopher Highlands Project (General Plan amendment and zone change for an 80-unit single-family subdivision at 60 Christopher Court) p. 26
  - a. Hear staff report
  - b. Solicit public comment
  - c. Committee comments/Action **ACTION**
  
7. Consideration/Approval of Revising an ALUC Appointment to the Half Moon Bay Airport Land Use Compatibility Plan (ALUCP) Update Project Advisory Team (PAT), re: Replace Appointed Supervisor Dave Pine with Supervisor Don Horsley p. 26
  - a. Hear staff report (verbal)
  - b. Solicit public comment
  - c. Committee comments/Action **ACTION**
  
8. Status Report on the preparation of an update of the Airport Land Use Compatibility Plan (ALUCP) for the environs of Half Moon Bay Airport p. 26
  - a. Hear staff report (verbal)
  - b. Committee comments **INFORMATION**
  
9. Review/Approval of the Draft Action Minutes for the September 27, 2012 ALUC Meeting p. 45  
**ACTION**

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10. Review of correspondence/Information items p. 47  
**INFORMATION**
  
11. Member communications/announcements **INFORMATION**
  
12. Staff comments/announcements **INFORMATION**
  
13. **Adjourn** **ACTION**

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## C/CAG AIRPORT LAND USE COMMITTEE (ALUC)

### STAFF REPORT

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**DATE:** February 28, 2013  
**TO:** C/CAG Airport Land Use Committee (ALUC) Representatives and Alternates  
**FROM:** C/CAG Staff  
**SUBJECT:** **Agenda Item No.4 for February 28, 2013:** Consideration/Adoption of a C/CAG Airport Land Use Committee (ALUC) Regular Meeting Schedule for Calendar Year 2013

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#### STAFF RECOMMENDATION

Adopt the C/CAG Airport Land Use Committee (ALUC) Regular Meeting schedule for calendar year 2013 shown below.

#### BACKGROUND/DISCUSSION

Over the past several years, it has been the practice of the ALUC to schedule four Regular Meetings per calendar year. The meetings have been scheduled on the fourth Thursday of the designated month at 4:00 p.m. in the Council Chamber at Burlingame City Hall, unless otherwise noticed. To continue with this practice, C/CAG Staff recommends the following ALUC Regular Meeting dates for calendar year 2013:

Thursday, February 28, 2013  
Thursday, May 23, 2013  
Thursday, August 22, 2013  
Thursday, October 24, 2013

The meeting place and time, (City Council Chamber at Burlingame City Hall at 4:00 p. m.) would remain the same as in past years. Special Meetings and workshops would be scheduled, as needed, with appropriate notice.

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***Note : The meeting place for this meeting date, February 28, 2013, was moved to the City Council Chamber at Millbrae City Hall, due to a scheduling conflict.***

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# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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## C/CAG AIRPORT LAND USE COMMITTEE (ALUC)

### STAFF REPORT

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**TO:** C/CAG Airport Land Use Committee (ALUC) Representatives and Alternates  
**FROM:** C/CAG Staff  
**DATE:** February 28, 2013  
**RE:** **Agenda Item No. 5 for February 28, 2013:** San Francisco International Airport Land Use Compatibility Plan (ALUCP) Consistency Review: Consideration/Action of a Referral From the City of Daly City, Re: Daly City General Plan Update (*Daly City 2030*)

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#### STAFF RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend that the C/CAG Board, in its designated role as the Airport Land Use Commission, take action to determine that the relevant content of the Daly City General Plan update document (*Daly City 2030*) is consistent with the relevant content in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport November 2012* document (SFO ALUCP), based on the following conditions:

1. **Consistency with the relevant content in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport November 2012 document (SFO ALUCP).** Add the following language in the Daly City General Plan update document (*Daly City 2030*):

“Require all future development within the Airport Influence Area B boundary for San Francisco International Airport to conform to the relevant height/airspace protection, aircraft noise, and safety policies and land use compatibility criteria contained in the most recent adopted version of the comprehensive airport/land use compatibility plan (ALUCP) for the environs of San Francisco International Airport.”

2. **Reference to airspace protection and land use characteristics that may create hazards to aircraft in flight.** Add appropriate text in the Daly City General Plan update document (*Daly City 2030*) to indicate all future development in the city shall comply with all relevant FAA standards and criteria for safety, regarding flashing lights, reflective building material, land uses that may attract large concentrations of birds, HVAC exhaust vents, thermal plumes, and uses that may generate electrical/electronic interference with aircraft communications and/or instrumentation (see list on pp.5-6).

**STAFF RECOMMENDATION – continued**

3. **Compliance with California Government Code 65302.3 General Plan Consistency With Comprehensive Airport Land Use Plan.** Include the following text in the Daly City General Plan update document (*Daly City 2030*) or in the Daly City City Council resolution to adopt the General Plan, to address compliance with California Government Code 65302.3:

“The goals, policies, and other relevant content contained herein do not conflict with the text in the relevant section of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5 and the applicable airport/land use compatibility criteria contained in the most recent adopted version of the comprehensive airport/land use compatibility plan (ALUCP) for the environs of San Francisco International Airport.”

**BACKGROUND**

The City of Daly City has referred its Daly City General Plan update document (*Daly City 2030*) to the C/CAG Board of Directors, in its designated role as the Airport Land Use Commission, for a determination of the consistency of the content of the document with the relevant airport/land use compatibility criteria contained in the *Comprehensive Airport Land Use Compatibility Plan for the environs of San Francisco International Airport November 2012* (SFO ALUCP) (see Attachment No. 1). The entire document can be found at [www.dalycity.org/gp](http://www.dalycity.org/gp). This referral is subject to ALUC/C/CAG review, pursuant to the California Public Utilities Code Section 21676(b).

The content in the *California Airport Land Use Planning Handbook October 2011* document, published by the Caltrans Division of Aeronautics, provides guidance to the C/CAG Board and C/CAG staff, regarding the concept of consistency between a proposed local agency policy action and the relevant content of an airport land use compatibility plan (ALUCP). The *Handbook* guidance states the following:

“As widely applied in airport land use planning, consistency does not require being identical. It means only that the concepts, standards, physical characteristics, and resulting consequences of a proposed action must not conflict with the intent of the law or the compatibility plan to which the comparison is being made.”

**DISCUSSION**

**I. Airport/Land Use Compatibility Issues**

The guidance in the *California Airport Land Use Planning Handbook October 2012* document requires each airport/land use compatibility plan (ALUCP) document to contain policies and criteria to address three key issues: (a) height of structures/airspace protection, (b) aircraft noise impacts, and (c) safety compatibility criteria. The following sections address each issue related to the content of the Daly City General Plan document (*Daly City 2030*).

## **DISCUSSION/Airport Land Use Compatibility Issues - continued**

### **A. Height of Structures/Airspace Protection**

By adopting the SFO ALUCP, the C/CAG Board adopted two criteria for airspace protection near San Francisco International Airport: (1) 14 Code of Federal Regulations Part 77, "Safe, Efficient Use and Preservation of the Navigable Airspace" and (2) critical aeronautical surfaces. Exhibit IV-17 in the SFO ALUCP illustrates the configuration of the critical aeronautical surfaces that affect Daly City (see Attachments 2). Each criterion is briefly described below.

Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace (Effective January 18, 2011) govern the FAA's review of proposed construction that exceed certain height limits, define airspace obstruction criteria, and provide for FAA aeronautical studies of proposed construction. Critical Aeronautical Surfaces include those established in accordance with FAA Order 8260.3B, U.S. Standard for Terminal Instrument Procedures (TERPS) and a surface representing the airspace required for a One-Engine Inoperative (OEI) procedure for aircraft departing on Runways 28 Left and 28 Right (to the west through the San Bruno Gap). These surfaces are defined with Required Obstacle Clearance (ROC) criteria to ensure the safe separation of aircraft. The surfaces indicate the maximum height at which structures can be considered compatible with Airport operations.

The city limits of Daly City are not located within the boundaries of the CFR Part 77 airspace protection and notification criteria. However, the entire city is located within the critical airspace protection surfaces for Runways 10/28 Left and Right at San Francisco International Airport. A portion of the text in Airspace Protection Policy AP-3 in the SFO ALUCP defines compatibility with the critical aeronautical surfaces, as follows:

"In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the SFO critical aeronautical surfaces map (Exhibits IV-17 and IV-18) or (2) the maximum height determined not to be a "hazard to air navigation" by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

For a project to be consistent with this ALUCP, no local agency development permits shall be issued for any proposed structure that would penetrate the aeronautical surfaces shown on Exhibits IV-17 and IV-18 or the construction of which has not received a Determination of No Hazard from the FAA, or would cause the FAA to increase the minimum visibility requirements for any instrument approach or departure at the Airport."

Consistency with this SFO ALUCP policy is addressed in Condition No.1 on p. 1.

## DISCUSSION/Airport/Land Use Compatibility Issues - continued

### B. Aircraft Noise Impacts

The 65 dB CNEL<sup>1</sup> (Community Noise Equivalent Level) aircraft noise contour defines the federal and state threshold for aircraft noise impacts. This contour boundary is also used by the State of California as the threshold for airport noise/land use compatibility. The Serramonte area of Daly City is located within the projected 2020 65 dB CNEL aircraft noise contour for San Francisco International Airport (see Attachment No. 3). Although the city receives a significant amount of overflight from aircraft departures on Runways 28 Left and Right, no other areas of Daly City are affected by SFO aircraft noise contours.

Section 4.3 in the SFO ALUCP includes several policies to address airport noise compatibility. As noted in the ALUCP, these policies have a two-fold purpose:

- “1. To protect the public health, safety, and welfare by minimizing the exposure of residents and occupants of future noise-sensitive development to excessive noise.
2. To protect the public interest in providing for the orderly development of SFO by ensuring that new development in the Airport environs complies with all requirements necessary to ensure compatibility with aircraft noise in the area. The intent is to avoid the introduction of new incompatible land uses into the Airport’s “noise impact area” so that the Airport will continue to be in compliance with the State Noise Standards for airports (California Code of Regulations Title 21, Sections 5012 and 5014).”

The Daly City General Plan update document (*Daly City 2030*) contains a Noise Element chapter that includes text and policies related to noise impacts from aircraft operations at San Francisco International Airport. Condition No.1 on p. 1 will ensure that future proposed land use policy actions and related development, if any, will be consistent with the noise policies and criteria contained in the SFO ALUCP.

### C. Safety Compatibility

**Runway Safety Zones.** The *California Airport Land Use Planning Handbook October 2011* document provides guidance on the location and configuration of safety zones and related safety compatibility policies and criteria for general aviation and commercial service airports. The zones are focused around each runway end, where safety considerations are the most critical. The safety zones for SFO are based on the *Handbook* guidance, with adjustments made to reflect the specific runway operating characteristics at the Airport.

<sup>1</sup> CNEL: A metric, in A-weighted decibels (dB), that is used in California to measure the cumulative sound level of aircraft over a 24-hour period, as required by State law. A 10 dB weighting is added to the hourly sound levels between 10 p.m. and 7 a.m. and a 4.8 dB weighting is added to the hourly sound levels between 7 p.m. and 10 p.m. to reflect human sensitivity to noise during the night and evening hours. The A weighted scale approximates human hearing.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: San Francisco International Airport Land Use Compatibility Plan (ALUCP) Consistency Review: Consideration/Action of a Referral From the City of Daly City, Re: Daly City General Plan Update Document (Daly City 2030)**

**February 28, 2013**

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**DISCUSSION/Airport/Land Use Compatibility Issues - continued**

Section 4.4 in the SFO ALUCP addresses safety compatibility. Exhibit IV-7 in the ALUCP illustrates the location and configuration of the safety zones for each runway pair (see Attachment No. 4). Runways 10/28 Left and Right are the closest runways to the city limits of Daly City. The maximum extent of the safety zones for this runway pair is 10,000 feet to the west, or 1.89 miles (west end of Safety Zone 4). Safety Zones 1-4 shown in Exhibit IV-7 only affect small areas of San Bruno and South San Francisco. Since Daly City is located several miles west of the Airport, none of the runway safety zones and related safety compatibility policies and criteria apply to this referral.

**Hazards to Air Navigation Related to Land Use Characteristics.** Certain types of land use characteristics are recognized by the Airport Land Use Commission (C/CAG Board) as hazards to aircraft in flight. The text in Airspace Protection Policy, "AP-4 Other Flight Hazards Are Incompatible" in the SFO ALUCP includes a list of several land use characteristics that are incompatible in Area B of the Airport Influence Area. The text in AP-4 states the following:

"Proposed land uses with characteristics that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft taking off or landing at the Airport or in flight are incompatible in Area B of the Airport Influence Area. They may be permitted only if the uses are consistent with FAA rules and regulations. Proof of consistency with FAA rules and regulations and with any other performance standards cited below must be provided to the Airport Land Use Commission (C/CAG Board) by the sponsor of the proposed action.

Specific characteristics that may create hazards to aircraft in flight and which are incompatible include:

- (a) Sources of glare, such as highly reflective buildings or building features, or bright lights, including searchlights, laser displays, which would interfere with the vision of pilots making approaches to the Airport.
- (b) Distracting lights that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end lighting, or runway approach lighting.
- (c) Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.
- (d) Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: San Francisco International Airport Land Use Compatibility Plan (ALUCP) Consistency Review: Consideration/Action of a Referral From the City of Daly City, Re: Daly City General Plan Update Document (Daly City 2030)**

**February 28, 2013**

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**DISCUSSION/Airport/Land Use Compatibility Issues - continued**

(e) Land uses that, as a regular byproduct of their operations, produce thermal plumes with the potential to rise high enough and at sufficient velocities to interfere with the control of aircraft inflight. Upward velocities of 4.3 meters (14.1 feet) per second at altitudes above 200 feet above the ground shall be considered as potentially interfering with the control of aircraft in flight.

(f) Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, Waste Disposal Sites On or Near Airports, FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports, and any successor or replacement orders or advisory circulars. Exceptions to this policy are acceptable wetlands or other environmental mitigation projects required by ordinance, statute, court order, or Record of Decision issued by a federal agency under the National Environmental Policy Act.

The Daly City General Plan update document (*Daly City 2030*) does not mention land use characteristics that may be hazardous to aircraft in flight. Recognition of these characteristics in the General Plan update is critical to protecting the Runways 10/28 Left and Right arrival/departure corridor for the safe passage of aircraft in flight. C/CAG Staff suggests that the General Plan update document include text to identify the specific land use characteristics that are incompatible in Area B. This would include adding appropriate text in the General Plan update document to incorporate the list of incompatible land use characteristics shown in Airspace Protection Policy AP-4 in the SFO ALUCP (see Condition No.2 on p.1).

**II. Airport Influence Area (AIA) Boundary**

The SFO ALUCP contains two policies (IP-1 and IP-2) that define a two-part airport influence area (AIA) boundary (Areas A and B). Real estate disclosure of potential airport impacts is required in both areas, per State law (California Business and Professions Code Division 4, Part 2, Chapter 1, Article 2, Section 11010 (a) and (b) (13), California Civil Code Division 2, Part 4, Title 4, Chapter 2, Article 1.7, Section 1103.4(c), and California Civil Code Division 2, Part 4, Title 6, Chapter 2, Article 1, Section 1353.

Area B also defines a geographic boundary for two other purposes: (1) the boundary within which the airport/land use compatibility policies and criteria apply and (2) the boundary within which affected local agencies must submit proposed local land use policy actions and related development, if any, to the ALUC/C/CAG for a formal ALUCP consistency review. All of the City of Daly City is located within Area A and a large part of the city is located within Area B (see Attachment Nos.5A and 5B).

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: San Francisco International Airport Land Use Compatibility Plan (ALUCP) Consistency Review: Consideration/Action of a Referral From the City of Daly City, Re: Daly City General Plan Update Document (*Daly City 2030*)**

**February 28, 2013**

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**DISCUSSION - continued**

**III. Compliance with California Government Code 65302.3**

California Government Code 65302.3 states that a local agency general plan and/or any specific plan must be consistent with the applicable airport/land use compatibility criteria contained in the relevant adopted airport/land use compatibility plan (ALUCP). C/CAG Staff suggests that the Daly City General Plan update document (*Daly City 2030*) or the Daly City City Council resolution to adopt the General Plan update address compliance with California Government Code 65302.3 (see Condition No.3 on p.2).

**IV. Guidance From the *California Airport Land Use Planning Handbook October 2011***

In addition to the SFO ALUCP, C/CAG Staff reviewed the relevant content of the *California Airport Land Use Planning Handbook October 2011*, published by the Caltrans Division of Aeronautics, to prepare this report. The analysis and recommendation contained herein are consistent with and guided by the relevant content in the *Handbook*.

**ATTACHMENTS**

**Attachment No. 1:** Letter to David F. Carbone, Transportation Systems Coordinator, from Michael VanLonkhuysen, Senior Planner, City of Daly City, dated January 31, 2013; re: request for a finding of consistency with the Comprehensive Airport Land Use Plan for the Daly City General Plan with one attachment.

**Attachment No. 2:** Graphic: SFO ALUCP Exhibit IV-17 Critical Aeronautical Surfaces – Northwest Side

**Attachment No. 3:** Graphic: SFO ALUCP Exhibit IV-6 Noise Compatibility Zones – Detail

**Attachment No. 4:** Graphic: SFO ALUCP Exhibit IV-7 Safety Compatibility Zones

**Attachment No. 5A:** Graphic: SFO ALUCP Exhibit IV-1 Airport Influence Area A – Real Estate Disclosure

**Attachment No. 5B:** Graphic: SFO ALUCP Exhibit IV-3 Airport Influence Area B- North Side



**ATTACHMENT NO. 1**

**CITY OF DALY CITY**

333-90TH STREET  
DALY CITY, CA 94015-1895

January 31, 2013

David F. Carbone  
Transportation Systems Coordinator  
C/CAG of San Mateo County  
555 County Center  
Fifth Floor  
Redwood City, CA 94063

**Re: Request for Finding of Consistency with the Comprehensive Airport Land Use Plan (CLUP) for the Daly City Draft General Plan**

Dear Mr. Carbone:

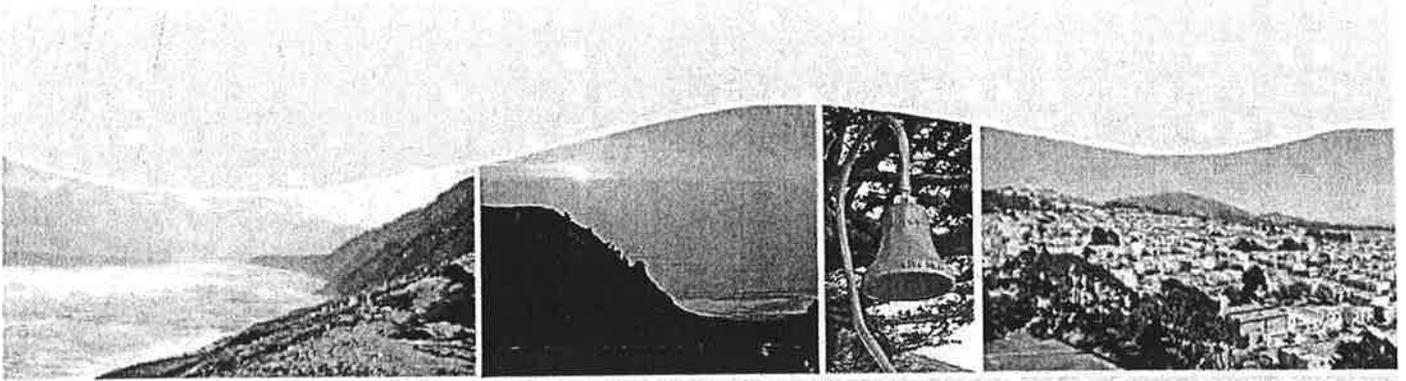
The purpose of this letter is to request a finding of consistency by the City/County Association of Governments of San Mateo County Land Use Commission with the Comprehensive Airport Land Use Plan (CLUP) for the Daly City Draft General Plan. As you are aware, the City of Daly City has worked diligently to ensure the General Plan's compliance with the CLUP and welcomes the Commission's comments on the General Plan to ensure future consistency between the two plans.

Please contact me with any questions you may have, at (650) 991-8158. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Michael VanLonkhuysen".

Michael VanLonkhuysen  
Senior Planner



# DALY CITY 2030

A PLAN FOR THE FUTURE

**REVISED DRAFT  
OCTOBER 10, 2012**

City of Daly City  
Department of Economic and Community Development  
Planning Division  
333 90<sup>th</sup> Street  
Daly City, CA 94015

**DALY CITY**  
**2030**  
A PLAN FOR  
THE FUTURE

LAND USE  
HOUSING  
CIRCULATION  
RESOURCE MANAGEMENT  
NOISE  
SAFETY  
COASTAL

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## **ACKNOWLEDGEMENTS**

### **CITY MANAGER**

Patricia Martel

### **DIRECTORS OF ECONOMIC AND COMMUNITY DEVELOPMENT**

Richard Berger 2007 to 2011  
Brian Millar 2011 to present

### **CITY COUNCILMEMBERS**

Sal Torres (Mayor)  
Ray Buenaventura  
David Canepa  
Michael Guingona  
Carol Klatt

### **PLANNING COMMISSIONERS**

Sam Bautista  
Richard Crump  
Howard Edelman  
Denise Kelly  
Laurie Rose Lubiano  
Ray Satorre (through 2009)

### **STEERING COMMITTEE MEMBERS**

Sam Bautista  
Al Belotz (through 2007)  
Richard Camponuevo  
Richard Crump  
Howard Edelman  
Constantine Glafkides  
Vaughn Jones  
Imran Khan  
Anna Mostella  
Karen Vitulano (through 2010)  
Paula Stillman

### **PRINCIPAL AUTHORS**

Tatum Mothershead, Planning Manager  
Michael VanLonkhuysen, Senior Planner

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# DALY CITY: TODAY AND TOMORROW

Foreword by Patricia Martel,  
City Manager



DALY CITY OF TOMORROW will be a very different place from the Daly City we know today. For evidence of this, we need only look back to see how much has changed during the City's 100 year history. Most of Daly City's neighborhoods were rolling pasturelands. Neighborhoods that were here back then looked and functioned very differently than they do today. Many of the roads we use every day were not paved and there were very few, if any, automobiles traveling on them. At that time, Interstate 280 would not become a reality for over 50 years!

It is easy then to understand the importance of planning for the future. The document you are about to read, *Daly City 2030*, is precisely that: A General Plan for how Daly City will look and function in the future. As you may ascertain from the title, this plan focuses on roughly the next 20 years, from now until the year 2030. While we have chosen to address a 20-year timeframe for practical purposes, it requires that we look far beyond 2030 to imagine how land use policies and decisions can be facilitated in the 2030 timeframe to endure for the betterment of Daly City in the more distant future.

This General Plan, therefore, is different from the plans that have been developed for Daly City in the past. In preparing this document, we have accepted the precept that change in Daly City is inevitable, that the City will evolve, and that this evolution reflects a positive process that we should embrace and one for which we must thoughtfully plan. More importantly, we have aligned our awareness of the changes that will affect the community's future with the reality that not only is Daly City evolving, but so too is our nation, and our planet.

With these concepts in mind, it is our belief that we have developed a comprehensive set of land use policies that will allow Daly City to flourish as a vibrant place where residents enjoy a healthy and satisfying quality of life and where businesses prosper. At the same time we have created sound guidelines to establish policies that foster responsible growth and development patterns throughout the community.

A handwritten signature in black ink that reads "Patricia E. Martel". The signature is written in a cursive, flowing style.

Patricia E. Martel  
City Manager

# CITY PROFILE:

## An Introduction to Daly City

Known as the “Gateway to the Peninsula,” Daly City is located at the northernmost edge of San Mateo County adjacent to San Francisco and extends from the Pacific Ocean on the west to nearly San Francisco Bay on the east. Central to both San Francisco and San Mateo County job centers, the City offers a diversified economy, excellent transportation links, and a growing young and productive labor force.

### History

Much of Daly City occupies what were original Spanish land grants, largely unoccupied in the years that followed the sighting of San Francisco Bay by Spanish explorers in 1769. In the early 1850's a few settlers claimed lands on the old Spanish grants. By 1868 a dairy farmer named John Daly purchased about 250 acres near what is today the Top of the Hill. As owner of the San Mateo Dairy, Daly became a prominent businessman and leader among the burgeoning population of the area.

The 1906 earthquake and fire in San Francisco caused population to surge in the areas in and around Daly's ranch as he opened his farmlands for emergency use by scores of refugees who fled the devastation. Supplying temporary shelter and food supplies, Daly began to realize that his lands were far more useful for living on than grazing cattle. As a small community and railway station blossomed in the vicinity of the ranch, Daly subdivided his property in 1907, establishing the City's first residential subdivisions in the area known today as the Crocker neighborhood.

By 1911 Daly City had incorporated into the newest town in San Mateo County, named in honor of John Daly. Streets were paved, sewers and a water system were constructed; police and fire protection became a reality. In the decades that followed, population gradually increased, but very little land had been added to Daly City by World War II.

Significant growth in Daly City would not occur until after World War II when a San Francisco builder, Henry Doelger, purchased 600 acres of sand dunes and cabbage patches that occupied much of the land between the city's original westerly edge and the ocean. Doelger's land was annexed to Daly City in 1948 and developed by him into the Westlake community. In the decade that followed, Doelger doubled his land purchases and continued building west and south, as he and other builders constructed thousands of homes and new satellite shopping centers in the St. Francis Height and Serramonte subdivisions. Meanwhile, the 1963 annexation of the Bayshore neighborhood expanded the City's boundaries to the east.

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### People

According to the 2010 US Census, Daly City has a current population of 101,123 which makes it San Mateo County's largest city by population. The City is expected to remain in this position for the next twenty-five years according to the Association of Bay Area Governments (ABAG). More information about the Daly City's population is provided in the Housing Element contained within this document beginning on page 43.

## Economy

Daly City has a labor force of 47,600 (mid-2010 estimate). Based upon ABAG's estimate of 25,320 local jobs, this equates to a participation rate of about 49 percent. Approximately 51 percent of Daly City's employed labor force works in San Francisco, about 17 percent work in either Daly City or South San Francisco and the remainder work in other Bay Area communities. Mirroring national and local trends, Daly City's unemployment rate has modestly increased from 5.9 percent at the end of 2008 to nearly 11.6 percent as of January 2010. The County unemployment rate increased from 4.7 percent to 9.7 percent during the same period.

Daly City's economy is highly diversified, ranging from professional service providers to retail and wholesale trade and manufacturing. Daly City's retail sector continues to flourish as population growth adds to the already high demand in the area. Three major regional shopping areas are within the City: a) The Mission Street retail corridor, which borders San Francisco; b) Serramonte Center, a 860,000 square-foot regional shopping center located on Interstate 280; and c) Westlake Shopping Center, another regional shopping center of 620,000 square feet that recently underwent extensive renovation. Taxable retail sales are among the highest and fastest growing of all metropolitan areas in the county. In total, Daly City boasts approximately 3.1 million square feet of retail space.

Medical services are another important aspect of the Daly City economy. Seton Medical Center is the City's largest employer with over 1,600 employees. This is an acute care hospital with 357 beds. Its reputation as one of the leading medical facilities in the country has encouraged the development of additional clinics and laboratories adjacent to or near the hospital. These include the Seton Medical Office Center, San Francisco Heart Institute, the Spine Care Medical Group, the San Francisco Neuro-Skeletal Imaging Center, and the Physician's Medical Center. Among the newest additions to Daly City's health care field is Kaiser Permanente with 130,000 square feet of medical offices and clinics in a new building at 395 Hickey Boulevard near Interstate 280.

A considerable amount of Daly City's economic growth is attributed to its young, skilled and productive labor force. Six colleges or universities are within a ten-mile radius, and twelve more are within a 50-mile radius. According to the latest Census, nearly 78 percent of the City's population is over eighteen, only 12 percent are of retirement age and the median age is 35. Of Daly City's total labor force, approximately half are working in local jobs—a participation rate close to 50 percent.

# REGIONAL LOCATION

# COMMUNITY VISION

"We, the citizens of Daly City, proudly celebrate our history, our location in the Bay Area, our distinct neighborhoods and the views of the fog-shrouded hills that define us. We take pride in our cultural diversity and work hard to promote community interaction. Daly City will be a community with a strong identity – with several attractively designed gathering and civic places including a "downtown". We will focus on being a clean and attractive city with an efficient infrastructure. We will provide services for a full spectrum of age groups and mobility levels.

We embrace our future, while respecting the past, and believe in directed growth that will increase opportunities to both live and work in the community. Our city will provide housing choices and balance that with a variety of economic opportunities that will include both unique small businesses and large businesses.

We are committed to constantly evolve our multi-modal travel environment to connect all neighborhoods. Daly City will offer a variety of recreational, cultural and entertainment opportunities for all. By our actions, we will showcase our environmental stewardship in being a sustainable and livable community at all levels.

As a connected city and community working in partnership, we will emphasize interaction and participation from all, find meaningful ways to display our civic pride and showcase our strengths."

*Envision Daly City document*  
2008

# The General Plan: History, Purpose, and Process

Planning in Daly City dates from 1958, when the City adopted its first land use plan encompassing the Vista Grande, Crocker, Hillside, and St. Francis Heights neighborhoods, and much of the Westlake neighborhood. By 1978, the City had prepared its first comprehensive plan which, in addition to land use, included planning for housing, circulation, noise, safety, and open space. This plan covered almost all of the area in present-day Daly City, including the Serramonte, Southern Hills, and Bayshore neighborhoods, which were annexed to the City in the 1960s. Beginning in 1987 and through the early 1990s, the General Plan was again updated to reflect the changing nature of Daly City and State laws intended to ensure that cities planned for adequate housing in their communities.

## State Planning Law

This General Plan has been written and developed in compliance with State law which requires that each city and county maintain an updated general plan "for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning" (Government Code 65300). The California Supreme Court has called the general plan the "constitution for future development." The general plan expresses the community's development goals and embodies public policy relative to the distribution of future land uses, both public and private.

## General Plan Objectives

The General Plan represents the City's attempt to portray both words and on maps the goals, policies, and specific tasks that will improve the lives of existing residents while accommodating and planning for the needs of future residents.

The objectives of the plan are:

1. To enable the community, speaking through the Planning Commission and City Council, to agree on long- and short-term policies related to each of the elements encompassed within the General Plan;
2. To establish a vision the physical nature of Daly City in the future and set the tone for the corresponding land use policies required to advance this vision; and
3. To provide a basis for determining whether private development proposals and public projects are in harmony with the policies of the plan.

As will be discussed further in this section, the City's work to prepare the General Plan has included a significant effort to gain public involvement, and to consolidate and understand various opinions about what the future of the City should be. Naturally, the General Plan cannot incorporate all ideas presented during public discussions. Rather than attempting to do so, the City staff has attempted to address common themes of opinions in the development of General Plan policy. In developing policy, the staff has accepted overarching precepts that change in Daly City is inevitable, that the City will evolve, and that this evolution is a good thing that the City should embrace.

## Public Participation

In the fall of 2006, the City Council initiated a comprehensive update of the Daly City General Plan. As a first step, City staff and consultants from Metropolitan Planning Group developed a community-based visioning process to give all residents and business owners the opportunity to express their concerns about and aspirations for Daly City's future. This four-month process included three community workshops, an extensive community survey mailed to all postal customers, and focus group interviews. In all, over 1,850 people participated in the process.

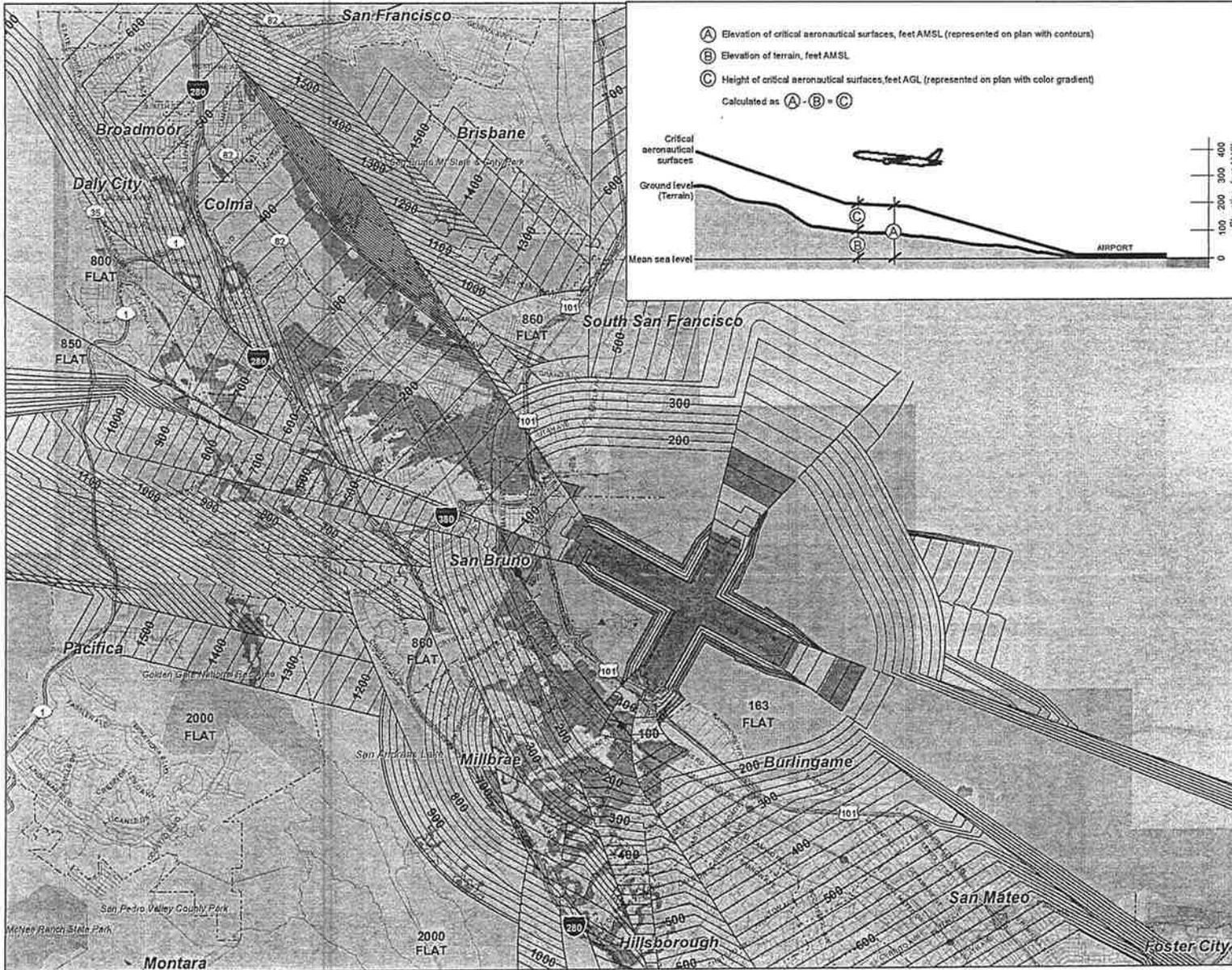
During this process, residents and business owners provided a number of ideas that were used in developing the policies included in the General Plan. Examples of the ideas developed from this outreach process include:

- Direction of future growth with more intense mixed-use infill developments along major transit corridors and other appropriate locations.
- The revitalization of Mission Street to become an urban walkable mixed-use neighborhood that provides a positive and cohesive identity for the entire city.
- The provision of a variety of housing that includes mixed-use housing, lofts, live-work, flats and other urban solutions.
- A focus on revitalization opportunities in the Bayshore neighborhood to provide major job opportunities.

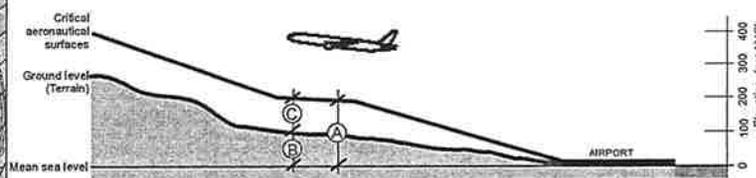
A complete summary of the visioning process, including community survey is available as a separate document, *Envision Daly City*, available from the Planning Division. The complete results of the community survey are provided as an appendix to the *Envision Daly City* document.

## General Plan Steering Committee

A 13-member Steering Committee was appointed by the City Manager to guide the General Plan process, including the Visioning component. At its inception, the committee included two City Council members, Planning Commission Chair, two business liaisons, and eight residents. The Steering Committee met on a regular basis in an informal setting to provide the policy direction necessary to advance the update process.



(A) Elevation of critical aeronautical surfaces, feet AMSL (represented on plan with contours)  
 (B) Elevation of terrain, feet AMSL  
 (C) Height of critical aeronautical surfaces, feet AGL (represented on plan with color gradient)  
 Calculated as (A) - (B) = (C)



**LEGEND**

(A) — 100 — Elevation of critical aeronautical surfaces, feet Above Mean Sea Level (AMSL), North American Vertical Datum of 1988 (NAVD88)

(C) Height of Critical Aeronautical Surfaces, Feet Above Ground Level (AGL)

- 35 and lower
- 35 - 65
- 65 - 100
- 100 - 150
- 150 and more

- Airport Property
- BART Station
- CALTRAIN Station
- Regional Park or Recreation Area
- Municipal Boundary
- Railroad
- Freeway
- Road

**Notes:**

1. This map is intended for informational and conceptual planning purposes, generally representing the aeronautical surfaces considered most critical by San Francisco International Airport (SFO) and its constituent airlines. It does not represent actual survey data, nor should it be used as the sole source of information regarding compatibility with airspace clearance requirements in the development of data for an FAA Form 7460-1, Notice of Proposed Construction or Alteration. SFO does not certify its accuracy, information, or title to the properties contained in this plan. SFO does make any warrants of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.

2. This map does not replace the FAA's obstruction evaluation / airport airspace analysis (OE/AAA) review process. Proposing construction at elevations and heights that are lower than the critical aeronautical surfaces shown on this map, (a) does not relieve the construction sponsor of the obligation to file an FAA Form 7460-1, and (b) does not ensure that the proposal will be acceptable to the FAA, SFO, air carriers, or other agencies or stakeholders. SFO, San Mateo County, and local authorities having jurisdiction reserve the right to re-assess, review, and seek modifications to projects that may be consistent with this critical aeronautical surfaces map but that through the FAA OE/AAA process are found to have unexpected impacts to the safety or efficiency of operations at SFO.

Sources: San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009

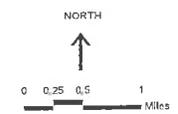
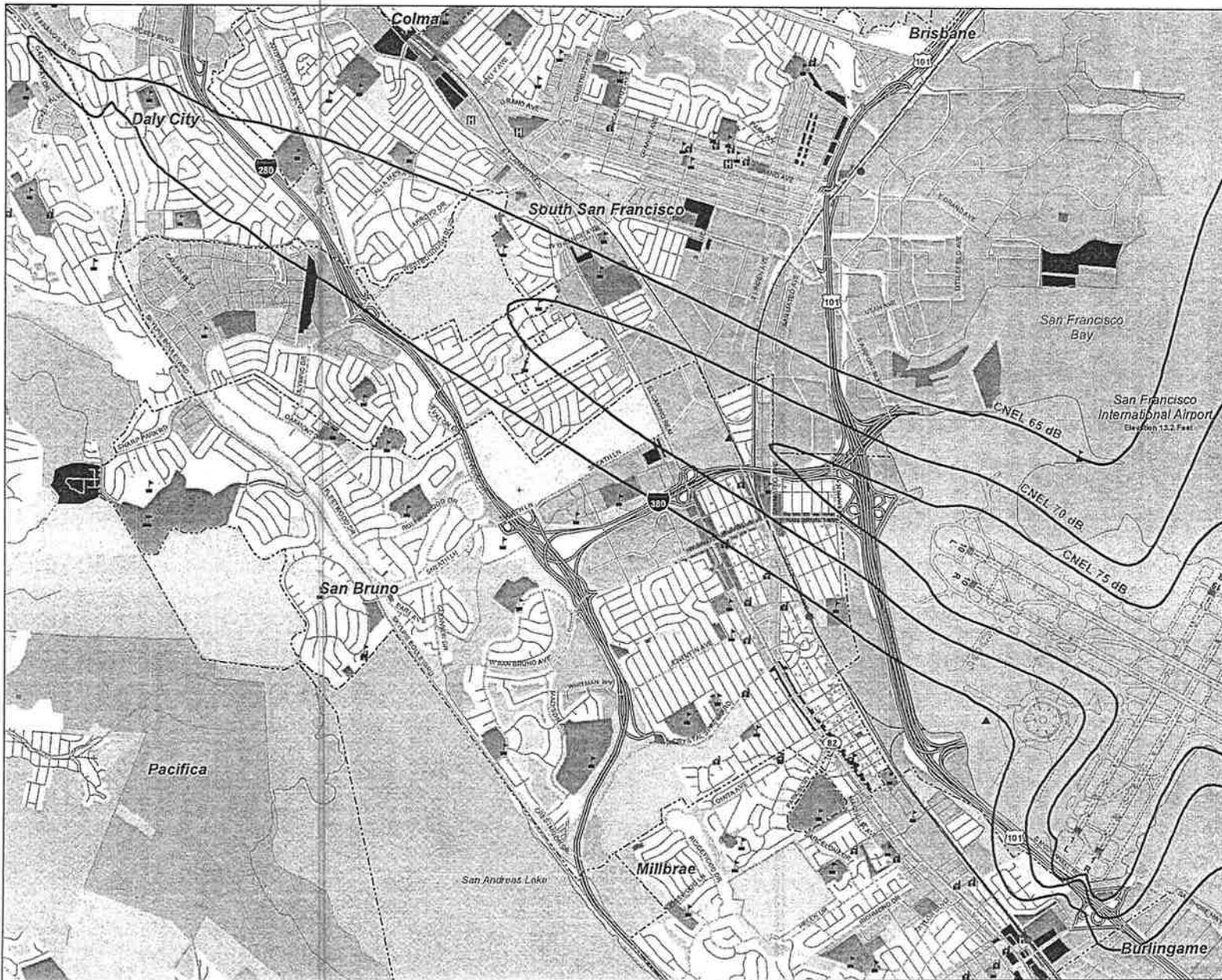


Exhibit IV-17  
**CRITICAL AERONAUTICAL SURFACES**  
 — NORTHWEST SIDE  
 Comprehensive Airport Land Use Plan  
 for the Environs of San Francisco International Airport  
**C/CAG**  
 City/County Association of Governments  
 of San Mateo County, California



**LEGEND**

- CNEL Contour, 2020 Forecast
- Airport Property
- BART Station
- CALTRAIN Station
- School
- Place of Worship
- Hospital
- Municipal Boundary
- Railroad
- Freeway
- Road

**Planned Land Use Per General Plans:**

- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

**Sources:**

**Noise Contour Data:**

- Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport. URS Corporation and BridgeNet International, June 2011

**County Base Maps:**

- San Mateo County Planning & Building Department, 2007

**Local Plans:**

- Burlingame Bayfront Specific Area Plan, August 2006
- Burlingame Downtown Specific Plan, January 2009
- Burlingame General Map, September 1984
- North Burlingame Rollins Road Specific Plan, February 2007
- Colma Municipal Code Zoning Maps, December 2003
- Daly City General Plan Land Use Map, 1987
- Hillsborough General Plan, March 2005
- Millbrae Land Use Plan, November 1998
- Pacifica General Plan, August 1996
- San Bruno General Plan, December 2008
- San Mateo City Land Use Plan, March 2007
- San Mateo County Zoning Map, 1992
- South San Francisco General Plan, 1999

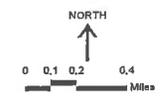
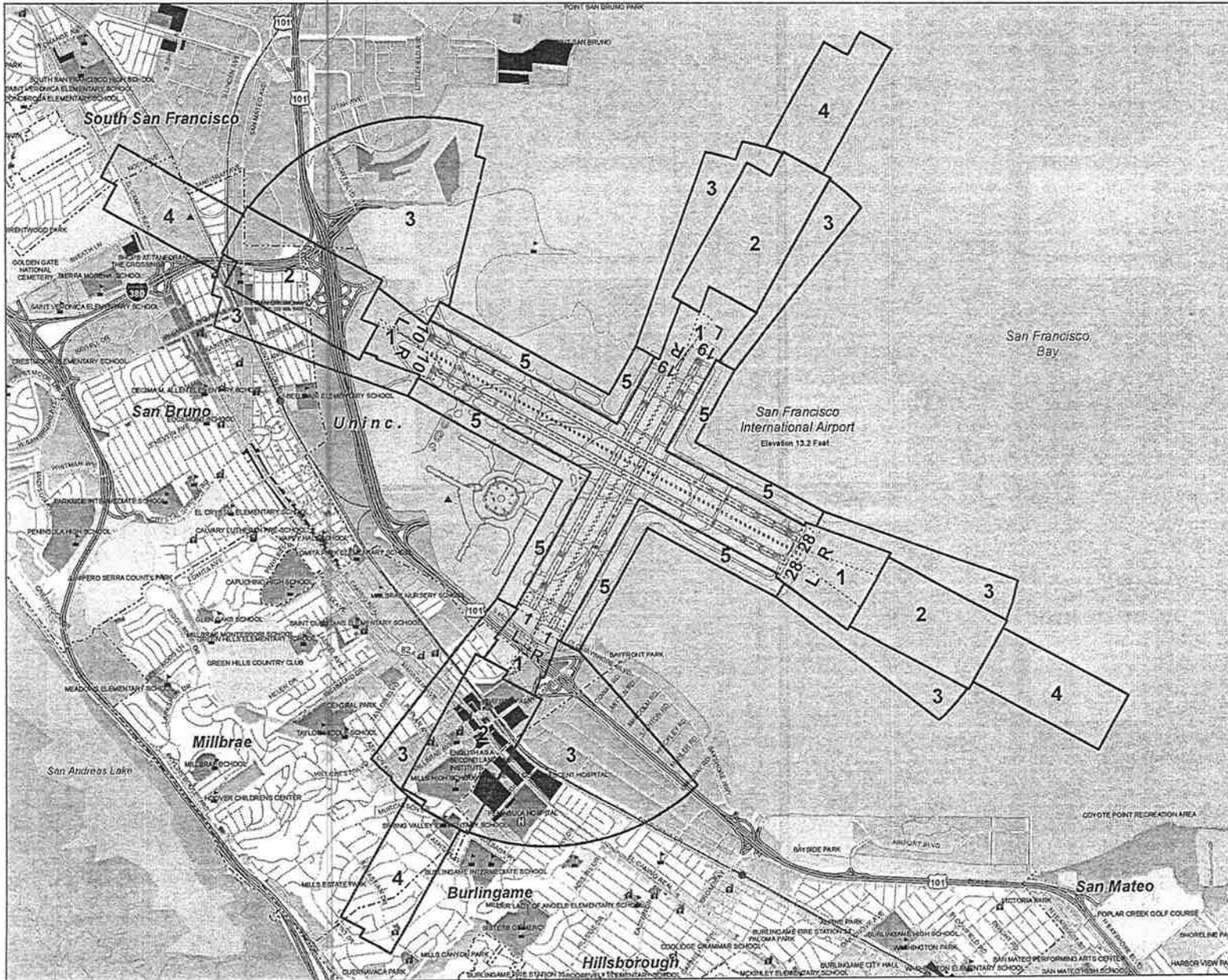


Exhibit IV-6  
**NOISE COMPATIBILITY ZONES –**  
 DETAIL  
 Comprehensive Airport Land Use Plan  
 for the Environs of San Francisco International Airport  
**C/CAG**  
 City/County Association of Governments  
 of San Mateo County, California



**LEGEND**

**Safety Compatibility Zones**

- 1 - Runway Protection Zone-Object Free Area
- 2 - Inner Approach/Departure Zone
- 3 - Inner Turning Zone
- 4 - Outer Approach/Departure Zone
- 5 - Sideline Zones

--- Internal boundaries of ALP-defined areas

**Airport Property**

- ▲ BART Station
- CALTRAIN Station
- ⚪ School
- ⚪ Place of Worship
- ⚪ Hospital

--- Municipal Boundary

--- Railroad

== Freeway

== Road

**Planned Land Use Per General Plans:**

- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

**Sources:**

**Safety Compatibility Zones:**

- Jacobs Consultancy Team, 2009; Ricordo & Associates, Inc., 2011

**County Base Maps:**

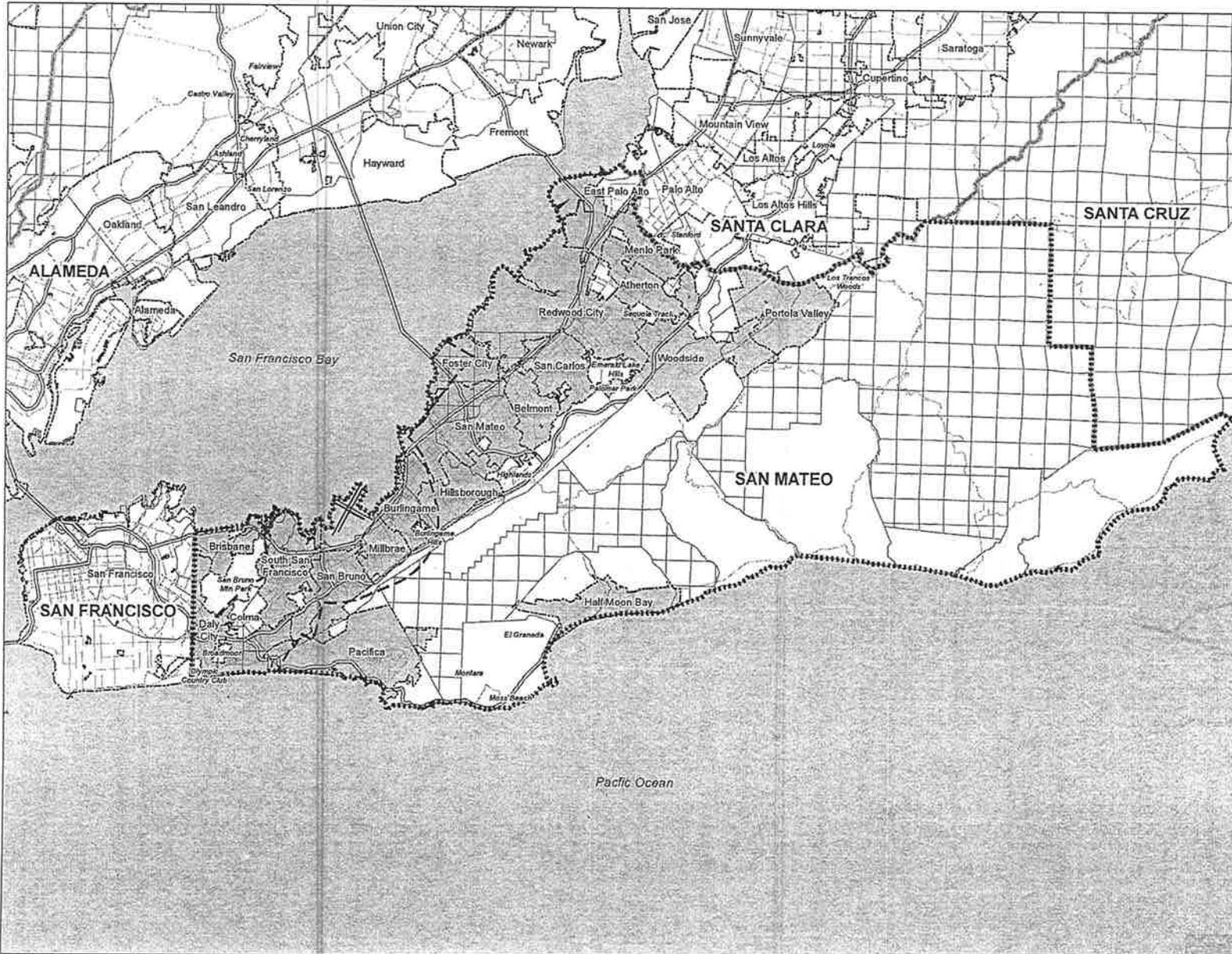
- San Mateo County Planning & Building Department, 2007

**Local Plans:**

- Burlingame Bayfront Specific Area Plan, August 2006
- Burlingame Downtown Specific Plan, January 2009
- Burlingame General Map, September 1984
- North Burlingame/Rollins Road Specific Plan, February 2007
- Colma Municipal Code Zoning Maps, December 2003
- Daly City General Plan Land Use Map, 1987
- Hillsborough General Plan, March 2005
- Millbrae Land Use Plan, November 1998
- Pacifica General Plan, August 1996
- San Bruno General Plan, December 2008
- San Mateo City Land Use Plan, March 2007
- San Mateo County Zoning Map, 1992
- South San Francisco General Plan, 1998

NORTH  
↑  
0 0.125 0.25 0.5  
Miles

Exhibit IV-7  
**SAFETY COMPATIBILITY ZONES**  
Comprehensive Airport Land Use Plan  
for the Environs of San Francisco International Airport  
**C/CAG**  
City/County Association of Governments  
of San Mateo County, California



- LEGEND**
- Boundary for Airport Influence Area B
  - ||||| Airport Influence Area A Boundary
  - County Boundary
  - City Boundary
  - Range/ Township/ Section and Rancho Lines
  - == Freeways
  - Roads
  - ▨ Municipal Members of SFO/Community Roundtable
  - Unincorporated San Mateo County

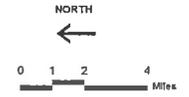
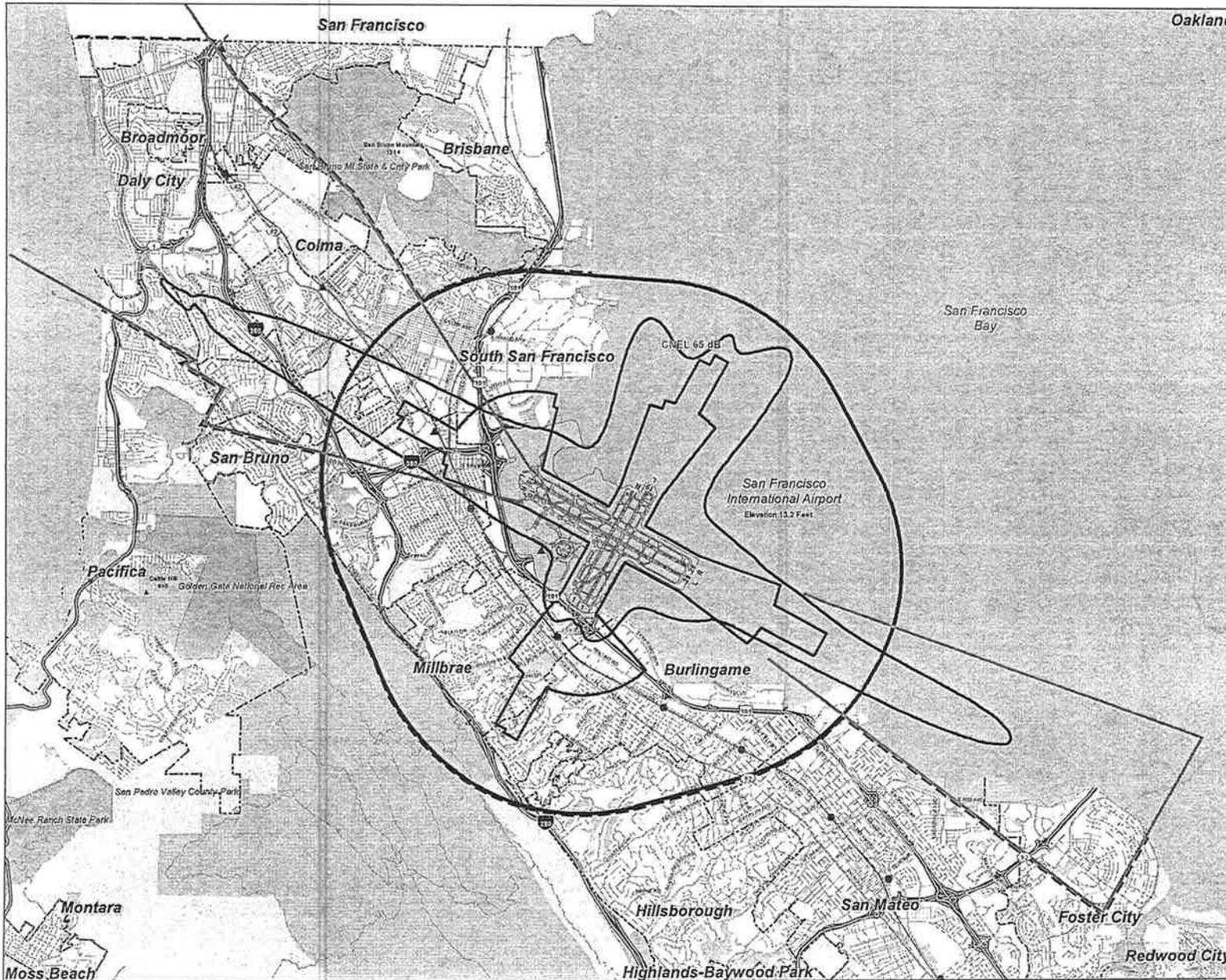


Exhibit IV-1  
**AIRPORT INFLUENCE AREA A -  
 REAL ESTATE DISCLOSURE AREA**  
 Comprehensive Airport Land Use Plan  
 For The Environs of San Francisco International Airport  
**C/CAG**  
 City/County Association of Governments  
 of San Mateo County, California

**ATTACHMENT NO. 5A**



- LEGEND**
- Boundary for Airport Influence Area B
  - Outer Boundary of Safety Zones
  - CNEL Contour, 2020 Forecast
  - 14 CFR Part 77 Conical Surface
  - Outer Boundary of TERPS Approach and OEI Departure Surfaces
  - ▨ Airport Property
  - ▲ BART Station
  - CALTRAIN Station
  - Municipal Boundary
  - Railroad
  - Freeway
  - Road
  - ▨ Local Park, Golf Course, Cemetery
  - ▨ Regional Park or Recreation Area
  - ▨ Open Space

**Sources:**

100:1 FAA Notification Zone: Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR Part 77, Subpart B, Section 77.9.

Outer Boundary of TERPS Approach and OEI Departure Surfaces: San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009

Safety Compatibility Zones: Jacobs Consultancy Team, 2009; Ricondo & Associates, Inc., 2011

Noise Contour: URS Corporation and BridgeNet International, Draft Environmental Assessment, San Francisco International Airport Proposed Runway Safety Area Program, June 2011

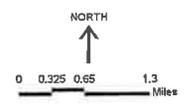


Exhibit IV-2  
 AIRPORT INFLUENCE AREA B -  
 LAND USE POLICY ACTION/PROJECT REFERRAL AREA  
 Comprehensive Airport Land Use Plan  
 for the Environs of San Francisco International Airport  
**C/CAG**  
 City/County Association of Governments  
 of San Mateo County, California

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae  
Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

### C/CAG AIRPORT LAND USE COMMITTEE (ALUC)

#### STAFF REPORT

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**TO:** C/CAG Airport Land Use Committee (ALUC) Representatives and Alternates  
**FROM:** C/CAG Staff  
**DATE:** February 28, 2013  
**RE:** **Agenda Item No. 6 for February 28, 2013:** San Francisco International Airport Land Use Compatibility Plan (ALUCP) Consistency Review: Consideration/Action on a Referral from the City of Daly City, Re: Christopher Highlands Project (80-Unit Single-Family Subdivision) General Plan Amendment and Zone Change

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#### STAFF RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend that the C/CAG Board, in its designated role as the Airport Land Use Commission, take action to determine that the Christopher Highlands Project (80-Unit Single-Family Subdivision) General Plan Amendment GPA-2-12-5055., Zone Change ZC-2-12-5056, Major Subdivision SUB-2-12-5037, Design Review DR-2-12-5058, and CEQA-2-12-5059 are consistent with the relevant content in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport November 2012* document (SFO ALUCP), based on the following conditions:

1. **Reference to airspace protection and land use characteristics that may create hazards to aircraft in flight.** Add a condition of approval that indicates the design of all structures in the development shall comply with all relevant FAA standards and criteria for safety, regarding flashing lights, reflective building material, land uses that may attract large concentrations of birds, HVAC exhaust vents, thermal plumes, and uses that may generate electrical/electronic interference with aircraft communications and/or instrumentation, per SFO ALUCP Airspace Protection Policy, "AP-4 Other Flight Hazards Are Incompatible"
2. **Reference to Airport Influence Area/Real Estate Disclosure.** Include appropriate text in the project approval documents to indicate the project site is located within the boundaries of Airport Influence Area B for San Francisco International Airport and therefore, all real property for sale or lease on the project site is subject to the real estate disclosure provisions in State law (California Business and Professions Code Sections 11010(a) and (b)12), regarding disclosure of potential airport impacts.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: San Francisco International Airport Land Use Compatibility Plan (ALUCP) Consistency Review: Consideration/Action of a Referral from the City of Daly City, Re: Christopher Highlands Project (80-Unit Single-Family Subdivision) General Plan Amendment, Zone Change, and Other Related Discretionary Entitlements**

**February 28, 2013**

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**STAFF RECOMMENDATION – continued**

- 3. Compliance with California Government Code 65302.3 General Plan Consistency With Comprehensive Airport Land Use Plan.** Include the following text in the appropriate project approval documents to address compliance with California Government Code 65302.3:

“The General Plan amendment, Zone Change, design features, and other project discretionary entitlements do not conflict with the text in the relevant section of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5 and the applicable airport/land use compatibility criteria contained in the most recent adopted version of the comprehensive airport/land use compatibility plan (ALUCP) for the environs of San Francisco International Airport.”

**BACKGROUND**

The City of Daly City has referred General Plan Amendment GPA-2-12-5055, Zone Change ZC-2-12-5056, Major Subdivision SUB-2-12-5037, Design Review DR-2-12-5058, and CEQA-2-12-5059 for the Christopher Highlands Project (80-Unit Single-Family Subdivision) to the C/CAG Board of Directors, in its designated role as the Airport Land Use Commission, for a determination of the consistency of proposed land use policy actions (general plan amendment and zone change) and related discretionary actions, with the relevant airport/land use compatibility criteria contained in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport November 2012* (SFO ALUCP) (see Attachment No. 1). This referral is subject to ALUC/C/CAG review, pursuant to the California Public Utilities Code Section 21676(b).

The content in the *California Airport Land Use Planning Handbook October 2011* document, published by the Caltrans Division of Aeronautics, provides guidance regarding the concept of consistency between a proposed local agency land use policy action and the relevant content of an airport land use compatibility plan (ALUCP). The *Handbook* states the following:

“As widely applied in airport land use planning, consistency does not require being identical. It means only that the concepts, standards, physical characteristics, and resulting consequences of a proposed action must not conflict with the intent of the law or the compatibility plan to which the comparison is being made.”

The project details are stated in the project referral letter as follows.

“The applicant, Lennar, has submitted plans to develop a +/- 14.04 acre site with 80 single-family residences. The site is located at 60 Christopher Court and was formerly Christopher Columbus School. The site is zoned U Unzoned and has a General Plan Land Use designation of School. Entitlements will include a General Plan Amendment to redesignate the property for Low Density Residential (2.114.5 d.u/ac.), a Zone Change to R-1 Single-Family Residential District, a Major Subdivision, and Design Review.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: San Francisco International Airport Land Use Compatibility Plan (ALUCP) Consistency Review: Consideration/Action of a Referral from the City of Daly City, Re: Christopher Highlands Project (80-Unit Single-Family Subdivision) General Plan Amendment, Zone Change, and Other Related Discretionary Entitlements**

**February 28, 2013**

Page 3 of 8

**BACKGROUND-continued**

Lots in the proposed development will range in size from +/- 3,000 square feet to +/- 11,000 square feet and will be subject to the development standards of the R-1 Single-Family Residential District, which allow 50% lot coverage, and a maximum of 30 feet in height, among other things. The applicant is proposing three different plan types, all of which are 2 story, 3-4 bedrooms/2bath, single-family residences, with 2 car garages, ranging in size from +/- 2,400 square feet to +/- 2,800 square feet. The proposed development is surrounded by low density, singlefamily residential development.”

**DISCUSSION**

**I. Airport/Land Use Compatibility Issues**

The guidance in the *California Airport Land Use Planning Handbook October 2012* document requires each airport/land use compatibility plan (ALUCP) document to contain policies and criteria to address three key issues: (a) height of structures/airspace protection, (b) aircraft noise impacts, and (c) safety compatibility criteria. The following sections address each issue related to the proposed land use policy actions and other discretionary entitlements for the Christopher Highlands Project (80-Unit Single-Family Subdivision)

**A. Height of Structures/Airspace Protection**

By adopting the SFO ALUCP, the C/CAG Board adopted two criteria for airspace protection near San Francisco International Airport: (1) 14 Code of Federal Regulations Part 77, “Safe, Efficient Use and Preservation of the Navigable Airspace” and (2) critical aeronautical surfaces. Exhibit IV-17 in the SFO ALUCP illustrates the critical aeronautical surfaces that affect Daly City (see Attachment No. 2). Each criterion is briefly described below.

Title 14 Code of Federal Regulations (CFR) Part 77, “Safe, Efficient Use and Preservation of the Navigable Airspace” (Effective January 18, 2011) govern the FAA’s review of proposed construction that exceed certain height limits, define airspace obstruction criteria, and provide for FAA aeronautical studies of proposed construction. Critical Aeronautical Surfaces include those established in accordance with FAA Order 8260.3B, “U.S. Standard for Terminal Instrument Procedures (TERPS)” and a surface representing the airspace required for a One-Engine Inoperative (OEI) procedure for aircraft departing on Runways 28 Left and 28 Right (to the west through the San Bruno Gap). The surfaces indicate the maximum height at which structures can be considered compatible with Airport operations.

The project site is not located within the boundaries of the CFR Part 77 airspace protection and notification criteria. However, the entire City of Daly City is located within the critical airspace protection surfaces for Runways 10/28 Left and Right. A portion of the text in Airspace Protection Policy AP-3 in the SFO ALUCP defines compatibility with the critical aeronautical surfaces, as follows:

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: San Francisco International Airport Land Use Compatibility Plan (ALUCP) Consistency Review: Consideration/Action of a Referral from the City of Daly City, Re: Christopher Highlands Project (80-Unit Single-Family Subdivision) General Plan Amendment, Zone Change, and Other Related Discretionary Entitlements**

February 28, 2013

Page 4 of 8

**DISCUSSION/Airport Land Use Compatibility Issues - continued**

“In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the SFO critical aeronautical surfaces map (Exhibits IV-7 and IV-18) or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 74601.

For a project to be consistent with this ALUCP, no local agency development permits shall be issued for any proposed structure that would penetrate the aeronautical surfaces shown on Exhibits IV-7 and IV-18 or the construction of which has not received a Determination of No Hazard from the FAA, or would cause the FAA to increase the minimum visibility requirements for any instrument approach or departure at the Airport.”

The project site elevation is 620.74 feet above mean sea level (AMSL) and the maximum structure height is 30 feet above ground level (AGL). Based on those characteristics, the proposed structures will be at least 83 feet below the lowest critical aeronautical surface and therefore, will not penetrate any critical aeronautical surfaces (analysis conducted via the SFO Interactive Airspace Tool).

**B. Aircraft Noise Impacts**

The 65 dB CNEL<sup>1</sup> (Community Noise Equivalent Level) aircraft noise contour defines the federal and state threshold for aircraft noise impacts. This contour boundary is also used by the State of California as the threshold for airport noise/land use compatibility. The Serramonte area of Daly City is located within the projected 2020 65 dB CNEL aircraft noise contour boundary for San Francisco International Airport (see Attachment No. 3).

The project site may receive noise impacts from aircraft departing on the San Bruno Gap Departure procedure (to the west) from Runways 28 Left and Right at San Francisco International Airport. However, the site is not located within the Airport’s 65 dB CNEL aircraft noise contour or any other SFO noise contour. Therefore, the airport noise/land use compatibility policies and criteria in the SFO ALUCP do not apply to this referral.

**C. Safety Compatibility**

**Runway Safety Zones.** The *California Airport Land Use Planning Handbook October 2011* document provides guidance on the configuration of safety zones and related compatibility policies and criteria for general aviation and commercial service airports. The zones are focused around each runway end, where safety considerations are the most critical. The safety zones for SFO are based on the *Handbook* guidance, with adjustments made to reflect specific runway operating characteristics at the Airport.

<sup>1</sup> CNEL: A metric, in A-weighted decibels (dB), that is used in California to measure the cumulative sound level of aircraft over a 24-hour period, as required by State law. A 10 dB weighting is added to the hourly sound levels between 10 p.m. and 7 a.m. and a 4.8 dB weighting is added to the hourly sound levels between 7 p.m. and 10 p.m. to reflect human sensitivity to noise during the night and evening hours. The A weighted scale approximates human hearing.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: San Francisco International Airport Land Use Compatibility Plan (ALUCP) Consistency Review: Consideration/Action of a Referral from the City of Daly City, Re: Christopher Highlands Project (80-Unit Single-Family Subdivision) General Plan Amendment, Zone Change, and Other Related Discretionary Entitlements**

**February 28, 2013**

Page 5 of 8

**DISCUSSION/Airport Land Use Compatibility Issues - continued**

Section 4.4 in the SFO ALUCP addresses safety compatibility. Exhibit IV-7 in the ALUCP illustrates the location and configuration of the safety zones for each runway pair (see Attachment No. 4). Runways 10/28 Left and Right are the closest runways to the city limits of Daly City. The maximum distance of the safety zones for this runway pair is 10,000 feet to the west, or 1.89 miles (west end of Safety Zone 4). Safety Zones 1-4 shown in Exhibit IV-7 only affect small areas within the cities of San Bruno and South San Francisco. Since Daly City is located several miles west of the Airport, none of the runway safety zones and related safety compatibility policies and criteria apply to this referral.

**Hazards to Air Navigation Related to Land Use Characteristics.** The Airport Land Use Commission (C/CAG Board) recognizes certain types of land use characteristics as hazards to aircraft in flight. The text in Airspace Protection Policy, "AP-4 Other Flight Hazards Are Incompatible" in the SFO ALUCP includes a list of several land use characteristics that are incompatible in Area B of the Airport Influence Area.

The text in AP-4 states the following:

"Proposed land uses with characteristics that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft taking off or landing at the Airport or in flight are incompatible in Area B of the Airport Influence Area. They may be permitted only if the uses are consistent with FAA rules and regulations. Proof of consistency with FAA rules and regulations and with any other performance standards cited below must be provided to the Airport Land Use Commission (C/CAG Board) by the sponsor of the proposed action.

Specific characteristics that may create hazards to aircraft in flight and which are incompatible include:

- (a) Sources of glare, such as highly reflective buildings or building features, or bright lights, including searchlights, laser displays, which would interfere with the vision of pilots making approaches to the Airport.
- (b) Distracting lights that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end lighting, or runway approach lighting.
- (c) Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.
- (d) Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.
- (e) Land uses that, as a regular byproduct of their operations, produce thermal plumes with the potential to rise high enough and at sufficient velocities to interfere with the control of aircraft in flight. Upward velocities of 4.3 meters (14.1 feet) per second at altitudes above 200 feet above the ground shall be considered as potentially interfering with the control of aircraft in flight.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: San Francisco International Airport Land Use Compatibility Plan (ALUCP) Consistency Review: Consideration/Action of a Referral from the City of Daly City, Re: Christopher Highlands Project (80-Unit Single-Family Subdivision) General Plan Amendment, Zone Change, and Other Related Discretionary Entitlements**

**February 28, 2013**

Page 6 of 8

**DISCUSSION/Airport Land Use Compatibility Issues - continued**

(f) Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, Waste Disposal Sites On or Near Airports, FAA Advisory Circular 150/5200.3B, Hazardous Wildlife Attractants On or Near Airports, and any successor or replacement orders or advisory circulars. Exceptions to this policy are acceptable wetlands or other environmental mitigation projects required by ordinance, statute, court order, or Record of Decision issued by a federal agency under the National Environmental Policy Act.

Prohibition of these incompatible land use characteristics by the responsible land use authority is critical to protecting the Runways 10/28 Left and Right arrival/departure corridor for the safe passage of aircraft in flight. C/CAG Staff suggests that the project approval documents include text to identify the specific land use characteristics that are incompatible on the project site, per the list shown in Airspace Protection Policy AP-4 in the SFO ALUCP (see Condition No.1 on p. 1).

**II. Airport Influence Area (AIA) Boundary/Real Estate Disclosure**

The SFO ALUCP contains two policies (IP-1 and IP-2) that define a two-part airport influence area (AIA) boundary (Areas A and B). All of the City of Daly City is located within Area A and a large part of the city is, including the project site, is located within Area B (see Attachment No.5A and No. 5B). Within both areas, real estate disclosure of potential airport impacts is required per State law. California Business and Professions Code Sections 11010(a) and (b)(13) state the following:

“(a)...[A]ny person who intends to offer subdivided lands within this state for sale or lease shall file with the Department of Real Estate an application for a public report consisting of a notice of intention and a completed questionnaire on a form prepared by the department.

(b) The notice of intention shall contain the following information about the subdivided lands and the proposed offering:

**Note:** The text under (b) includes 15 items that must be included in the notice of intention. Subsections 1-12 and 14 and 15 were omitted here for clarity.

(13)(A) The location of all existing airports, and all proposed airports shown on the general plan of any city or county, located within two statute miles of the subdivision. If the property is located within an airport influence area, the following statement shall be included in the notice of intention:

**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.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: San Francisco International Airport Land Use Compatibility Plan (ALUCP) Consistency Review: Consideration/Action of a Referral from the City of Daly City, Re: Christopher Highlands Project (80-Unit Single-Family Subdivision) General Plan Amendment, Zone Change, and Other Related Discretionary Entitlements**

**February 28, 2013**

Page 7 of 8

**DISCUSSION/ Airport Influence Area (AIA) Boundary/Real Estate Disclosure - continued**

(B) For purposes of this section, an “airport influence area,” also known as an “airport referral area,” is the area within which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission.”

The same disclosure notice shown on p.7 is also found in California Civil Code Division 2, Part 4, Title 4, Chapter 2, Article 1.7, Section 1103.4(c) and California Civil Code Division 2, Part 4, Title 6, Chapter 2, Article 1, Section 1353. C/CAG staff suggests the project approval documents include appropriate text to indicate all property for sale or lease is subject to the real estate disclosure of potential airport impacts, per state law, as shown above (see Condition No. 2 on p.1).

**III. Compliance with California Government Code 65302.3**

California Government Code 65302.3 states that a local agency general plan and/or any specific plan must be consistent with the applicable airport/land use compatibility criteria contained in the relevant adopted airport/land use compatibility plan (ALUCP). C/CAG Staff suggests that the Daly City City Council resolution to adopt the Christopher Highlands Project (80-Unit Single-Family Subdivision) General Plan Amendment, Zone Change, and other related discretionary entitlements include appropriate text to address compliance with California Government Code 65302.3 (see Condition No. 3 on p.2).

**IV. Guidance From the *California Airport Land Use Planning Handbook October 2011***

In addition to the SFO ALUCP, C/CAG Staff reviewed the relevant content of the *California Airport Land Use Planning Handbook October 2011*, published by the Caltrans Division of Aeronautics, to prepare this report. The analysis and recommendation contained herein are consistent with and guided by the relevant content in the *Handbook*.

**ATTACHMENTS**

**Attachment No. 1:** Letter to David F. Carbone, C/CAG staff, from Jeannie Naughton, Associate Planner, City of Daly City, dated December 18<sup>th</sup>, 2012, re: request for finding of consistency with the Comprehensive Airport Land Use Plan for the Christopher Highlands Project (General Plan Amendment GPA-2-12-5055, Zone Change, ZC-2-12-5056, Major Subdivision SUB-2-12-5057, Deign Review DR-2-12-5058, and CEQA-2-12-5059, located at 60 Christopher Court in Daly City, with three attachments.

**Attachment No. 2:** Graphic: SFO ALUCP Exhibit IV-17 Critical Aeronautical Surfaces – Northwest Side

**Attachment No. 3:** Graphic: SFO ALUCP Exhibit IV-5 Noise Compatibility Zones

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: San Francisco International Airport Land Use Compatibility Plan (ALUCP) Consistency Review: Consideration/Action of a Referral from the City of Daly City, Re: Christopher Highlands Project (80-Unit Single-Family Subdivision) General Plan Amendment, Zone Change, and Other Related Discretionary Entitlements**

**February 28, 2013**

Page 8 of 8

**ATTACHMENTS - continued**

**Attachment No. 4:** Graphic: SFO ALUCP Exhibit IV-7 Safety Compatibility Zones

**Attachment No. 5A:** Graphic: SFO ALUCP Exhibit IV-1 Airport Influence Area A – Real Estate Disclosure

**Attachment No. 5B:** Graphic: SFO ALUCP Exhibit IV-3 Airport Influence Area B- North Side



# CITY OF DALY CITY

333-90TH STREET

DALY CITY, CA 94015-1895

PHONE: (650) 991-8000

December 19, 2012

David F. Carbone  
Transportation Systems Coordinator  
C/CAG of San Mateo County  
555 County Center  
Fifth Floor  
Redwood City, CA 94063

**Re: Request for Finding of Consistency with the Comprehensive Airport Land Use Plan (CLUP) for the Christopher Highlands Project (General Plan Amendment GPA-2-12-5055, Zone Change, ZC-2-12-5056, Major Subdivision SUB-2-12-5057, Design Review DR-2-12-5058 and CEQA-2-12-5059) located at 60 Christopher Court, APN 008-345-020**

Dear Mr. Carbone:

The purpose of this letter is to request a finding of consistency by the City/County Association of Governments of San Mateo County Land Use Commission with the Comprehensive Airport Land Use Plan (CLUP) for the Christopher Highlands Project (General Plan Amendment GPA-2-12-5055, Zone Change, ZC-2-12-5056, Major Subdivision SUB-2-12-5057, Design Review DR-2-12-5058 and CEQA-2-12-5059), located at 60 Christopher Court, APN 008-345-020.

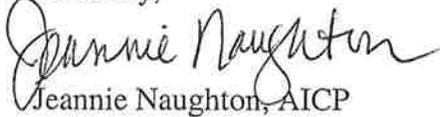
The applicant, Lennar, has submitted plans to develop a +/- 14.04 acre site with 80 single family residences. The site is located at 60 Christopher Court and was formerly Christopher Columbus School. The site is zoned U Unzoned and has a General Plan Land Use designation of School. Entitlements will include General Plan Amendment to re-designated the property to Low Density Residential (2.1-14.5 d.u/ac), Zone Change to R-1 Single Family Residential District, Major Subdivision, and Design Review.

Lots in the proposed development will range in size from +/- 3,000 square feet to +/- 11,000 square feet, and will be subject to the development standards of the R-1 Single Family Residential District, which allow 50% lot coverage, and maximum of 30 feet in height, among other things. The applicant is proposing three different plan types, all of which are 2 story, 3-4 bedroom/2 bath, single family residences, with 2-car garages, ranging in size from +/-2,400 square feet to +/- 2,800 square feet. The proposed development site is surrounded by low density, single family residential development.

Attached you will find a location map and a set of the most recent plans that the City has reviewed. The applicant is in the process of making minor corrections, as required by our Engineering Division; however, those corrections will not significantly alter the plans attached.

Please contact me with any questions you may have, at (650) 991-8035. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Jeannie Naughton".

Jeannie Naughton, AICP  
Associate Planner

Attachments

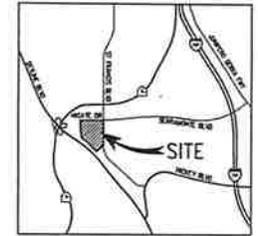
Attachment A – Location Map

Attachment B – Project Plans



# CHRISTOPHER HIGHLANDS

## VESTING TENTATIVE MAP PACKAGE DALY CITY, CALIFORNIA



VICINITY MAP  
NOT TO SCALE



### PROJECT TEAM:

#### DEVELOPER

LENNAR HOMES OF CALIFORNIA, INC.  
DOUG RICH  
6111 BOLLINGER CANYON ROAD, SUITE 550  
SAN RAMON, CA 94503  
(925) 242-0811

#### CIVIL ENGINEER

CARLSON, BARBEE & GIBSON, INC.  
GREG MILLER  
6111 BOLLINGER CANYON ROAD, SUITE 150  
SAN RAMON, CA 94583  
(925) 866-0322

#### ARCHITECT

SDG ARCHITECTURE + ENGINEERING  
JENNIFER MASTRO  
1364 WALNUT BLVD, SUITE 120  
BRENTWOOD, CA 94513  
(925) 634-7000

#### LANDSCAPE ARCHITECT

HLD GROUP  
CHRISTIAN HARRIS  
555 N. SANTA CRUZ AVENUE  
LOS GATOS, CA 95030  
(408) 354-9509

#### SOILS ENGINEER

ENGEQ, INC  
2010 CROW CANYON PLACE, SUITE 250  
SAN RAMON, CA 94583  
(925) 866-9000



### PROJECT INFORMATION:

SITE AREA:	14.04± AC (GROSS); 12.70± AC (NET)
A.P.N.:	008-345-020
EXISTING ZONING:	U : UNZONED
PROPOSED ZONING:	R-1 : SINGLE FAMILY RESIDENTIAL
PROPOSED LAND USE:	80 SINGLE FAMILY RESIDENTIAL HOMES

### SHEET INDEX:

T1 TITLE SHEET

### CIVIL PLANS:

TM-1 VESTING TENTATIVE SUBDIVISION MAP  
TM-2 SITE PLAN  
TM-3 PRELIMINARY GRADING PLAN  
TM-4 PRELIMINARY UTILITY PLAN  
TM-5 PRELIMINARY STORMWATER QUALITY PLAN

### ARCHITECTURAL PLANS:

A1 PLAN 1 FRONT ELEVATIONS  
A2 PLAN 1 FIRST & SECOND FLOOR PLANS  
A3 PLAN 1 EARLY CALIFORNIA SIDE, REAR ELEVATIONS & ROOF PLAN  
A4 PLAN 1 FRENCH SIDE, REAR ELEVATIONS & ROOF PLAN  
A5 PLAN 1 CRAFTSMAN SIDE, REAR ELEVATIONS & ROOF PLAN  
A6 PLAN 2 FRONT ELEVATIONS  
A7 PLAN 2 FIRST & SECOND FLOOR PLANS  
A8 PLAN 2 EARLY CALIFORNIA SIDE, REAR ELEVATIONS & ROOF PLAN  
A9 PLAN 2 FRENCH SIDE, REAR ELEVATIONS & ROOF PLAN  
A10 PLAN 2 CRAFTSMAN SIDE, REAR ELEVATIONS & ROOF PLAN  
A11 PLAN 3 FRONT ELEVATIONS  
A12 PLAN 3 FIRST & SECOND FLOOR PLANS  
A13 PLAN 3 EARLY CALIFORNIA SIDE, REAR ELEVATIONS & ROOF PLAN  
A14 PLAN 3 FRENCH SIDE, REAR ELEVATIONS & ROOF PLAN  
A15 PLAN 3 CRAFTSMAN SIDE, REAR ELEVATIONS & ROOF PLAN  
A16 PLAN 4 FRONT ELEVATIONS  
A17 PLAN 4 FIRST & SECOND FLOOR PLANS  
A18 PLAN 4 EARLY CALIFORNIA SIDE, REAR ELEVATIONS & ROOF PLAN  
A19 PLAN 4 FRENCH SIDE, REAR ELEVATIONS & ROOF PLAN  
A20 PLAN 4 CRAFTSMAN SIDE, REAR ELEVATIONS & ROOF PLAN

### LANDSCAPE PLANS:

L-1 PRELIMINARY LANDSCAPE SITE PLAN  
L-2 CONCEPTUAL LANDSCAPE DETAILS  
L-3 CONCEPTUAL TRAILSIDE PLAZA DETAILS

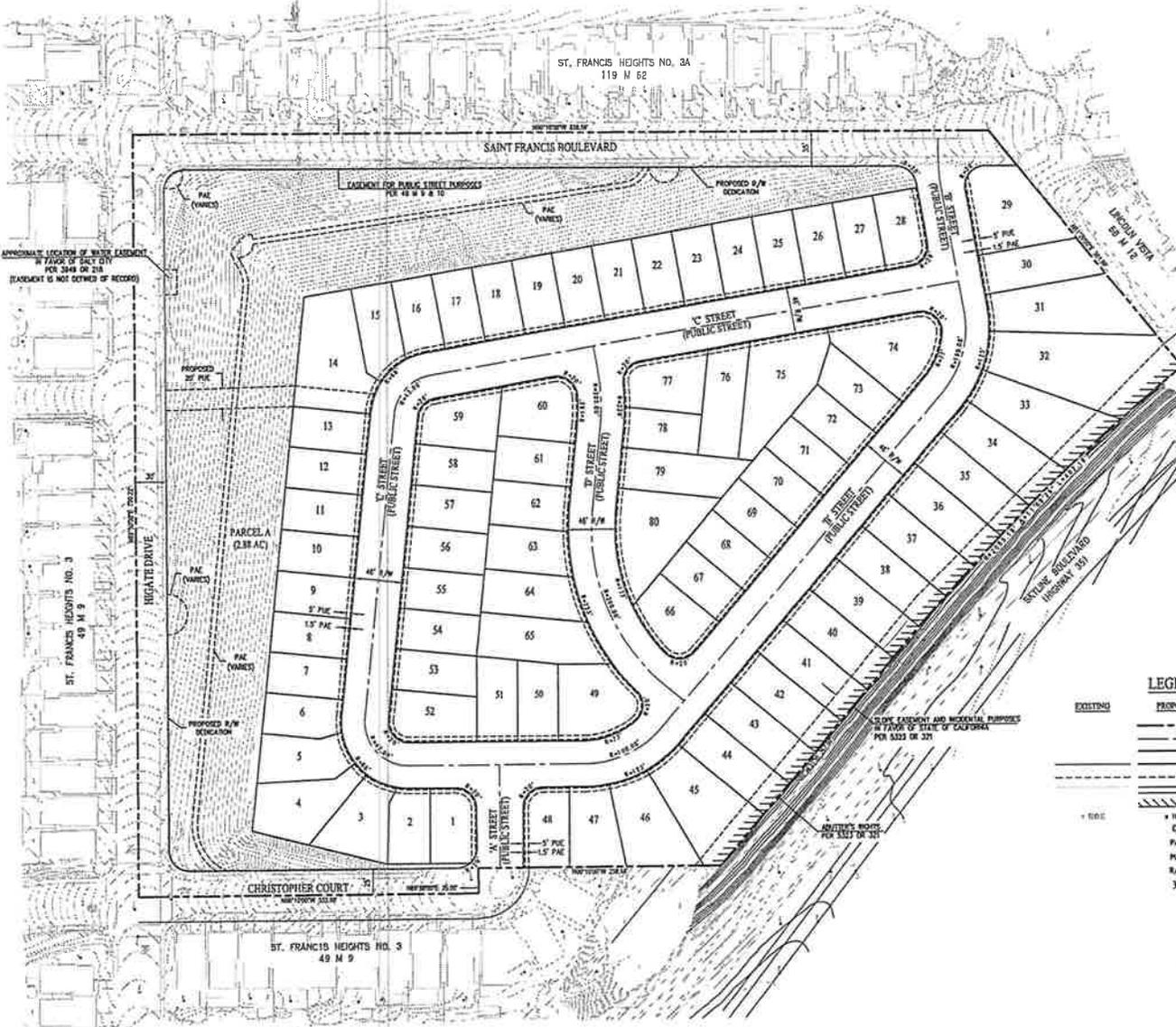
-37-

LENNAR



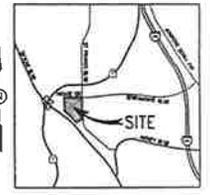
T1

JUNE 21, 2012



**SHEET INDEX:**

- TM-1 VESTING TENTATIVE SUBDIVISION MAP
- TM-2 SITE PLAN
- TM-3 PRELIMINARY GRADING PLAN
- TM-4 PRELIMINARY UTILITY PLAN
- TM-5 PRELIMINARY STORMWATER QUALITY PLAN



VICINITY MAP  
NOT TO SCALE

**GENERAL NOTES:**

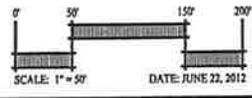
1. OWNER: JEFFERSON SCHOOL DISTRICT  
80 CHRISTOPHER COURT  
DALY CITY, CA 94015
2. APPLICANT: LENHAR HOMES OF CALIFORNIA INC.  
8111 BOLLINGER CANYON ROAD, SUITE 500  
SAN RAMON, CA 94583  
ATtn: DOUG RICH
3. CIVIL ENGINEER: CARLSON, BARBER & O'BRIEN, INC.  
8111 BOLLINGER CANYON ROAD, SUITE 150  
SAN RAMON, CA 94583  
ATtn: ERIC MILLER  
REGISTRATION #05624
4. GEOTECHNICAL ENGINEER: ENZEL, INCORPORATED  
2010 CROW CANYON PL, SUITE 250  
SAN RAMON, CA 94583  
(925)369-9000
5. TOPOGRAPHIC SURVEY: AEROMETRIC SURVEYS  
SAN MATEO, CA 94068  
DATE OF PHOTOGRAPHY: 12-02-11
6. A.P.M.: DOB-345-020
7. EXISTING LAND USE: ELEMENTARY SCHOOL
8. PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL
9. SITE AREA: 14.042 AC. (GROSS); 12.899 AC. (NET)
10. RESIDENTIAL UNITS: 80
11. GENERAL PLAN: SCHOOL
12. DENSITY: 6.38 DU/AC (NET)
13. PARKING: RESIDENTIAL GARAGE 160  
GUEST 48  
TOTAL ON SITE PARKING 208  
NOTE: PARKING AS SHOWN ON SHEET 2 REFLECTS THE AVAILABLE STALLS.  
GUEST PARKING WILL NOT BE STRIPPED.
14. ZONING: EXISTING (UNZONED)  
PROPOSED: (R)-SINGLE FAMILY RESIDENTIAL
15. STREETS: PUBLIC STREETS ARE TO BE PUBLICLY MAINTAINED.  
THE MINIMUM LONGITUDINAL SLOPE OF ALL STREETS IS 0.5%.
16. SEWER: NORTH SAN MATEO COUNTY SANITARY DISTRICT
17. STORM & WATER: CITY OF DALY CITY
18. GAS & ELECTRIC: PACIFIC GAS & ELECTRIC
19. TELEPHONE: TBO
20. CABLE TV: TBO
21. FLOOD ZONE: THE SITE IS IN A "200 SPECIAL FLOOD HAZARD AREA" (SFHZA) FOR THE FEMA COMMUNITY STATUTE BOOK REPORT.
22. STORM WATER QUALITY: SITE RUN-OFF WILL BE COLLECTED AND TREATED USING ON-SITE BIO-RETENTION MEASURES BEFORE DISCHARGING TO THE CITY STORM DRAIN SYSTEM. ALL MEASURES COMPLY WITH THE WATER QUALITY TREATMENT STANDARDS IN THE SAN MATEO COUNTY WATER POLLUTION PREVENTION PROGRAM. ON-SITE BIO-RETENTION AREAS WILL BE MAINTAINED BY THE HOA.
23. EXISTING STRUCTURES: ALL EXISTING ON-SITE BUILDINGS ARE TO BE REMOVED.
24. CONTIGUOUS: EXISTING CONTIGUOUS INTERVAL: 1 FOOT
25. GRADING: PROPOSED GRADING AS SHOWN IS PRELIMINARY. FINISHED GRADING IS SUBJECT TO FINAL DESIGN.
26. EROSION CONTROL: ALL EROSION CONTROL AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE PROVISIONS OF THE ASSOCIATION OF BAY AREA GOVERNMENTS (ABAG) AND THE STATE WATER RESOURCES CONTROL BOARD'S GENERAL PERMIT FOR STORMWATER DISCHARGES, ORDER NO. 2000-0004-010C. CONTROL MEASURES ARE SUBJECT TO THE INSPECTION AND APPROVAL OF THE CITY OF DALY CITY.
27. COMMON AREAS: ALL OPEN SPACE TO BE MAINTAINED BY THE HOA.
28. RETAINING WALLS: ALL RETAINING WALLS TO BE MAINTAINED BY THE HOA.
29. FIRE SPRINKLER: ALL UNITS WILL BE INSTALLED WITH FIRE SPRINKLERS. AVAILABLE FIRE FLOW TO BE CONFIRMED BY THE CITY OF DALY CITY.
30. DIMENSIONS: ALL DIMENSIONS ARE PRELIMINARY AND SUBJECT TO THE FINAL MAP.
31. FINAL MAP: THIS PROJECT MAY BE PHASED. MULTIPLE FINAL MAPS MAY BE FILED ON THE LANDS SHOWN ON THIS TENTATIVE MAP IN ACCORDANCE WITH ARTICLE 4, SECTION 06.45(c) OF THE SUBDIVISION MAP ACT.

**LEGEND**

EXISTING	PROPOSED	DESCRIPTION
---	---	SUBDIVISION BOUNDARY
---	---	CONTIGUOUS
---	---	RIGHT-OF-WAY
---	---	PROPERTY LINE
---	---	EASEMENT LINE
---	---	OWNER'S RIGHTS
---	---	SPOT ELEVATIONS
---	---	EXISTING
---	---	PEDESTRIAN ACCESS EASEMENT
---	---	PUBLIC UTILITY EASEMENT
---	---	RIGHT OF WAY
---	---	LOT NUMBER

**VESTING TENTATIVE SUBDIVISION MAP  
CHRISTOPHER HIGHLANDS**

CITY OF DALY CITY SAN MATEO COUNTY CALIFORNIA

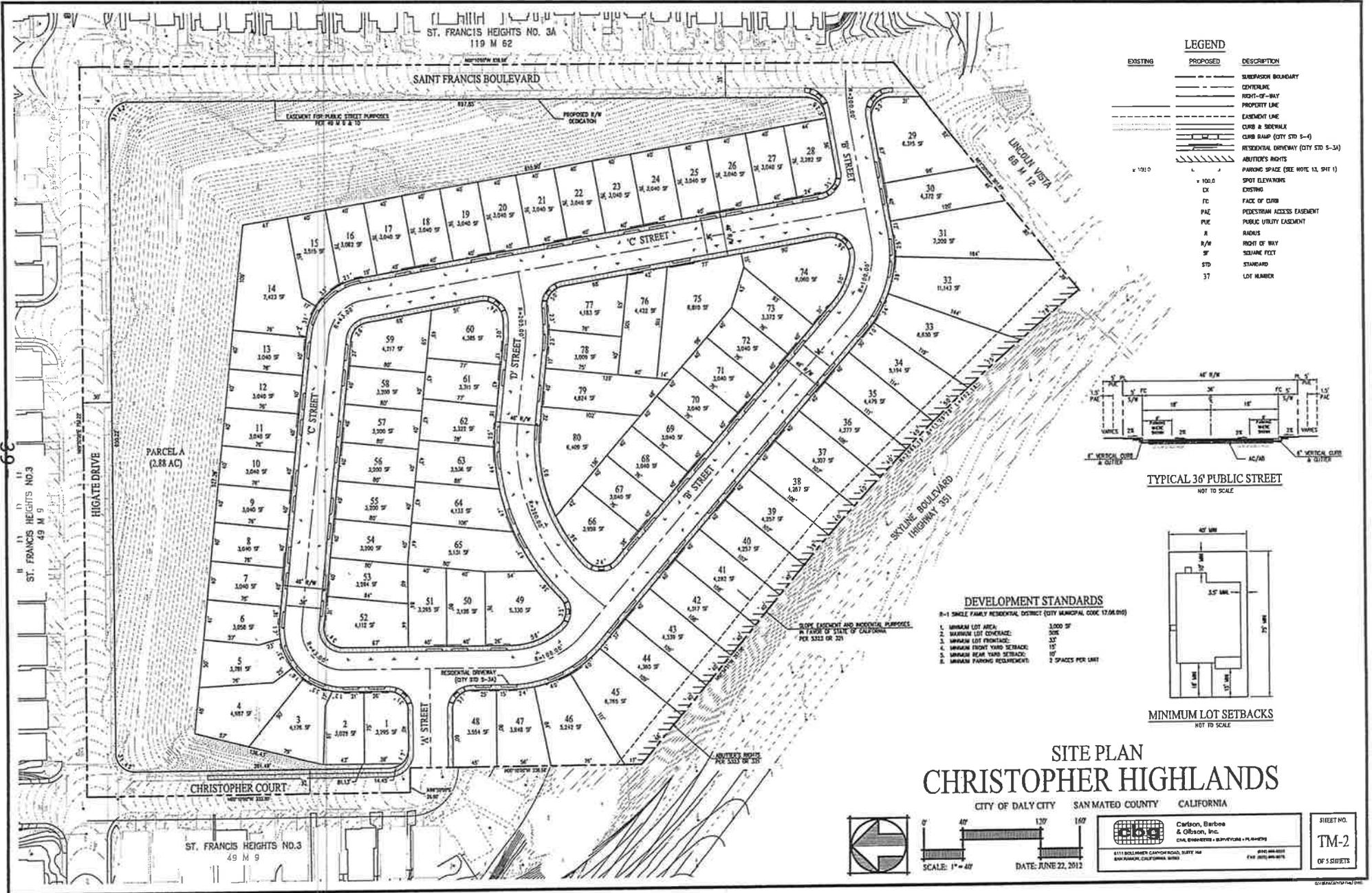


DATE: JUNE 22, 2012



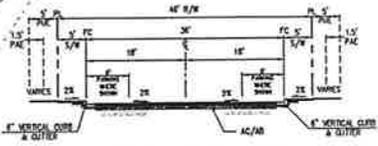
Carlson, Barber & O'Brien, Inc.  
CIVIL ENGINEERS - SURVEYORS - PLANNERS  
8111 BOLLINGER CANYON ROAD, SUITE 150  
SAN RAMON, CALIFORNIA 94583  
(925) 369-9000  
FAX (925) 369-9075

SHEET NO.  
**TM-1**  
OF 5 SHEETS

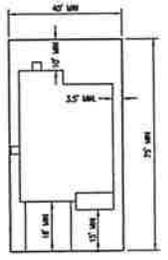


**LEGEND**

EXISTING	PROPOSED	DESCRIPTION
---	---	SUBDIVISION BOUNDARY
---	---	CENTRALLINE
---	---	RIGHT-OF-WAY
---	---	PROPERTY LINE
---	---	EASEMENT LINE
---	---	CURB & SIDEWALK
---	---	CURB RAMP (CITY STD 5-1)
---	---	RESIDENTIAL DRIVEWAY (CITY STD 5-3A)
---	---	ABUTTOR'S RIGHTS
---	---	PARKING SPACE (SEE NOTE 13, SH 1)
---	---	SPOT ELEVATIONS
---	---	EXISTING
---	---	FACE OF CURB
---	---	PEDESTRIAN ACCESS EASEMENT
---	---	PUBLIC UTILITY EASEMENT
---	---	ROADS
---	---	RIGHT OF WAY
---	---	SEMIANE FEET
---	---	STANDARD
---	---	LOT NUMBER



TYPICAL 36' PUBLIC STREET  
NOT TO SCALE



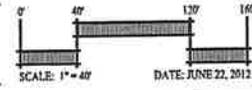
MINIMUM LOT SETBACKS  
NOT TO SCALE

**DEVELOPMENT STANDARDS**

- 8-1 SINGLE FAMILY RESIDENTIAL DISTRICT (CITY MUNICIPAL CODE 17.04.010)
1. MINIMUM LOT AREA: 3,000 SF
  2. MAXIMUM LOT COVERAGE: 30%
  3. MINIMUM LOT FRONTAGE: 35'
  4. MINIMUM FRONT YARD SETBACK: 15'
  5. MINIMUM REAR YARD SETBACK: 10'
  6. MINIMUM PARKING REQUIREMENTS: 2 SPACES PER UNIT

**SITE PLAN  
CHRISTOPHER HIGHLANDS**

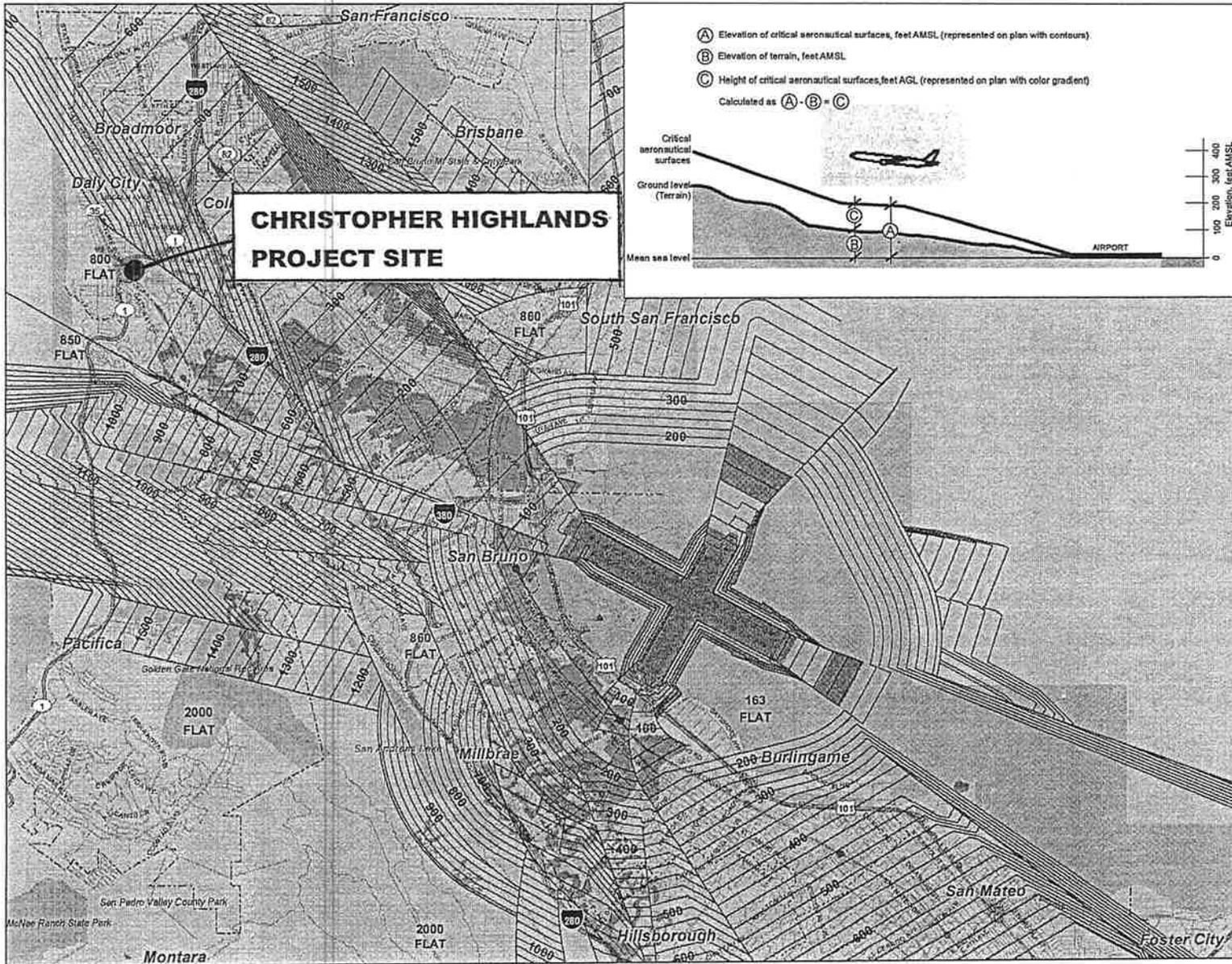
CITY OF DALY CITY SAN MATEO COUNTY CALIFORNIA



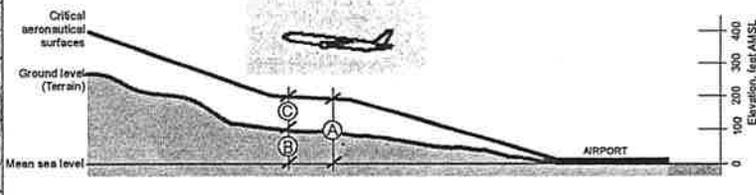
DATE: JUNE 22, 2012

**Carlon, Barboe & Olson, Inc.**  
CIVIL ENGINEERS • SURVEYORS • PLANNERS  
6111 BOLLINGER CANYON ROAD, SUITE 160  
SAN FRANCISCO, CALIFORNIA 94134  
(415) 398-8000  
FAX: (415) 398-8075

SHEET NO.  
**TM-2**  
OF 5 SHEETS



- (A) Elevation of critical aeronautical surfaces, feet AMSL (represented on plan with contours)
  - (B) Elevation of terrain, feet AMSL
  - (C) Height of critical aeronautical surfaces, feet AGL (represented on plan with color gradient)
- Calculated as  $(A) - (B) = (C)$



**LEGEND**

- (A) -100 Elevation of critical aeronautical surfaces, feet Above Mean Sea Level (AMSL), North American Vertical Datum of 1988 (NAVD88)
- (C) Height of Critical Aeronautical Surfaces, Feet Above Ground Level (AGL)
  - 35 and lower
  - 35- 65
  - 65 - 100
  - 100 - 150
  - 150 and more
- Airport Property
- BART Station
- CALTRAIN Station
- Regional Park or Recreation Area
- Municipal Boundary
- Railroad
- Freeway
- Road

**Notes:**

- This map is intended for informational and conceptual planning purposes, generally representing the aeronautical surfaces considered most critical by San Francisco International Airport (SFO) and its constituent airlines. It does not represent actual survey data, nor should it be used as the sole source of information regarding compatibility with airspace clearance requirements in the development of data for an FAA Form 7450-1, Notice of Proposed Construction or Alteration. SFO does not certify its accuracy, information, or title to the properties contained in this plan. SFO does make any warrants of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.
- This map does not replace the FAA's obstruction evaluation / airport airspace analysis (OE/AAA) review process. Proposing construction at elevations and heights that are lower than the critical aeronautical surfaces shown on this map, (a) does not relieve the construction sponsor of the obligation to file an FAA Form 7450-1, and (b) does not ensure that the proposal will be acceptable to the FAA, SFO, air carriers, or other agencies or stakeholders. SFO, San Mateo County, and local authorities having jurisdiction reserve the right to re-assess, review, and seek modifications to projects that may be consistent with this critical aeronautical surfaces map but that through the FAA OE/AAA process are found to have unexpected impacts to the safety or efficiency of operations at SFO.

Sources: San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009

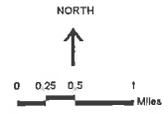
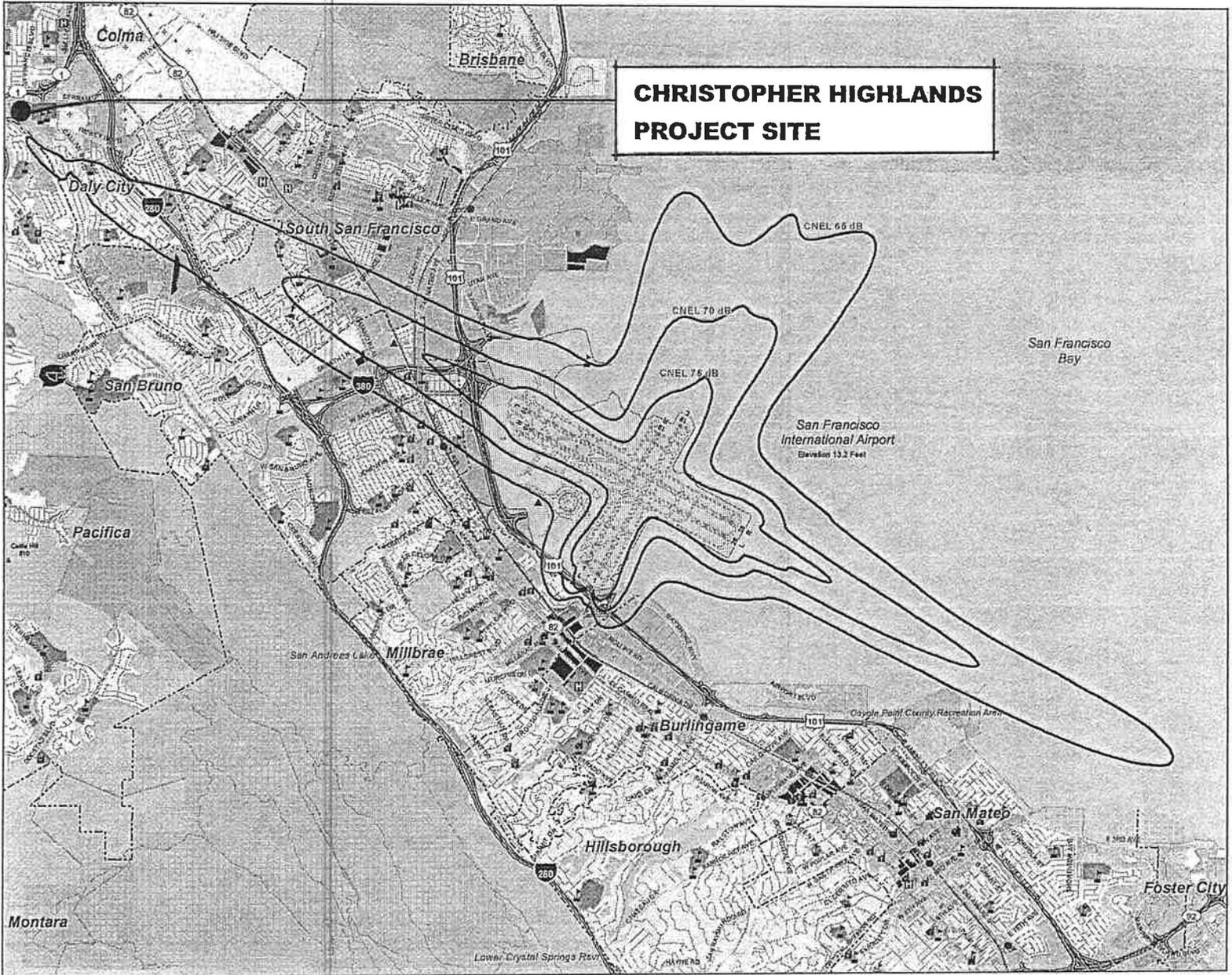


Exhibit IV-17  
**CRITICAL AERONAUTICAL SURFACES**  
 - NORTHWEST SIDE  
 Comprehensive Airport Land Use Plan  
 for the Environs of San Francisco International Airport  
**CICAG**  
 City/County Association of Governments  
 of San Mateo County, California

# CHRISTOPHER HIGHLANDS PROJECT SITE



**LEGEND**

- CNEL Contour, 2020 Forecast
- ▨ Airport Property
- ▲ BART Station
- CALTRAIN Station
- ⌘ School
- ⌘ Place of Worship
- ⌘ Hospital
- - - Municipal Boundary
- Railroad
- Freeway
- Road

**Planned Land Use Per General Plans:**

- ▨ Public
- ▨ Multi-Family Residential
- ▨ Single Family Residential
- ▨ Mixed Use
- ▨ Transit Oriented Development
- ▨ Commercial
- ▨ Industrial, Transportation, and Utilities
- ▨ Local Park, Golf Course, Cemetery
- ▨ Regional Park or Recreation Area
- ▨ Open Space
- ▨ Planned Use not mapped

- Sources:**
- Noise Contour Data:**
- Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport. URS Corporation and BridgeNet International, June 2011
- County Base Maps:**
- San Mateo County Planning & Building Department, 2007
- Local Plans:**
- Burlingame Bayfront Specific Area Plan, August 2006
  - Burlingame Downtown Specific Plan, January 2009
  - Burlingame General Map, September 1984
  - North Burlingame/Rollins Road Specific Plan, February 2007
  - Colma Municipal Code Zoning Maps, December 2003
  - Daly City General Plan Land Use Map, 1987
  - Hillsborough General Plan, March 2005
  - Millbrae Land Use Plan, November 1988
  - Pacifica General Plan, August 1996
  - San Bruno General Plan, December 2008
  - San Mateo City Land Use Plan, March 2007
  - San Mateo County Zoning Map, 1992
  - South San Francisco General Plan, 1998

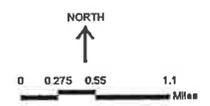
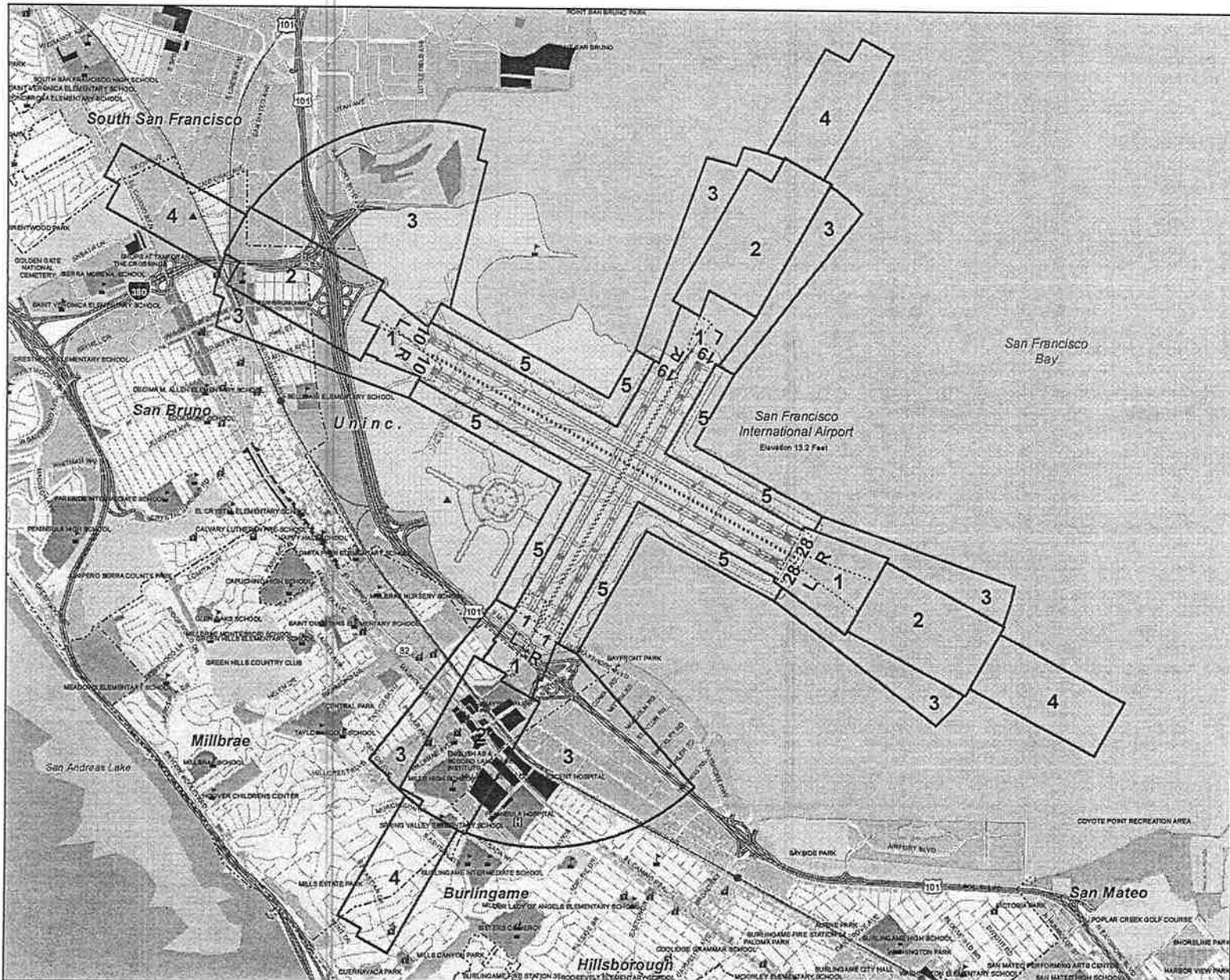


Exhibit IV-5  
**NOISE COMPATIBILITY ZONES**  
 Comprehensive Airport Land Use Plan  
 for the Environs of San Francisco International Airport  
**CICAG**  
 City/County Association of Governments  
 of San Mateo County, California



LEGEND

- Safety Compatibility Zones**
- 1 - Runway Protection Zone-Object Free Area
  - 2 - Inner Approach/Departure Zone
  - 3 - Inner Turning Zone
  - 4 - Outer Approach/Departure Zone
  - 5 - Sideline Zone

--- Internal boundaries of ALP-defined areas

Al Airport Property

- ▲ BART Station
- CALTRAIN Station
- ▤ School
- ⛪ Place of Worship
- ⚪ Hospital

--- Municipal Boundary

--- Railroad

--- Freeway

--- Road

Planned Land Use Per General Plans:

- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

Sources:

- Safety Compatibility Zones:  
 - Jacobs Consultancy Team, 2009; Ricondo & Associates, Inc., 2011  
 - San Mateo County Planning & Building Department, 2007

County Base Maps:

- San Mateo County Planning & Building Department, 2007

Local Plans:

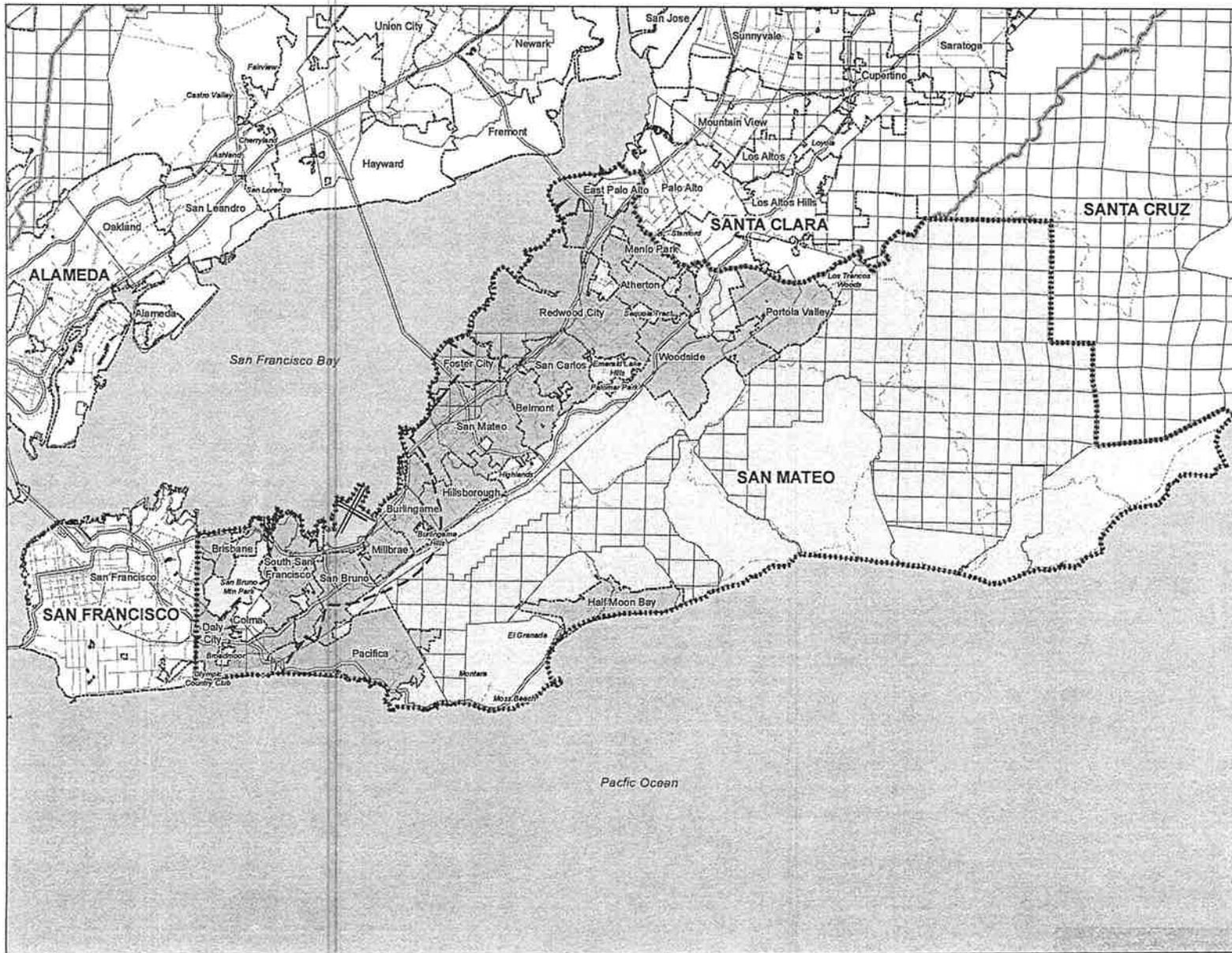
- Burlingame Bayfront Specific Area Plan, August 2006
- Burlingame Downtown Specific Plan, January 2009
- Burlingame General Map, September 1984
- North Burlingame/ Rollins Road Specific Plan, February 2007
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- Millbrae Land Use Plan, November 1998
- Pacifica General Plan, August 1986
- San Bruno General Plan, December 2008
- San Mateo City Land Use Plan, March 2007
- San Mateo County Zoning Map, 1992
- South San Francisco General Plan, 1988

NORTH



Exhibit IV-7  
**SAFETY COMPATIBILITY ZONES**  
 Comprehensive Airport Land Use Plan  
 for the Environs of San Francisco International Airport  
**CICAG**  
 City/County Association of Governments  
 of San Mateo County, California

ATTACHMENT NO. 4

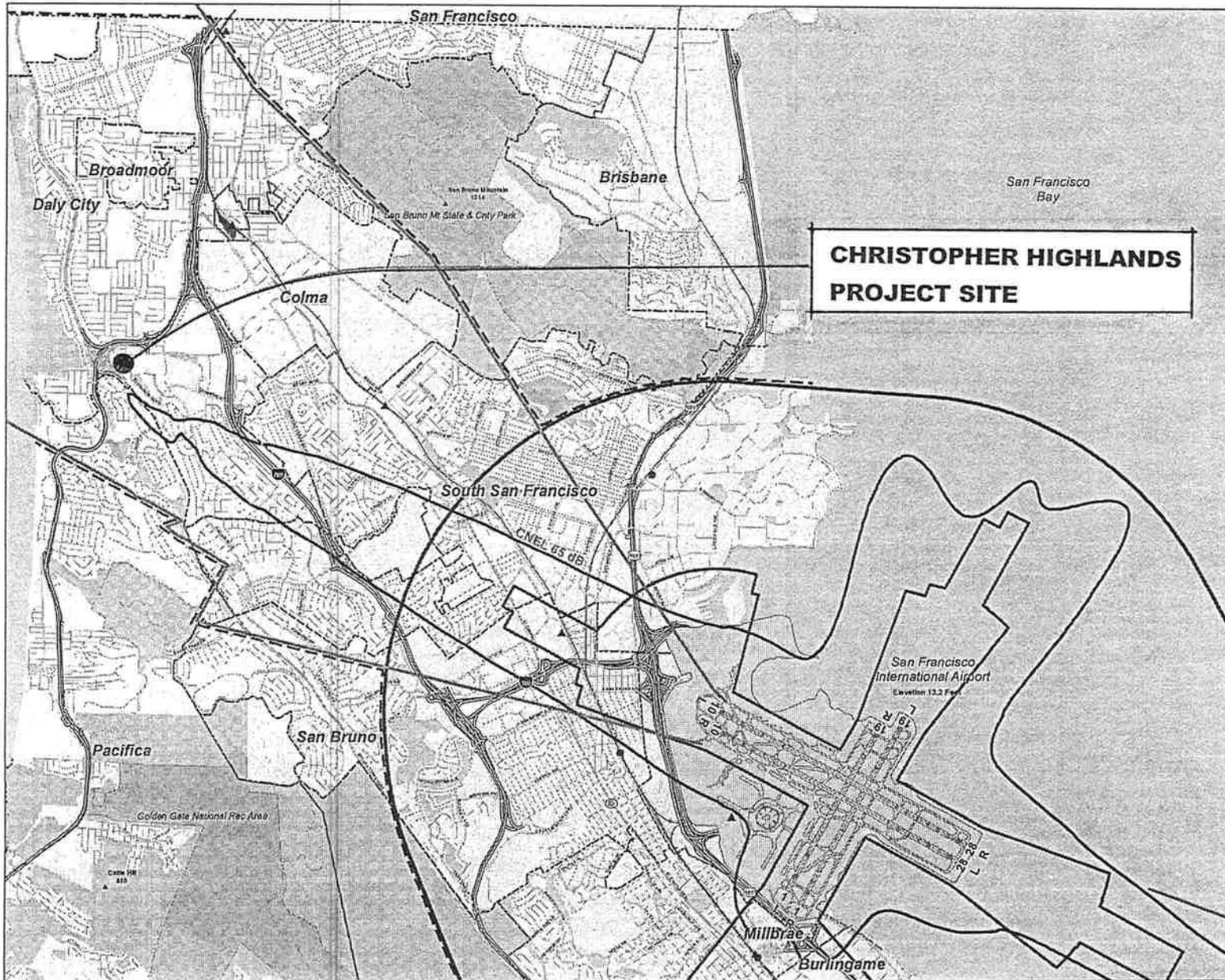


- LEGEND**
- Boundary for Airport Influence Area B
  - ⋯ Airport Influence Area A Boundary
  - ~~~~~ County Boundary
  - City Boundary
  - Range/Township/Section and Rancho Lines
  - ⋯ Freeways
  - Roads
  - ▨ Municipal Members of SFO/Community Roundtable
  - ▭ Unincorporated San Mateo County



Exhibit IV-1  
**AIRPORT INFLUENCE AREA A -  
 REAL ESTATE DISCLOSURE AREA**  
 Comprehensive Airport Land Use Plan  
 For The Environs of San Francisco International Airport  
**C/CAG**  
 City/County Association of Governments  
 of San Mateo County, California

**ATTACHMENT NO. 5A**



- LEGEND**
- Boundary for Airport Influence Area B
  - Outer Boundary of Safety Zones
  - CNEL Contour, 2020 Forecast
  - 14 CFR Part 77 Conical Surface
  - Outer Boundary of TERPS Approach and OEI Departure Surfaces
  - Airport Property
  - ▲ BART Station
  - CALTRAIN Station
  - Municipal Boundary
  - Railroad
  - Freeway
  - Road
  - Local Park, Golf Course, Cemetery
  - Regional Park or Recreation Area
  - Open Space

**CHRISTOPHER HIGHLANDS  
PROJECT SITE**

**Sources:**

100:1 FAA Notification Zone: Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR Part 77, Subpart B, Section 77.9.

Outer Boundary of TERPS Approach and OEI Departure Surfaces: San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009

Safety Compatibility Zones: Jacobs Consultancy Team, 2009; Ricondo & Associates, Inc., 2011

Noise Contour: URS Corporation and BridgeNet International, Draft Environmental Assessment, San Francisco International Airport Proposed Runway Safety Area Program, June 2011

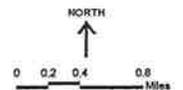


Exhibit IV-3  
 AIRPORT INFLUENCE AREA B –  
 NORTH SIDE  
 Comprehensive Airport Land Use Plan  
 for the Environs of San Francisco International Airport  
**C/CAG**  
 City/County Association of Governments  
 of San Mateo County, California

# C/CAG

Airport Land Use Committee (ALUC)  
Minutes  
September 27, 2012

1. Call to Order/ Roll Call/ Declaration of a Quorum.

George Auld	Aviation Representative
Richard Newman	Aviation Representative
Ray Miller	Brisbane
Ann Keighran	Burlingame
Raymond Buenaventura	Daly City
Robert Gotschalk	Millbrae
Bob Grassilli	San Carlos
Richard Garbarino	South San Francisco

Staff and guests in attendance: RNapier and SWong (C/CAG), MJohnson (Ricondo), JBergner and NLam (SFO), SKalkin (SSF), MSullivan (San Bruno), DBurruto (San Mateo County)

2. Information Item:

None.

3. **Action Item: Consideration/Approval of Action Minutes for the August 23, 2012 ALUC Regular Meeting. Buenaventura motioned/Garbarino seconded. MOTION PASSED.**

4. **Information Item:** Presentation on the San Bruno Transit Corridors Plan.

ALUC received a presentation from City of San Bruno Planning Director Mark Sullivan on the San Bruno Transit Corridor Plan.

- 5- **Action Item:** Recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport

---

Richard Napier, C/CAG Executive Director, provided a description of the public comment process, including the publication of a "Notice of intent to adopt a Negative Declaration for the proposed Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport".

John Bergener (Staff - SFO) – thanked staff on the hard work and commented that the final document is in good shape.

Member Buenaventura asked if notification was sent to affected property owners. Richard Napier replied that notification was by newspaper announcements.

Chair Newman opened and closed the Public Comment period.

**Action: Member Garbarino MOVED and Member Keighran SECONDED to recommend to the C/CAG Board (Airport Land Use Commission) for adoption of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. MOTION PASSED UNANIMOUSLY.**

6. **Action Item:** Recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the Initial Study and Negative Declaration for the Comprehensive Land Use Plan for the Environs of San Francisco International Airport.

Richard Napier, C/CAG Executive Director, stated that upon adoption of the ALUCP, there will training provided to affected city staff on how to use the Plan.

**Action: Member Keighran MOVED and Member Newman SECOND to recommend to the C/CAG Board (Airport Land Use Commission) for adoption of the Initial Study and Negative Declaration for the Comprehensive Land Use Plan for the Environs of San Francisco International Airport. MOTION PASSED UNANIMOUSLY**

7. **Action Item:** Status report on Update of the ALUCP for the Environs of Half Moon Bay Airport.

Sandy Wong, C/CAG Deputy Director, provided a brief status on the update of the ALUCP for the Environs of Half Moon Bay Airport.

**No Action was taken on this item.**

8. Information Item: None
9. Adjourn. A question was asked if the next meeting is scheduled for November 22, 2012 (Thanksgiving Day). Richard Napier responded no.

Meeting was adjourned at 4:59 P.M.

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough Menlo Park • Millbrae  
Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

### C/CAG AIRPORT LAND USE COMMITTEE (ALUC)

#### MEMORANDUM

---

**DATE:** February 28, 2013  
**TO:** C/CAG Airport Land Use Committee (ALUC) Representatives and Alternates  
**FROM:** C/CAG Staff  
**SUBJECT:** **Agenda Item No. 10 for February 28, 2013;** Review of Correspondence/Information Items

---

The following correspondence/information items are attached for your review:

1. Letter to Michael VanLonkhuysen, Senior Planner, City of Daly City, from John Bergener, Airport Planning Manager, San Francisco International Airport, dated November 20, 2012; re: comments on the *City of Daly City General Plan Update and Draft Environmental Impact Report* document.
2. Letter to Michael VanLonkhuysen, Senior Planner, City of Daly City, from David F. Carbone C/CAG Staff, dated November 21, 2012, re: C/CAG staff comments on the Noise Element Chapter of the *Daly City General Plan and Coastal Element Revised Draft October 10, 2012* document, re: aircraft noise.
3. Letter to Michael VanLonkhuysen, Senior Planner, City of Daly City, from David F. Carbone, C/CAG Staff, dated November 26, 2012; re: C/CAG Staff comments on the *Daly City General Plan Update and Draft Environmental Impact Report October 2012* document, re: airport/land use compatibility issues regarding SFO-related aircraft operations.
4. Letter to Gerry Beaudin, Principal Planner, City of South San Francisco, from John Bergener, Airport Planning Manager, San Francisco International Airport, dated January 8, 2013; re: comments on a Notice of Preparation of a Subsequent Environmental Impact Report for Britannia Cove at Oyster Point Specific Plan Project
5. Letter to Gerry Beaudin, Principal Planner, City of South San Francisco, from David F. Carbone, C/CAG Staff, dated January 17, 2013; re: C/CAG Staff comments on a Notice of Preparation of a Subsequent Environmental Impact Report for the Britannia Cove at Oyster Point Specific Plan Project.
6. Letter to David Carbone, C/CAG Airport Land Use Committee, from Michael VanLonkhuysen, Senior Planner, City of Daly City, dated February 8, 2013; re: deadline for comments on the Daly City General Plan.

**ATTACHMENTS**

ALUCFEBCorrmemo0213.docx



San Francisco International Airport

November 20, 2012

Mr. Michael VanLonkhuysen  
Senior Planner  
Department of Economic and Community Development  
City of Daly City  
333 90th Street  
Daly City, California 94015

**Subject:** *City of Daly City General Plan Update and Draft Environmental Impact Report – City of Daly City*

Dear Mr. VanLonkhuysen:

San Francisco International Airport (SFO or the Airport) appreciates the opportunity to provide comments to the City of Daly City (the City) on its General Plan Update and Draft Environmental Impact Report (DEIR). To the best of our knowledge the Airport was not informed of the availability of this DEIR; however, we request to be notified on issues related to the current General Plan Update and other land use policy changes in the future.

On November 8, 2012, the C/CAG Board, acting in its role as the Airport Land Use Commission, adopted an updated Airport Land Use Compatibility Plan (ALUCP) for SFO. The recently adopted ALUCP supersedes the 1996 San Mateo County Comprehensive Airport Land Use Plan, and contains updated land use policies with respect to airspace protection, noise and safety compatibility. State law (Govt. Code, Section 65302.3) requires local agencies to amend their general plans, specific plans, and zoning ordinances, as necessary, to be consistent with the ALUCP within 180 calendar days. C/CAG will be responsible for reviewing the Daly City General Plan Update and making a consistency determination.

Since the City is currently in the process of updating its general plan, this would be an opportune time to address the consistency requirement between the ALUCP and new general plan policies. SFO commends the City's efforts in addressing airport land use compatibility issues in the Land Use, Housing, and Noise Elements of the General Plan update. The City may consider the general plan policies of neighboring cities for examples of ALUCP-consistent policies:

- **City of South San Francisco, General Plan Policy 2-I-22:** "Require that all future development conforms with the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Francisco International Airport."
- **City of South San Francisco, General Plan Policy 9-I-10:** "Do not allow new residential or noise sensitive development in 70 dB+ CNEL areas impacted by SFO operations, as required by Airport Land Use Commission infill criteria."
- **City of South San Francisco, General Plan Policy 9-I-11:** "Require new residential development in area between the most recent FAA-accepted 65 and 70 dB CNEL aircraft noise contours for San Francisco International Airport (SFO) to grant an aviation easement to the City and County of San Francisco, as proprietor of SFO."

**AIRPORT COMMISSION** CITY AND COUNTY OF SAN FRANCISCO

EDWIN M. LEE  
MAYOR

LARRY MAZZOLA  
PRESIDENT

LINDA S. CRAYTON  
VICE PRESIDENT

ELEANOR JOHNS

RICHARD J. GUGGENHIME

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AIRPORT DIRECTOR

Post Office Box 8097 San Francisco, California 94128 Tel 650.821.5000 Fax 650.821.5005 www.flysfo.com

Mr. Michael VanLonkhuysen  
November 20, 2012  
Page 2 of 2

- **City of San Bruno, General Plan Policy HS-40:** "Prohibit new residential development within the 70+ Airport CNEL areas, as dictated by Airport Land Use Commission infill criteria."
- **City of San Bruno, General Plan Policy HS-42:** "Require new residential development within the 65 dBA CNEL SFO noise contour to submit an aviation easement to the airport. Specific aviation easement requirements shall be consistent with the County of San Mateo Comprehensive Airport-Land Use Compatibility Plan for SFO."

The Airport appreciates your consideration of these comments. Please include the SFO Bureau of Planning and Environmental Affairs on the notification list for future notifications. If I can be of assistance as the City considers airport land use compatibility as it relates to the General Plan Update or future projects, please do not hesitate to contact me at (650) 821-7867 or at [john.bergener@fllysfo.com](mailto:john.bergener@fllysfo.com).

Sincerely,



John Bergener  
Airport Planning Manager  
San Francisco International Airport  
Bureau of Planning and Environmental Affairs

cc: Rich Napier, Executive Director, C/CAG  
Nixon Lam, SFO, Manager of Environmental Affairs  
Bert Ganoung, SFO, Noise Abatement Manager

**C/CAG**  
CITY/COUNTY ASSOCIATION OF GOVERNMENTS  
OF SAN MATEO COUNTY

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• Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

November 21, 2012

Michael VanLonkhuysen, Senior Planner  
Daly City Planning Division  
333 90th Street  
Daly City, CA 94015

Dear Michael:

RE: C/CAG Staff Comments on the Noise Element Chapter of the *City of Daly City General Plan and Coastal Element Update Revised Draft October 10, 2012*,  
Re: Aircraft Noise

Thank you for the opportunity to review and comment on the above-referenced document. The following are C/CAG staff comments, per your request.

**Adopted Update of the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Francisco International Airport (SFO).** The C/CAG Board of Directors, in its role as the Airport Land Use Commission, adopted the above-referenced state-mandated document at its Regular Meeting on November 8, 2012. The adopted ALUCP replaces the 1996 version of the *San Francisco Comprehensive Airport Land Use Compatibility Plan (CLUP)* in its entirety. The airport/land use compatibility policies in the new Plan address aircraft noise impacts, safety issues, and height of structures/airspace protection. The Plan also defines a two-part airport influence area (AIA) boundary that defines a geographic area within which the relevant land use compatibility policies apply. The policies in the Plan affect portions of unincorporated San Mateo County and several cities in the county, including Daly City.

**Content of the Daly City General Plan Update Noise Element.** Although the text in the draft Noise Element refers to “noise from aircraft associated with San Francisco International Airport”, there is very little text and supporting tables and graphics (exhibits) that address the aircraft noise environment in Daly City. A key omission is aircraft noise contour maps and related noise compatibility policy language.

The adopted SFO ALUCP document contains a substantial amount of information that can be used to revise the Noise Element chapter to thoroughly address the aircraft noise environment in Daly City. The October 2012 version of the document that was adopted by the C/CAG Board in November 2012 can be found on the C/CAG website at: [www.ccag.ca.gov](http://www.ccag.ca.gov). To review the document, go to the website and click “Plans/Programs” on the left-hand side of the home page, then click “Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport”.

Letter to Michael VanLonkhuysen, Senior Planner, Daly City Planning Division RE: C/CAG Staff Comments on the Noise Element Chapter of the *City of Daly City General Plan and Coastal Element Update Revised Draft October 10, 2012*, Re: Aircraft Noise  
November 21, 2012

Page 2 of 2

To revise the Noise Element, I suggest you review the following portions of the adopted SFO ALUCP:

- Chapter II San Francisco International Airport and Environs
- Chapter IV. Airport/Land Use Compatibility Policies, Sections 4.1 Introductions, 4.2 Airport Influence Area (AIA), and 4.3 Noise Compatibility Policies
- Appendix D Airport Noise Compatibility Considerations
- Table II-6 Forecast of Total Operations - 2013, 2028, San Francisco International Airport
- Table II-8 Distribution of Operations by Time of Day - 2010, San Francisco International Airport
- Table II-9 Average Annual Runway Use-- 2002-2008, San Francisco International Airport
- Table II-10 Population and Housing Exposed to Aircraft Noise, 2015 and 2020, San Francisco International Airport
- Table IV-1 Noise/Land Use Compatibility Criteria
- Exhibit II-7 Arrival Flight Tracks
- Exhibit II-8 Departure Flight Tracks
- Exhibit IV-1 Airport Influence Area A-- Real Estate Disclosure Area
- Exhibit IV-2 Airport Influence Area B - Land Use Policy Action/Project Referral Area
- Exhibit IV-3 Airport Influence Area B-- North Side
- Exhibit IV-5 Noise Compatibility Zones

**Revisions to the Noise Element.** Based on your review of the above portions of the SFO ALUCP, the content of the Noise Element chapter should be revised to include appropriate text, including policy language, tables, and graphics to fully address the aircraft noise environment in Daly City. You may also want to review/consider the following policies from neighboring cities: City of South San Francisco General Plan policies 2-I-22, 9-I-10, and 9-I-11 and City of San Bruno General Plan policies HS-40 and HS-42. The suggested revisions will go a long way to achieve consistency with the relevant content in the adopted SFO ALUCP update.

I have enclosed a copy of the Table of Contents of the adopted ALUCP document for your use. I highlighted the items that I recommended for review, for your convenience. If you have any questions, or need more information, please contact me at 650/599-1453 T-TH, in the mornings.

Sincerely,

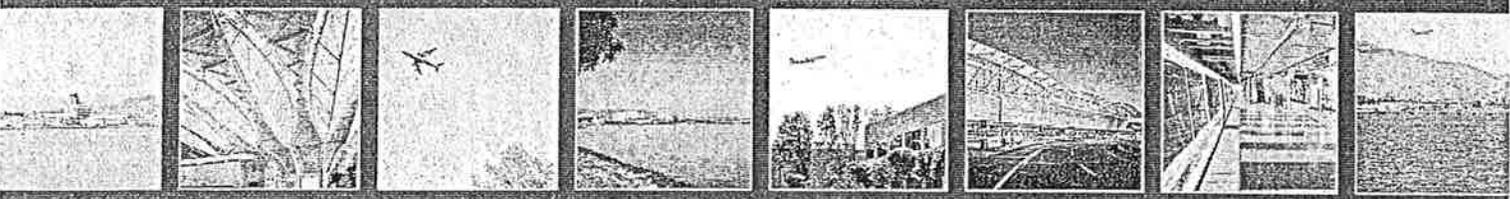
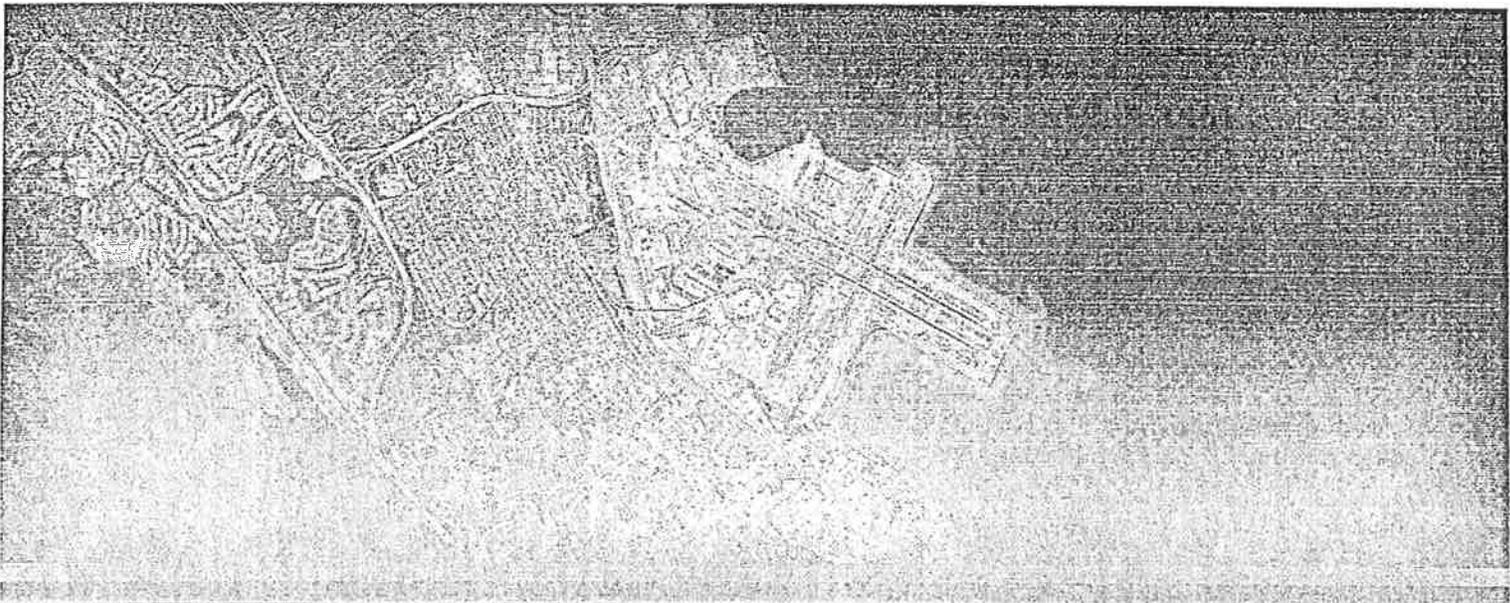


David F. Carbone, C/CAG Staff

Enclosure: Table of Contents from the adopted SFO ALUCP document

cc: Sandy Wong, Deputy, C/CAG Deputy Director, w/o enclosure  
John Bergener, SFO Planning Manager, w/o enclosure

FINALDalyCityCCAGstaffcomletNoiseElement1112.docx



**Comprehensive Airport  
Land Use Compatibility Plan  
for the Environs of  
San Francisco International Airport**

PREPARED FOR:  
City/County Association of Governments of San Mateo County  
Redwood City, California



**RICONDO**  
ASSOCIATES

IN ASSOCIATION WITH:

Jacobs Consultancy

Clarion Associates

OCTOBER 2012



# Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport

**PREPARED FOR:**

The City/County Association of Governments of San Mateo County (C/CAG) Board of  
Directors in its Designated Role as the Airport Land Use Commission for San Mateo County,  
Redwood City, California

**PREPARED BY:**

RICONDO & ASSOCIATES, INC.

**IN ASSOCIATION WITH:**

Jacobs Consultancy

Clarion Associates

October 2012

"The preparation of this document has been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (Project Number 3-06-0221-35) as provided under Title 49 U.S.C., Section 47104. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws."

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## PREFACE

This document represents an update of the state-mandated comprehensive airport land use compatibility plan (ALUCP) for the environs of San Francisco International Airport (SFO or the Airport).

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### Requirements of California Law

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State law requires airport land use commissions to prepare and adopt an ALUCP for each public use and military airport within their jurisdiction. Further, they are required "to review the plans, regulations, and other actions of local agencies and airport operators..."<sup>1</sup>

Based on state law and guidance provided in the *California Airport Land Use Planning Handbook*<sup>2</sup>, the SFO ALUCP has four primary areas of concern:

- Aircraft Noise Impact Reduction – To reduce the potential number of future airport area residents who could be exposed to noise impacts from airport and aircraft operations.
- Safety of Persons on the Ground and in Aircraft in Flight – To minimize the potential number of future residents and land use occupants exposed to hazards related to aircraft operations and accidents.
- Height Restrictions/Airspace Protection – To protect the navigable airspace around the Airport for the safe and efficient operation of aircraft in flight.
- Overflight Notification – To establish an area within which aircraft flights to and from the Airport occur frequently enough and at a low enough altitude to be noticeable by sensitive residents. Within this area, real estate disclosure notices shall be required, pursuant to State law.

The airport/land use compatibility policies and criteria contained in this ALUCP apply to all land uses except those ~~considered as existing land uses.~~ Under State law, an airport land use commission has no jurisdiction over existing land use unless that land use is expanded or enlarged significantly, in which case it is subject to the policies in the ALUCP.

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<sup>1</sup> California Public Utilities Code, Section 21674(d).

<sup>2</sup> California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011.

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae •  
Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

November 26, 2012

Michael VanLonkhuysen, Senior Planner  
Daly City Planning Division  
333 90th Street  
Daly City, CA 94015

Dear Michael:

**RE: C/CAG Staff Comments on the *City of Daly City General Plan Update and Draft Environmental Impact Report October 2012***

Thank you for the opportunity to review and comment on the above-referenced document. The following are C/CAG staff comments, regarding the airport/land use compatibility content of the above-referenced documents.

**Adopted Airport Influence Area (AIA) Boundary.** The C/CAG Board of Directors, in its role as the Airport Land Use Commission, adopted the state-mandated *Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Francisco International Airport* at its Regular Meeting on November 8, 2012. The adopted Plan replaces the 1996 version of the *San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan (CLUP)* in its entirety. The airport/land use compatibility policies in the new Plan address aircraft noise impacts, safety issues, and height of structures/airspace protection. The Plan also defines a two-part airport influence area (AIA) boundary (Areas A and B) that defines a geographic area (and subarea) within which the relevant land use compatibility policies apply. The policies in the Plan affect portions of unincorporated San Mateo County and several cities in the county, including Daly City. The October 2012 version of the ALUCP document that was adopted by the C/CAG Board in November 2012 can be found on the C/CAG website at: [www.ccag.ca.gov](http://www.ccag.ca.gov). Go to the website and click "Plans/Programs" on the left-hand side of the home page, then click "Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport".

The Daly City General Plan Update document should include graphics and supporting text that describes and illustrates (1) the Airport Influence Area A boundary (requires real estate disclosure) and (2) the Airport Influence Area B boundary (requires real estate disclosure and referral of proposed land use policies and related projects, if any to the C/CAG Board for an ALUCP consistency review and determination. I suggest you refer to Chapter IV, Section 4.2 in the adopted SFO ALUCP for more information about the AIA boundaries. For your convenience, I have enclosed a graphic that illustrates the configuration of the Area B boundary in Daly City.

**Daly City General Plan Update Noise Element.** I reviewed the content of the Noise Element, per your request (see my comment letter to you, dated November 21, 2012). I also agree with and support the comments from John Bergener, SFO Planning Manager, in his letter to you dated November 20, 2012, re: City of Daly City General Plan Update and Draft Environmental Impact Report.

Letter to Michael VanLonkhuysen, Senior Planner, Daly City Planning Division, RE: C/CAG Staff Comments on the *City of Daly City General Plan Update and Draft Environmental Impact Report October 2012*  
November 26, 2012  
Page 2 of 3

**Draft Environmental Impact Report City of Daly City General Plan Update Chapter 3, Settings, Impacts, and Mitigation Measures Section 3.7 Hazards and Hazardous Materials.**

Daly City receives aircraft overflight from aircraft arrivals and departures on Runways 10/28 at San Francisco International Airport, via the San Bruno Gap corridor. However, the text in Section 3.7 in the Draft Environmental Impact Report does not address airspace protection related to aircraft overflight in Daly City. The adopted ALUCP includes several polices to protect the airspace in the San Bruno Gap corridor from incompatible development (i.e. tall buildings/structures that may be a hazard to air navigation). The boundary of Area B in Daly City is based on the configuration of the critical airspace protection surfaces in that corridor.

The City of Daly City is subject to the airspace protection policies contained in the adopted SFO ALUCP. I suggest that the text in Section 3.7 in the Draft Environmental Impact Report and the appropriate section in the General Plan Update be revised/expanded to include text and graphics that explain and illustrate the airspace protection criteria that apply to Daly City. The revised/expanded text in the General Plan should contain at least one policy to protect the airspace in the San Bruno Gap corridor from incompatible development. The policy language could be similar to that contained in the City of South San Francisco General Plan:

“Require all future development to conform to the relevant height/airspace protection, aircraft noise, and safety policies and compatibility criteria contained in the most recent adopted version of the Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Francisco International Airport.”

In addition to the above policy language, I would suggest that Airspace Protection Policy “AP-4 Other Flight Hazards” in the adopted ALUCP be incorporated verbatim in the Land Use Element of the General Plan Update, as the text in this policy describes specific land use characteristics that may cause hazards to aircraft in flight.

**C/CAG Review of the City of Daly City General Plan Update.** Any proposed land use policy actions that affect real property within the Area B boundary in Daly City, such as the General Plan Update, must be referred to the C/CAG Board for an ALUCP consistency review/determination. The Plan would first go to the C/CAG Airport Land Use Committee (ALUC) for review and a recommendation to the C/CAG Board. The Board will consider the ALUC recommendation and evaluate the content of the General Plan Update with the relevant airport/land use compatibility policies and criteria contained in the adopted ALUCP (re: aircraft noise impacts/mitigation, runway safety zones, and height of structures/airspace protection).

The C/CAG Board consistency determination must occur before the Daly City City Council adopts the General Plan Update. A tentative C/CAG schedule to review the Daly City General Plan Update would be as follows:

- \* C/CAG Airport Land Use Committee (ALUC) review/recommendation : \* January 24, 2013
- C/CAG Board final action (includes consideration of ALUC recommendation): February 14, 2013:

Letter to Michael VanLonkhuysen, Senior Planner, Daly City Planning Division, RE: C/CAG Staff Comments on the *City of Daly City General Plan Update and Draft Environmental Impact Report October 2012*

November 26, 2012

Page 2 of 3

All of the comments contained herein and in my letter to you dated November, 21, 2012 are intended to (1) improve the content of the General Plan Update document and related Draft Environmental Impact Report and (2) include specific content in the General Plan update document that is consistent with the relevant airport/land use compatibility policies and criteria contained in the adopted SFO ALUCP. If you have any questions, or need more information, please contact me at 650/599-1453, T-TH, in the mornings.

Sincerely,

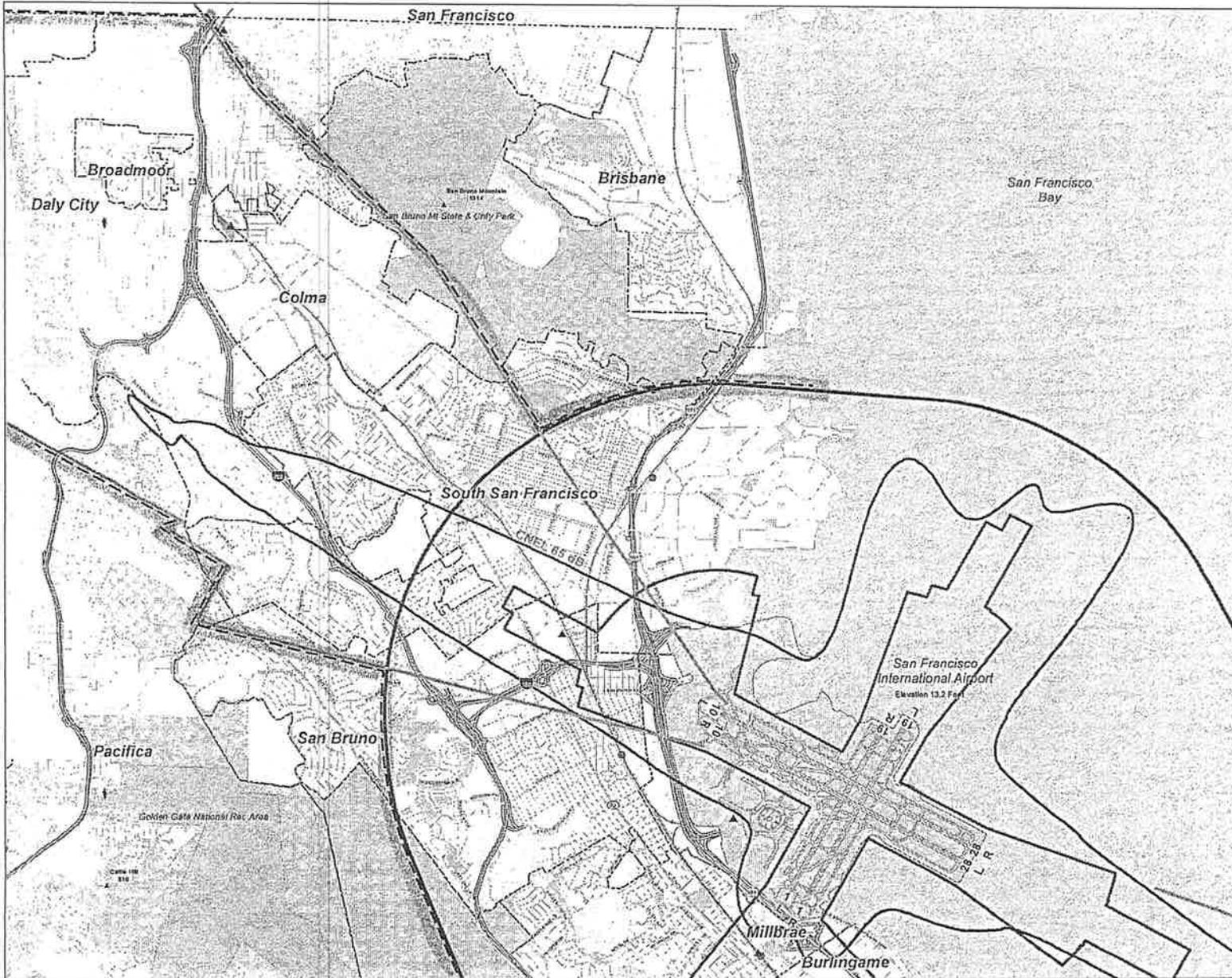


David F. Carbonè, C/CAG Staff

Enclosure: Graphic: Configuration of the SFO Airport Influence Area B Boundary in Daly City

cc: Sandy Wong, CCAG Deputy Director, w/o enclosure  
John Bergener, SFO Planning Manager, w/o enclosure

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- LEGEND**
- Boundary for Airport Influence Area B
  - Outer Boundary of Safety Zones
  - CNEI Contour, 2020 Forecast
  - 14 CFR Part 77 Conical Surfaces
  - Outer Boundary of TERPS Approach and OEI Departure Surfaces
  - Airport Property
  - ▲ BART Station
  - CALTRAIN Station
  - Municipal Boundary
  - Railroad
  - Freeway
  - Road
  - Local Park, Golf Course, Cemetery
  - Regional Park or Recreation Area
  - Open Space

**Sources:**

100:1 FAA Notification Zone: Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR Part 77, Subpart B, Section 77.9.

Outer Boundary of TERPS Approach and OEI Departure Surfaces: San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009

Safety Compatibility Zones: Jacobs Consultancy Team, 2009, Ricondo & Associates, Inc., 2011

Noise Contour: URS Corporation and BridgeNet International Draft Environmental Assessment, San Francisco International Airport Proposed Runway Safety Area Program, June 2011

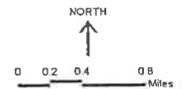


Exhibit IV-3  
**AIRPORT INFLUENCE AREA B NORTH SIDE**  
 Comprehensive Airport Land Use Plan  
 for the Environs of San Francisco International Airport  
**C/CAG**  
 City/County Association of Governments  
 of San Mateo County, California



San Francisco International Airport

January 8, 2013

Mr. Gerry Beaudin  
Principal Planner  
City of South San Francisco Planning Division  
P.O. Box 711  
South San Francisco, California 94083

**Subject:** *Notice of Preparation of a Subsequent Environmental Impact Report for Britannia Cove at Oyster Point Specific Plan Project – City of South San Francisco*

Dear Mr. Beaudin:

Thank you for notifying San Francisco International Airport (SFO or the Airport) of the Notice of Preparation of a Subsequent Environmental Impact Report (Subsequent EIR) for the proposed Britannia Cove at Oyster Point project. We appreciate this opportunity to coordinate with the City of South San Francisco (the City) in considering and evaluating potential land use compatibility issues that this and similar projects may pose.

As described in the Notice of Preparation, the proposed project would implement the development of a 20-acre R&D business park, including seven office buildings, a 200-room hotel, and ancillary retail, totaling 1,030,344 square feet of commercial development. The office buildings would be four to six stories over a podium level, the hotel would be nine stories, and the parking structure up to nine stories; the tallest proposed building, B7, would be 113 feet above grade.

Due to the Project's proximity to the Airport, it is subject to the policies of the Airport Land Use Compatibility Plan (ALUCP) for SFO, which was adopted by the City/County Association of Governments of San Mateo County (C/CAG) in November 2012. The recently adopted ALUCP updates the policies of the 1996 ALUCP, and addresses issues related to compatibility between airport operations and surrounding land use development, considering noise impacts, safety of persons on the ground and in flight, height restrictions/airspace protection, and overflight notification. Future development should be consistent with ALUCP policies with regard to height, noise, and safety compatibility. This is supported by South San Francisco General Plan Policy 2-I-22, which states: "Require that all future development conforms with the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Francisco International Airport."

A preliminary land use compatibility analysis indicates that the project as proposed would not pose incompatibilities with respect to airspace protection, noise, or safety. The proposed project is situated outside of the Airport's CNEL 65 dB noise contour. Additionally, the Project is not situated within a runway end safety zone. Proposed building heights would not penetrate critical airspace surfaces, which are at approximately 500 feet above the project site.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

EDWIN M. LEE      LARRY MAZZOLA      LINDA S. CRAYTON      ELEANOR JOHNS      RICHARD J. GUGGENHIME      PETER A. STERN      JOHN L. MARTIN  
MAYOR      PRESIDENT      VICE PRESIDENT      AIRPORT DIRECTOR

Post Office Box 8097 San Francisco, California 94128 Tel 650.821.5000 Fax 650.821.5005 www.flysfo.com

Mr. Gerry Beaudin  
January 8, 2013  
Page 2 of 2

The Federal Aviation Administration (FAA) requires notification of proposed construction for projects that may have a potential effect on air navigation facilities, pursuant to CFR Title 14 Part 77.9. According to the FAA Notice Criteria Tool, the proposed project is subject to notification requirements. FAA Form 7460-1, Notice of Proposed Construction or Alteration, may be submitted by the project sponsor through the FAA's Obstruction Evaluation/Airport Airspace Analysis website (<http://oeaaa.faa.gov>). A Determination of No Hazard from the FAA should be obtained prior to project approval.

The Airport appreciates your consideration of these comments. If I can be of assistance as the City considers airport land use compatibility as it relates to this project or future projects, please do not hesitate to contact me at (650) 821-7867 or at [john.bergener@flysfso.com](mailto:john.bergener@flysfso.com).

Sincerely,



John Bergener  
Airport Planning Manager  
San Francisco International Airport  
Bureau of Planning and Environmental Affairs

cc: Nixon Lam, SFO, Manager of Environmental Affairs  
Bert Ganoung, SFO, Noise Abatement Manager  
Dave Carbone, C/CAG

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

January 17, 2013

Gerry Beaudin, Principal Planner  
City of South San Francisco Planning Division  
P.O. Box 711  
South San Francisco, CA 94083

Dear Gerry:

RE: C/CAG Staff Comments on a Notice of Preparation (NOP) of a Subsequent Environmental Impact Report (SEIR) for *Britania Cove at Oyster Point Specific Plan Project*

Thank you for the opportunity to comment on the above-referenced environmental document. The following are C/CAG staff comments related to the airport/land use compatibility characteristics of the proposed project.

### Project Overview

As described in the NOP, the proposed project would consist of development of a 20-acre R&D business park, including seven office buildings, a 200-room hotel, and ancillary retail, totaling 1,030,344 square feet of commercial/office development. The office buildings would be four to six stories over a podium level. Additional site development would include a nine-story hotel and a nine-story parking garage. The tallest building would be 113 feet above grade.

### C/CAG Staff Comments

**Consistency With Adopted Airport Land Use Compatibility Policies.** The project site is located within the Airport Influence Area B boundary for San Francisco International Airport and therefore, is subject to the policies contained in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport November 2012*. This recently C/CAG-adopted document (SFO ALUCP) replaces the 1996 SFO Comprehensive Airport Land Use Plan (CLUP) in its entirety.

Future development in South San Francisco within the Airport Influence Area B boundary should be consistent with relevant SFO ALUCP compatibility policies and criteria. This is supported by South San Francisco General Plan Policy 2-I-22, which states the following:

“Require that all future development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Francisco International Airport.”

**C/CAG Staff Comment Letter, RE: Notice of Preparation (NOP) of a Subsequent Environmental Impact Report (SEIR) for Britania Cove at Oyster Point Specific Plan Project  
January 17, 2013**

Page 2 of 2

**C/CAG Staff Comments - continued**

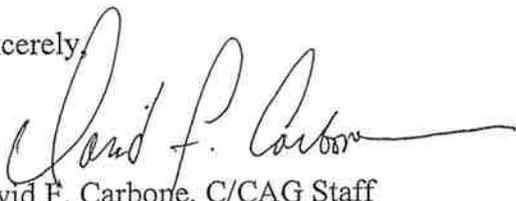
A preliminary land use compatibility analysis indicates the proposed project would not be incompatible with airspace protection, noise, or safety polies and criteria. The proposed project is (1) located outside of the Airport's 65 dB CNEL aircraft noise contour, (2) not located within any runway end safety zone, and (3) would not penetrate critical airspace surfaces, as defined in the recently adopted SFO ALUCP (per comments from SFO staff).

**FAA Notification, Re: Airspace Impact Evaluation.** The proposed project is located within the FAA Notification Form 7460-1 Filing Requirements boundary, as shown in Exhibit IV-10 in the adopted SFO ALUCP. The federal notification process is incorporated in but independent of the policies in the adopted SFO ALUCP.

FAA Form 7460-1, "Notice of Proposed Construction or Alteration" must be submitted to the FAA by the project sponsor, through the FAA's Obstruction Evaluation/Airport Airspace Analysis website at <http://oeaaa.faa.gov>. Upon receipt of the form and the related project plans (site plan, elevations, etc.) the FAA will conduct an initial aeronautical study to determine whether the proposed project would exceed obstruction standards of 14 CFR 77.17. Based on the location and height of the proposed buildings, it appears likely that the FAA would issue a Determination of No Hazard (DNH). Unless it is extended, revised, or terminated, each Determination of No Hazard (DNH) expires 18 months after the effective date of the determination. This official action by the FAA should be obtained prior to final (City Council) approval of the project. Due to the FAA's large volume of aeronautical studies conducted via the 7460-1 review process, I urge the project sponsor to submit the project plans and Form 7460-1 to the FAA as soon as possible.

If you have any questions about these comments, please contact me at 650/599-1453, Tuesdays and Wednesdays, 8:00 a.m.-3:00 p.m. and Thursdays, 8:00 a.m. to 12 noon, or via email, at [dcarbone@smcgov.org](mailto:dcarbone@smcgov.org)

Sincerely,



David F. Carbone, C/CAG Staff

---

cc: John Bergener, SFO Planning Manager  
Sandy Wong, C/CAG Executive Director

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# CITY OF DALY CITY

333-90TH STREET  
DALY CITY, CA 94015-1895

February 8, 2013

David Carbone  
C/CAG Airport Land Use Committee  
555 County Center, 5th Floor  
Redwood City, CA 94063

Dear Mr. Carbone:

The City of Daly City is providing this notice to the C/CAG Airport Land Use Committee in compliance with California Government Code Section 65352(a), which requires that the City notify the Committee of its intent to adopt a comprehensive update to the General Plan.

Please be advised that the Daly City City Council is presently scheduled to consider the General Plan for adoption on Monday, March 25, 2013. If the C/CAG Airport Land Use Committee would like to offer comment on the General Plan, the City requests that it do so before the anticipated March 25<sup>th</sup> adoption date. The Draft General Plan may be viewed at [www.dalycity.org/gp](http://www.dalycity.org/gp).

Any comments pertaining to the Plan must be provided in writing and addressed to Michael VanLonkhuysen, Senior Planner, City of Daly City Planning Division, 333 90<sup>th</sup> Street, Second Floor, Daly City, CA 94015, or email to [mvanlonkhuysen@dalycity.org](mailto:mvanlonkhuysen@dalycity.org). The City must receive comments by 5:00 p.m. on March 25<sup>th</sup> for those comments to be transmitted to the City Council.

Further questions concerning the General Plan may be directed to Michael VanLonkhuysen in the Daly City Planning Division at (650) 991-8158.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael VanLonkhuysen". The signature is fluid and cursive, with a long horizontal stroke at the end.

Michael VanLonkhuysen  
Senior Planner