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

MEETING NOTICE

NOTE DATE: *Thursday, APRIL 24, 2014*

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

PLACE: **City Council Chamber
Burlingame City Hall
501 Primrose Road, Burlingame, California**

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 2014
 - a. Election of ALUC Chairperson – Richard Newman
 - b. Election of ALUC Vice-Chairperson – ALUC Chairperson

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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.*

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) Special Meeting on April 24, 2014

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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 2014 **Page 2**
 - a. Hear staff report
 - b. Solicit public comment
 - c. Committee comments/Action **ACTION**

5. Presentation: “2014 SFO Runway Safety Area Project”, presented by Bert Ganoung, Manager, Aircraft Noise Abatement, San Francisco International Airport
Note: For more information go to: www.flysfo.com/runways
 - a. Hear presentation **INFORMATION**
 - b. Committee/public comments/questions

6. Status Report, Re: preparation of an update of the Airport Land Use Compatibility Plan (ALUCP) and environmental documents for the environs of Half Moon Bay Airport
 - a. Hear staff report (verbal) **Pages 3-11**
 - b. Committee comments **INFORMATION**

7. Status Report, Re: preparation of an update of the Airport Land Use Compatibility Plan (ALUCP) and environmental documents for the environs of San Carlos Airport
 - a. Hear staff report (verbal) **INFORMATION**
 - b. Committee comments (no action needed)

8. Review/Approval of the Draft Action Minutes for the May 23, 2013 ALUC Meeting **Pages 12-13**
ACTION

9. Review of correspondence/Information items **Pages 14-48**
INFORMATION

10. Member communications/announcements **INFORMATION**

11. Staff comments/announcements **INFORMATION**

12. **Adjourn** **ACTION**

C/CAG AIRPORT LAND USE COMMITTEE (ALUC)

STAFF REPORT

Staff Contact: Sandy Wong, CCAG Executive Director, 555 County Center, Fifth Floor, Redwood City, CA 94063; TEL: 650/599-14091 email: slwong@smcgov.org

Date: April 24, 2014
To: C/CAG Airport Land Use Committee (ALUC) Representatives and Alternates
From: Sandy Wong, Executive Director
Re: **Agenda Item No. 2** for April 24, 2014: Election of ALUC Officers for Calendar Year 2014

STAFF RECOMMENDATION

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) hold an election at this meeting to independently elect an ALUC Chairperson and an ALUC Vice-Chairperson for a one year term for the 2014 calendar year (January 1 – December 31).

BACKGROUND/DISCUSSION

Per its usual operational procedure, the C/CAG Airport Land Use Committee (ALUC) holds an election at its first meeting of the calendar year to independently elect a Chairperson and a Vice-Chairperson. The Chairperson conducts both elections. Nominations are made from the floor and must receive a second prior to a vote. Each officer is elected, via a majority of the Committee members present, to serve a one-year term on a calendar year basis (January 1-December 31). Both officers remain in office beyond January 1 until the next ALUC election is held. Those members who are in office prior to each election may be elected again by the Committee to serve in either office. There are no term limits and there is no compensation for either office.

The Chairperson presides at each ALUC Regular Meeting and Special Meeting. The ALUC Vice-Chairperson presides as the Chairperson if the Chairperson cannot attend a Regular Meeting or Special Meeting. If both officers are not available to attend a scheduled meeting, the meeting may be canceled or rescheduled.

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C/CAG AIRPORT LAND USE COMMITTEE (ALUC)

STAFF REPORT

Date: April 24, 2014

To: C/CAG Airport Land Use Committee (ALUC) Representatives and Alternates

From: Sandy Wong, Executive Director

Re: **Agenda Item No. 4** for April 24, 2014: Consideration/Approval of a C/CAG Airport Land Use Committee (ALUC) Regular Meeting Schedule for Calendar Year 2014

STAFF RECOMMENDATION

Staff recommends approval of the following ALUC Regular Meeting schedule for calendar year 2014:

March 27, 2014 (canceled)	September 25, 2014
April 24, 2014 (Special Meeting)	October 23, 2014
July 24, 2014	

BACKGROUND/DISCUSSION

For the past several years, the C/CAG Airport Land Use Committee (ALUC) has adopted a calendar year schedule that includes four Regular Meeting dates that are spread out over the year. The meetings are typically held on the fourth Thursday of the designated month at 4:00 p.m. in the City Council Chamber at Burlingame City Hall, unless otherwise noticed in advance. Special Meetings may be called as needed.

It has been the practice of the Committee to adopt its calendar year Regular Meeting schedule at its first meeting of the year. As shown above, the original first ALUC Regular Meeting of the year was scheduled for March 27, 2014. However, that meeting was canceled because staff needed more time to work with the consultant on the draft Initial Study and Negative Declaration for the Half Moon Bay Airport Land Use Compatibility Plan (ALUCP) update. This Special Meeting is the first ALUC meeting in calendar year 2014.

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C/CAG AIRPORT LAND USE COMMITTEE (ALUC)

STAFF REPORT

Please contact: Sandy Wong, C/CAG Executive Director, 555 County Center, Fifth Floor, Redwood City, CA 94063; TEL: 650/599-1409; Email: slwong@smcgov.org

Date: April 24, 2014

To: C/CAG Airport Land Use Committee (ALUC) Representatives and Alternates

From: Sandy Wong, Executive Director

Re: **Agenda Item 6a.** For April 24, 2014: Status Report, Re: Preparation of an Update of the Airport Land Use Compatibility Plan (ALUCP) and environmental documents for the Environs of Half Moon Bay Airport

STAFF RECOMMENDATION

Hear a status report by C/CAG staff on the Draft Final ALUCP update and a presentation on the draft Initial Study and Negative Declaration by the project environmental consultant. No action by the Committee is necessary on this item.

BACKGROUND

Status of the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport/Coordination with San Mateo County

The Draft Final Airport Land Use Compatibility Plan update for the environs of Half Moon Bay Airport has been completed. The only comments we received on the draft plan were from San Mateo County Planning staff related to their efforts to update the land use plan and zoning regulations for the Princeton-by-the-Sea community, known as Plan Princeton, regarding specific runway safety compatibility criteria in the draft plan.

State law requires city and county general plans and zoning regulations and any amendment to those plans and regulations to be consistent with the relevant airport land use compatibility policies and criteria in the applicable airport land use compatibility plan (ALUCP). The proposed Plan Princeton and its related zoning regulations would constitute an amendment to the County General Plan and zoning regulations. The following paragraphs provide a brief background on the County's approach to achieve consistency between the relevant content of Plan Princeton and the relevant safety zone compatibility in the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the environs of Half Moon Bay Airport and the ongoing coordination efforts for the two plans.

C/CAG Airport Land Use Committee (ALUC) Staff Report, Agenda Item 7a. for April 24, 2014: Status Report, Re: Preparation of an Update of the Airport Land Use Compatibility Plan (ALUCP) and Environmental Documents for the Environs of Half Moon Bay Airport

April 24, 2014

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DISCUSSION

C/CAG staff received a letter from Steve Monowitz, Deputy County Planning Director, dated March 26, 2014 (see attached) that outlines a conceptual approach to achieve consistency with the density, intensity, and required open land area compatibility criteria in Safety Zone 2 – Inner Approach/Departure Zone (IADZ) and in Safety Zone 3- Inner Turning Zone (ITZ) on the south end of the runway (Runway 30 end) at Half Moon Bay Airport. Excerpts from Mr. Monowitz’s letter include the following:

“Plan Princeton’s most critical areas with regard to the greatest density and intensity of existing and potential development are the Waterfront-Industrial area and the Capistrano Road commercial corridor in Princeton. The majority of the Waterfront-Industrial area is zoned Waterfront (W) with the most northern 1/3 of that area located within the County’s Airport Overlay (A-O), just south of the airport runway. The Capistrano Road commercial corridor is zoned Coastside Commercial Recreation (CCR) and extends two blocks into the Waterfront-Industrial area, south of Princeton Avenue and Harvard Avenue. The proposed ALUCP runway safety Zone 2 – Inner Approach/Departure Zone (IADZ) and Zone 3 – Inner Turning Zone (ITZ) will respectively cover much of Princeton’s W and CCR zoned areas, see Attachment A.”

“APPROACH

Table 4B, Safety Criteria Matrix, of the 2013 Draft Final Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport, establishes the following safety criteria for the Princeton Waterfront Industrial area (W Zoning District) and Capistrano Road commercial corridor (CCR Zoning District):

Table 4B (Excerpt)			
Zone	Dwelling Units (du)/Acre	Maximum Non-Residential Intensity	Required Open Land
Zone 2 – IADZ	1 du/10 acres	60 persons/acre	30%
Zone 3 – ITZ	1 du/2 acres	100 persons/acre	20%

Table 4B also identifies specific prohibited uses and development conditions.

The County’s proposed approach for meeting the above safety criteria through the Plan Princeton effort is to demonstrate through buildout calculations that the maximum buildout of the Princeton plan per safety zone will be below the density and intensity criteria set forth in Table 4B of the ALUCP. This approach would address the ALUCP safety zone criteria at the Princeton plan level and not require an intensity evaluation on a project by project basis as currently implemented within the County’s Airport Overlay (A-O) zone. Therefore, we would seek to build consistency with the ALUCP’s safety zone criteria into our Princeton plan through the types of uses, lot coverage, floor area, and other design parameters that would be allowed under the zoning regulations within each safety zone. This approach would allow our zoning regulations to provide clarity and certainty of what can be done on a property, which is not necessarily the case under our current zoning.”

The safety zone compatibility criteria in the Draft Final ALUCP are based on a parcel-by-parcel basis. The County’s conceptual approach would apply the criteria safety zone wide. This approach would provide some flexibility in where future development could occur within the relevant safety zones in the Plan Princeton area and still comply with the Half Moon Bay ALUCP update safety zone density and intensity land use compatibility criteria shown in Table 4B for Safety Zone 2 and Safety Zone 3.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Agenda Item 7a. for April 24, 2014:
Status Report, Re: Preparation of an Update of the Airport Land Use Compatibility Plan (ALUCP)
and Environmental Documents for the Environs of Half Moon Bay Airport**

April 24, 2014

Page 3 of 3

DISCUSSION - continued

C/CAG Staff and the ALUCP consultant have met twice with County Planning staff, the Plan Princeton consultant, and others, including the County Airport Manager, to discuss the coordination efforts between the Half Moon Bay ALUCP update and the Plan Princeton project. At the second meeting, C/CAG staff informed County Planning staff that their consistency approach to achieve consistency with the ALUCP safety zone criteria was feasible and consistent with the guidance from the current Caltrans Airport Land Use Planning Handbook, with two modifications: (1) delete the portion of the safety zones that fall on airport property because that property is subject to the content of the Airport Layout Plan (ALP) that is approved by the FAA, and (2) delete the portion of the safety zones that cover open water in the Princeton Harbor area because the water area does not meet the Caltrans Handbook open land requirements and is not subject to the County General Plan and zoning regulations. Therefore, these areas cannot be used to calculate the required open land percentage for consistency with the safety zone compatibility criteria.

C/CAG staff also offered an option to determine consistency with the relevant safety zones whereby the County could include the entire waterfront/industrial area in Princeton and the entire coastside commercial retail area between Highway 1 and the shoreline in the vicinity of Capistrano Road in its density and intensity calculations. The tradeoff here for the County to consider is that portions of both areas are located outside of either Safety Zone 2 or Safety 3. For this option, the Draft Final ALUCP document would be amended, prior to adoption, to add a specific policy to address the safety zone criteria in each of the two specific areas in Princeton. Those two additional policies would not affect any other similar safety zones within the Airport Influence Area boundary. C/CAG staff will submit a letter to County Planning staff to formalize our comments on their conceptual approach to achieve consistency between Plan Princeton and the Half Moon Bay ALUCP Update. We anticipate a third meeting with County Planning staff to continue our coordination efforts.

Status of the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport Environmental Review Process

The update of the Half Moon Bay Airport Land Use Compatibility Plan (ALUCP) is subject to review under the California Environmental Quality Act (CEQA). The consultant has prepared a draft Initial Study and Negative Declaration per the relevant requirements of CEQA. The draft documents have been reviewed by C/CAG staff and the Project Advisory Team (PAT). The next steps in the environmental process include (1) setting a 30-day public review period for the draft environmental documents, including publication of a review notice in a least one public newspaper in the area, (2) preparation of responses to comments received during the 30-day review period, and (3) certification of the environmental documents by the C/CAG Board. The 30-day public review period has not yet been set. We are still working with County Planning staff to address their specific safety zone compatibility criteria concerns. We anticipate certification of the environmental documents and adoption of the Half Moon Bay Airport Land Use Compatibility Plan (ALUCP) update at the August 14, 2014 C/CAG Board meeting. The ALUC can submit its comments on the environmental documents per its review at its July 24, 2014 Regular Meeting.

ATTACHMENT

Letter to Sandy Wong, C/CAG Executive Director, from Steve Monowitz, Deputy County Planning Director, dated March 26, 2014, with one attachment (map)

ALUCstaffreportHAFALUCPstatusrptApril2414.docx



County of San Mateo

Planning & Building Department

455 County Center, 2nd Floor
Redwood City, California 94063
650/363-4161 Fax: 650/363-4849

Mail Drop PLN122

plngbldg@smcgov.org

www.co.sanmateo.ca.us/planning

March 26, 2014

Sandy Wong, Executive Director
City/County Association of Governments of San Mateo County (C/CAG)
555 County Center
Redwood City, CA 94063

Dear Ms. Wong:

SUBJECT: Plan Princeton approach to address the Half Moon Bay Airport Land Use Compatibility Plan Safety Zone Criteria

Please accept this letter as a follow up from our meeting on January 30, 2014, regarding the County of San Mateo Planning and Building Department's Plan Princeton update effort relative to C/CAG's update to the Half Moon Bay Airport Land Use Compatibility Plan (HAF ALUCP).

As part of the County's effort to develop comprehensive updates to the land use plan and development policies for the unincorporated Princeton area, an effort otherwise referred to as Plan Princeton, we would like to request your review and feedback on our conceptual approach to address the safety zone criteria, as outlined in Table 4B, of the 2013 Draft Final HAF ALUCP.

BACKGROUND SETTING

Plan Princeton's most critical areas with regard to the greatest density and intensity of existing and potential development are the Waterfront-Industrial area and the Capistrano Road commercial corridor in Princeton. The majority of the Waterfront-Industrial area is zoned Waterfront (W) with the most northern 1/3 of that area located within the County's Airport Overlay (A-O), just south of the airport runway. The Capistrano Road commercial corridor is zoned Coastside Commercial Recreation (CCR) and extends two blocks into the Waterfront-Industrial area, south of Princeton Avenue and Harvard Avenue. The proposed ALUCP runway safety Zone 2 – Inner Approach/Departure Zone (IADZ) and Zone 3 – Inner Turning Zone (ITZ) will respectively cover much of Princeton's W and CCR zoned areas, see Attachment A.

It is important as the County moves from the current Background Studies and Existing Conditions phase of our Princeton planning update to the Alternatives phase, where we will be drafting conceptual alternatives for the Plan Princeton update, that we continue working with C/CAG to develop an approach within our Plan Princeton update that is consistent with

the safety zone criteria of the HAF ALUCP, as required by State law. According to the California Airport Land Use Planning Handbook (October 2011, p. 5-3),

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

“Local plans can be made consistent with an ALUCP through various methods. The method that is most suitable to a particular local agency depends in part upon the manner in which the ALUCP criteria and maps are formatted, but even more upon choices to be made by each individual local agency as to the structure of its planning programs, policies, development regulations and review processes.”

Therefore, with the above in mind, our Plan Princeton project team has developed a conceptual approach through the Plan Princeton effort that we believe could be determined consistent with the HAF ALUCP’s safety zone criteria. Prior to further development of this conceptual approach, we are requesting your review and feedback as to the acceptability of this approach, as discussed below.

APPROACH

Table 4B, Safety Criteria Matrix, of the 2013 Draft Final Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport, establishes the following safety criteria for the Princeton Waterfront Industrial area (W Zoning District) and Capistrano Road commercial corridor (CCR Zoning District):

Table 4B (Excerpt)			
Zone	Dwelling Units(du)/Acre	Maximum Non-residential Intensity	Required Open Land
Zone 2 – IADZ	1 du/10 acres	60 persons/acre	30%
Zone 3 – ITZ	1 du/2 acres	100 persons/acre	20%

Table 4B also identifies specific prohibited uses and development conditions.

The County’s proposed approach for meeting the above safety criteria through the Plan Princeton effort is to demonstrate through buildout calculations that the maximum buildout of the Princeton plan per safety zone will be below the density and intensity criteria set forth in Table 4B of the ALUCP. This approach would address the ALUCP safety zone criteria at the Princeton plan level and not require an intensity evaluation on a project by project basis as currently implemented within the County’s Airport Overlay (A-O) zone. Therefore, we would seek to build consistency with the ALUCP’s safety zone criteria into our Princeton

plan through the types of uses, lot coverage, floor area, and other design parameters that would be allowed under the zoning regulations within each safety zone. This approach would allow our zoning regulations to provide clarity and certainty of what can be done on a property, which is not necessarily the case under our current zoning.

The current intensity limitation of the A-O zone applied on a parcel by parcel basis provides considerable limitations for property owners to expand or establish uses that are otherwise permitted in the underlying W District and which we believe are otherwise consistent with aircraft operations at the Half Moon Bay Airport. For example, according to Figure 4C of the California Airport Land Use Planning Handbook (October 2011, p. 4-21), the basic compatibility policies for the IADZ include low-intensity light industrial uses, auto, aircraft, marine repair services, warehouses, storage, agriculture, and non-group recreational uses. All of these intended uses within the IADZ are compatible with the intent and uses allowed in the W Zoning District, but are not always feasible to establish given the strict A-O intensity limitation applied on a per parcel basis. Further zoning administration issues for the County include the creation of code enforcement issues when a permitted use in the underlying Waterfront District exceeds the people per site limit required by the A-O District. By building density, intensity, and open space considerations into the Princeton plan based on the respective ALUCP safety zones, the County has an opportunity to address these types of zoning conflicts in a manner that we believe would result in consistency with regard to the type of development and intensities that the ALUCP intends for each safety zone.

It should be noted that buildout densities and intensities of Plan Princeton have not been calculated, as land use alternatives have not yet been developed. However, due to the constraints identified through the existing conditions analysis and the desire to retain the small-scale character expressed through community visioning exercises, it is unlikely the Princeton plan would result in a land use program whose ultimate buildout would exceed the overall intensity criteria in the safety zones. An intensity buildout analysis per safety zone would be completed for each alternative being considered.

Dwelling Units/Acre Criteria

The proposed IADZ will cover most of the Waterfront (W) zoned parcels in Princeton. Compatibility with the density criteria for the IADZ could be met through continuation of existing W zoning regulations, which do not allow new residential development except for a limited number of caretaker units.

The proposed ITZ will cover a majority of the Coastside Commercial Recreation (CCR) zoned parcels in Princeton. While the current CCR zoning regulations allow single- to multiple-family dwellings as part of mixed use development, subject to a Use Permit and provided residential use is located above the first floor of the main building, the Princeton plan could include restrictions on new residential development in the CCR Zoning District that would provide consistency with the ITZ's density criteria respective of the safety zone boundary.

For example, the Half Moon Bay Airport's ITZ is 77.18 acres in size. Therefore, we could demonstrate that buildout in the ITZ under the Princeton plan would not result in a density of more than 38 dwelling units in this safety zone; equivalent to the criteria allowance of one dwelling unit per 2 acres, applied over the 77.18 acre ITZ boundary. We believe this approach is consistent with the intent of the ALUCP safety zone criteria of one dwelling unit per 2 acres. While prohibited uses for the ITZ (pursuant to Table 4B) include "residential, except for low residential and infill in developed areas," our General Plan characterized low density residential as 0.3 – 2.3 dwelling units/acre (d.u./acre). Therefore, absent of any other defining criteria, we would consider the implementation of 1 d.u./2 acres to be low residential development consistent with ITZ exception.

Maximum Non-residential Intensity

Compatibility with the intensity criteria for the IADZ and ITZ would use the same approach as described above. Buildout calculations would be based on the allowed uses and development standards for the zoning districts within each safety zone. We believe that demonstration of the buildout of each safety zone under the Princeton plan would be below the intensity criteria established in Table 4B of the ALUCP, and therefore, would be consistent with the intent of the intensity criteria of the ALUCP. This approach would allow us to build consistency into the Princeton plan and not require an intensity evaluation on a project by project basis.

For example, if we were to demonstrate that buildout in the IADZ under the Princeton plan would result in an intensity of 20 persons per acre, 1/3 of the maximum intensity allowed, then we believe the Princeton plan could be considered consistent with the intent of the ALUCP safety zone criteria.

Required Open Land

We believe this safety zone criteria for the IADZ and ITZ can be met by the Princeton plan, primarily by the amount of land area within these safety zones on airport property.

Airport property makes up more than 20% of the land area within the ITZ zone southeast of the runway, meeting the criteria for the ITZ safety zone.

Additionally, airport property makes up approximately 29% of the land area within the IADZ zone south of the runway. The Princeton plan would need to identify 1 additional acre of open area to meet the 30% open land criteria for this zone. We believe right-of-way area could qualify as this 1 additional acre. There are currently 15 acres of right-of-way within the IADZ zone south of the runway that may be considered. Alternatively, we could request that the portion of the IADZ that extends into the harbor be allowed to count toward the open land criteria.

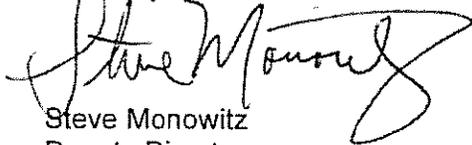
Sandy Wong, Executive Director
City/County Association of Governments of San Mateo County
March 26, 2014
Page 5

We consider the conceptual approach described above as a viable option for our Princeton planning update to achieve consistency with the ALUCP safety zone criteria, as required by State law, while also addressing zoning conflicts and providing clarity and certainty of what can be done on a property.

On behalf of the County of San Mateo Planning and Building Department, I would like to thank you and your staff for both past and continued participation and guidance throughout the County's efforts in developing planning updates to the Princeton area that are consistent with the HAF ALUCP. We look forward to discussing this with you further and hearing your feedback on the matter.

In the meantime, please free to contact me at 650/363-1855 or smonowitz@smcgov.org, or Summer Burlison at 650/363-1815 or sburlison@smcgov.org if you have any questions.

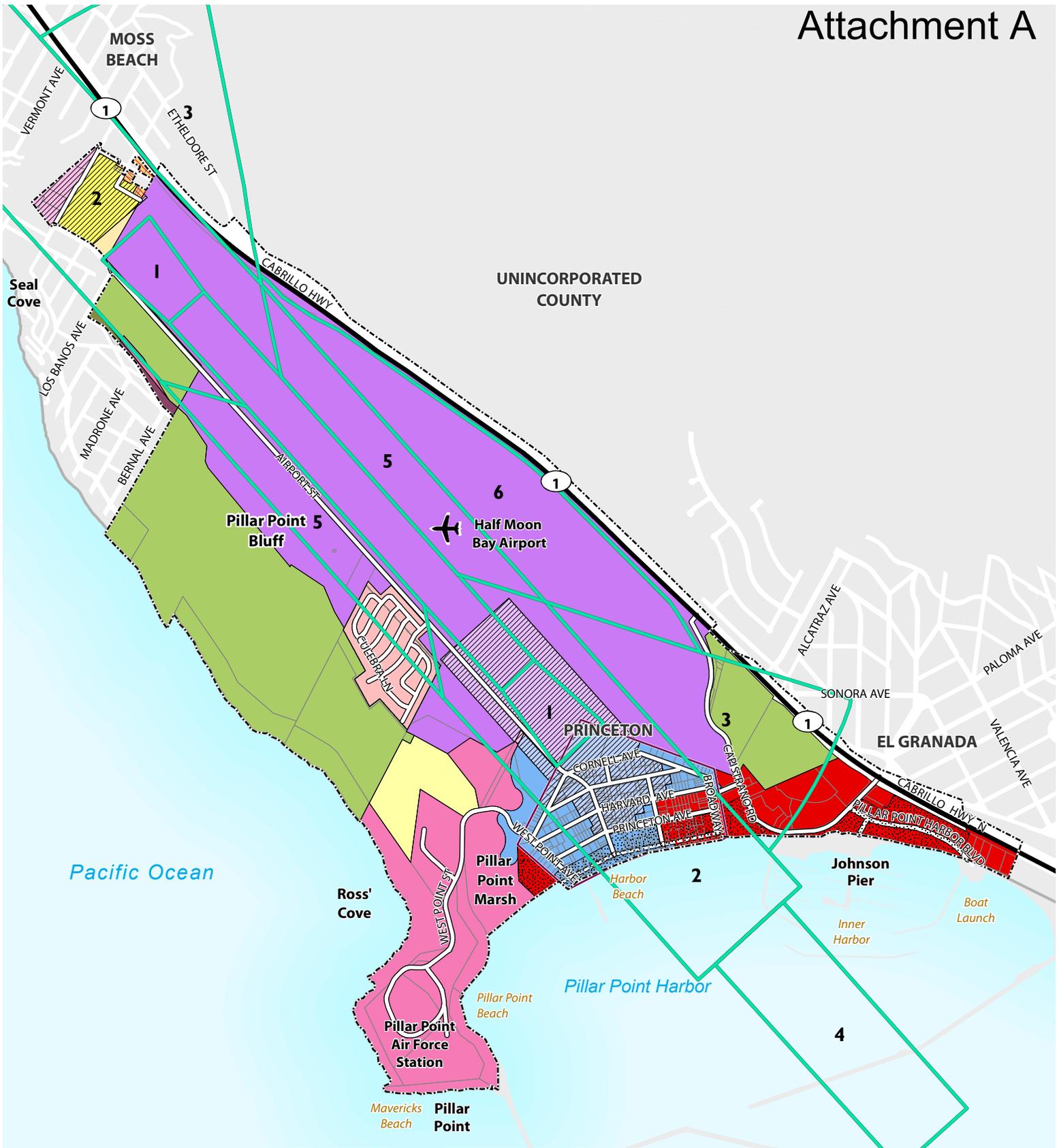
Sincerely,



Steve Monowitz
Deputy Director

SM:SB:pac - SSBY0233_WPN.DOCX

cc: Dave Carbone, C/CAG Transportation Systems Coordinator
Gretchen Kelly, County Airport Manager
Sarah Rosendahl, Chief Legislative Aide, Board of Supervisors, District 3
Chris Hunter, Chief Legislative Aide, Board of Supervisors, District 3
Dave Fitz, Coffman Associates
Martha Miller, Dyett & Bhatia
Summer Burlison, Project Planner



	CCR/DR/CD		PAD/DR/GH/CD		R-1/S-17/DR/CD/NIAE		Shoreline Area		Draft Safety Zones
	H-1/DR/CD		R-1/S-105/DR/GH/CD		RM-CZ/AO/DR/CD		Airport Overlay Zone	Zone 1 - Runway Protection	
	M-1/AO/DR/CD		R-1/S-13/DR/CD		RM-CZ/DR/CD		NIAE Overlay Zone	Zone 2 - Inner Approach/Departure	
	M-1/DR/CD		R-1/S-17/AO/DR/CD		RM-CZ/DR/GH/CD		Princeton Waterfront/Industrial Area	Zone 3 - Inner Turning	
	PAD/DR/CD		R-1/S-17/DR/CD		W/AO/DR/CD		Princeton Study Area Boundary	Zone 4 - Outer Approach/Departure	
	PAD/DR/CD		W/DR/CD					Zone 5 - Sideline	
								Zone 6 - Airport Property	

C/CAG

Airport Land Use Committee (ALUC) Minutes May 23, 2013

1. Call to Order/ Roll Call/ Declaration of a Quorum. This meeting was held at the City Council Chamber at Millbrae City Hall.

Chair Newman called the meeting to order at 4:00 pm on May 23, 2013. A quorum was not achieved until 4:22 pm. Attendance was as shown on attached sheet.

2. Public comments on relevant items not on the agenda.
None.
3. Preliminary Draft Airport Land Use Compatibility Plan (ALUCP) for the environs of Half Moon Bay Airport (**Information Item**).

Sandy Wong, C/CAG Executive Director, introduced this item. Dave Fitz, Project Manager of Coffman Associates, presented the Preliminary Draft ALUCP and answered questions from ALUC members. The Preliminary Draft ALUCP was also presented to the Project Advisory Team, the Mid-Coast Community Council, and the public at a Public Workshop at El Granada. Chair Newman requested future announcements on public workshops be sent to ALUC members as well.

4. Consideration/Approval of draft Action Minutes for the February 28, 2013 C/CAG ALUC Regular meeting

Action: Vice Chair Keighran MOVED and Member Gee SECONDED to approve the Minutes for the February 28, 2013 C/CAG ALUC regular meeting. MOTION PASSED UNANIMOUSLY.

5. Review of correspondence/information items (**Information Item**).

There was no discussion on this item.

6. Member communication (**Information Item**).

At the request of a ALUC member, John Bergener, Planning Manager of the San Francisco International Airport provided an brief update on the \$4.1 billion project of SFO, which includes capital improvement to the airport, hotel, Terminal 3, and building replacement.

7. C/CAG staff comments/announcement (**Information Item**)

None.

8. Adjourn.

Meeting was adjourned at 5:00 PM.

ALUC 2013 Attendance Record							
	Name	Feb 28	May 23				
Aviation Representative	Newman, Rich / Ford, Carol	Yes	Yes				
Pilot Association	Auld, George / Eddie Andreini, Jr.	Yes	Yes				
Brisbane	O'Connell, Terry / Miller, Raymond	Yes					
Burlingame	Keighran, Anne / Deal, Jerry		Yes				
Daly City	Buenaventura, Raymond / Klatt, Carol	Yes	Yes				
Foster City	Perez, Herb / Okamoto, Steve						
Half Moon Bay	Alifano, Allan / Patridge, Naomi	Yes					
Millbrae	Gottschalk, Robert		Yes				
Redwood City	Gee, Jeffrey	Yes	Yes				
San Bruno	Ibarra, Ken / Medina, Rico		Yes				
San Carlos	Grocott, Matt / Grassilli, Bob						
South San Francisco	Gupta, Pradeep / Garbarino, Rich		Yes				
County of San Mateo	Pine, Dave / Groom, Carole	Yes					
	Bold = in attendance at May 23, 2013 meeting						
Staff and guests in attendance on May 23, 2013:							
Sandy Wong	C/CAG Executive Director						
Jim Harris	Coffman Assoc						
Dave Fitz	Coffman Assoc						
Kory Lewis	Coffman Assoc						
John Bergener	SFO Planning Manager						
David Burruto	Supervisor Pine's office						

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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C/CAG AIRPORT LAND USE COMMITTEE

STAFF MEMORANDUM

Please contact: Sandy Wong, C/CAG Executive Director, 555 County Center, Fifth Floor,
Redwood City, CA 94063; TEL.: 650/599-1409; Email: slwong@smcgov.org

To: C/CAG Airport Land Use Committee (ALUC) Representatives and Alternates
From: C/CAG Staff
Date: April 24, 2014
Re: **Agenda Item No. 9** for April 24, 2014: Review of Correspondence/Information Items

The following are correspondence/information items for review at the April 24, 2014 C/CAG Airport Land Use Committee (ALUC) meeting:

1. City of South San Francisco Notice of Availability of Public Review and Notice of Intent to Adopt a Mitigated Negative Declaration for the 101 Terminal Court Clear Channel LED Billboard Project and related zoning amendments.
2. Letter to Gerry Beaudin, Principal Planner, City of South San Francisco, from David F. Carbone, C/CAG staff, dated July 10, 2013; re: C/CAG staff comments on the Initial Study/Mitigated Negative Declaration for the 101 Terminal Court Clear Channel LED Billboard Project and related zoning amendments.
3. Letter to John Swiecki, Community Development Director, City of Brisbane, from David F. Carbone, C/CAG staff, dated July 31, 2013; re: C/CAG staff comments of the Draft Environmental Impact Report (DEIR) for the Brisbane Baylands Project, with four attachments.
4. Letter to Colette Meunier, Contract Planner, City of San Carlos, from Sandy Wong, C/CAG Executive Director, dated August 8, 2013; re: Airport Land Use Plan consistency review of the proposed rezoning and development plan for the San Carlos Transit Village.
5. Letter to David F. Carbone, C/CAG staff, from Billy Gross, Associate Planner, City of South San Francisco, dated October 24, 2013; re: C/CAG staff comments of the DSEIR for the Britania Cove project.

**C/CAG Airport Land Use Committee (ALUC) Staff Memorandum, RE: Agenda Item No. 9
For April 24, 2014: Review of Correspondence/Information Items**

April 24, 2014

Page 2 of 2

6. Letter to Billy Gross, Associate Planner, City of South San Francisco, from David F. Carbone, C/CAG staff, dated October 31, 2013; re: response – need for C/CAG review of proposed land use policy issues related to the Bay West Cove project near San Francisco International Airport.
7. City of South San Francisco Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Large Format Retail/Superstore Zoning Text Amendments, dated November 6, 2013.
8. City of South San Francisco Notice of Availability of Public Review and Notice of Intent to Adopt a Mitigated Negative Declaration for the adoption and implementation of the Climate Action Plan (CAP) and the Pedestrian Master Plan (PMP) and related General Plan amendments, dated November 20, 2013.
9. Letter to Susy Kalkin, Chief Planner, City of South San Francisco, from David F. Carbone, C/CAG staff, dated December 4, 2013; re: C/CAG staff comments on a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Large Format Retail/Superstore Zoning Text Amendments.
10. Notice of City of South San Francisco installation of City Officials, dated December 9, 2013.
11. Letter to Catherine Barber, City of South San Francisco, from David F. Carbone, C/CAG staff, dated December 20, 2013, re: C/CAG staff comments on a Notice of Intent to adopt a Mitigated Negative Declaration for the adoption and implementation of a Climate Action Plan (CAP) and a Pedestrian Master Plan (PMP) and related General Plan amendments.
12. City of South San Francisco Notice of Availability of a Draft Environmental Impact Report (DEIR) for the Large Format Retail/Superstore /Food & Beverage Zoning Text amendments, dated January 8, 2014.
13. Letter to Susy Kalkin, Chief Planner, City of South San Francisco, from David F. Carbone, C/CAG staff, dated January 22, 2014; re: C/CAG staff comments on a Draft Environmental Impact Report (DEIR) for the Large Format Retail/Superstore/Food & Beverage Zoning Text amendments.
14. C/CAG Airport Land Use Committee (ALUC) Membership Roster April 2014

Attachments



**NOTICE OF AVAILABILITY OF PUBLIC
REVIEW AND NOTICE OF INTENT TO
ADOPT A MITIGATED NEGATIVE
DECLARATION**

NOTICE IS HEREBY GIVEN that the City of South San Francisco has completed the *Initial Study/ Mitigated Negative Declaration for the 101 Terminal Court Clear Channel Billboard Project and Related Zoning Amendments* and it is available for public review and comment for **30 days**. Copies of the Mitigated Negative Declaration are available for review at the following locations: the Orange Avenue Library – 804 W. Orange Avenue; the Grand Avenue Library – 306 Walnut Avenue; the Planning Division – 315 Maple Avenue; and the City Clerk’s Office – 400 Grand Avenue.

Copies of the billboard project Initial Study/ Mitigated Negative Declaration are available for review at the South San Francisco Planning Division at 315 Maple Avenue and online at:

<http://ca-southsanfrancisco.civicplus.com/index.aspx?nid=367>.

Project Description:

The Project site is located at 101 Terminal Court within the paved parking area operated privately by Park N Fly as off-site airport parking.

The Project is proposed by Clear Channel Outdoor and involves construction and operation of one new double-sided outdoor advertising LED billboard that would be oriented toward traffic along adjacent Highway 101. The billboard is proposed to reach a maximum height of up to 70 feet and would have display faces approximately 14 feet high by 48 feet wide.

An amendment to the City’s Zoning Code is required for approval of a digital billboard. With this amendment, no more than 3 digital billboards (include the proposed billboard) could be allowed along the highway in conjunction with negotiated Relocation Agreements.

The Mitigated Negative Declaration that has been prepared for the Project determines that impacts of the Project are considered to be less than significant with mandatory compliance with existing federal, State and local standards and the implementation of mitigation measures listed in the document. Implementation of the Project would not degrade the quality and extent of the environment or result in adverse effects on human beings, provided the Project adheres to all mandated policies, rules and regulations of all relevant governing bodies.

With the proposed Zoning Code amendment, the Project would be consistent with all applicable regulations as well as the City’s General Plan. With application of the rules under the proposed amendment and Caltrans billboard siting criteria, the Project would not result in any significant cumulative impacts.

COMMENT PERIOD: The comment period for this proposed development project commences on **Tuesday June 25, 2013 and will close on Thursday, July 25, 2013**. Written comments regarding the Mitigated Negative Declaration must be received by the Planning Division, 315

Maple Avenue, South San Francisco, by no later than **Thursday, July 25, 2013 at 5:00pm.**
Please send all comments to:

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

Comments may also be sent by email to gerry.beaudin@ssf.net.

If you have any question regarding the matter, contact the Planning Division at 315 Maple Avenue, or call (650) 877-8535.

/s/ Susy Kalkin
Secretary to the Planning Commission
City of South San Francisco

Dated: 6/24/2013

C/CAG
CITY/COUNTY ASSOCIATION OF GOVERNMENTS
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July 10, 2013

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

Dear Gerry:

RE: C/CAG Staff Comments on the Initial Study/Mitigated Negative Declaration for the 101 Terminal Court Clear Channel LED Billboard Project and Related Zoning Amendments

Thank you for the opportunity to comment on the above-referenced document. The comments that follow are CCAG staff comments related to the airport/land use compatibility criteria that applies to the project.

Project Description

The Notice of Availability of Public Review and Notice of Intent to Adopt a Mitigated Negative Declaration document describes the project as follows:

“The project site is located at 101 Terminal Court within the paved parking area operated privately by Park N Fly as offsite airport parking.

The project is proposed by Clear Channel Outdoor and involves construction and operation of one new double-sided outdoor advertising LED billboard that would be oriented toward traffic along adjacent Highway 101. The billboard is proposed to reach a maximum height of up to 70 feet and would have display faces approximately 14 feet high by 48 feet wide.

An amendment to the City’s Zoning Code is required for approval of a digital billboard. With this amendment, no more than 3 digital billboards (including the proposed billboard) could be allowed along the highway in conjunction with negotiated Relocation Agreements.”

Letter to Gerry Beaudin, Principal Planner, City of South San Francisco, Re: C/CAG Staff Comments on the Initial Study/Mitigated Negative Declaration for the 101 Terminal Court Clear Channel LED Billboard Project and Related Zoning Amendments

July 10, 2013

Page 2 of 3

C/CAG Staff Comments

The project site is located within the adopted Airport Influence Area B boundary for San Francisco International Airport. Proposed local agency land use policy actions (i.e. zoning amendments) within this boundary must be referred to ALUC/C/CAG for a formal consistency review related to the airport land use compatibility policies and criteria contained in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport November 2012* (SFO ALUCP). However, the proposed project and related zoning amendments do not require a formal ALUC/CCAG consistency review for the following reasons:

- * **Aircraft Noise Impact.** The proposed LED billboard is not a noise-sensitive land use and it not located within the adopted aircraft noise contours for San Francisco International Airport, as shown in the SFO ALUCP.
- * **Runway Safety Zones.** The project site is not located within any runway safety zones, as shown in the SFO ALUCP.
- * **Airspace Protection.** Airspace Protection Policies AP-1 through AP-4 in the SFO ALUCP are relevant to the project and should be reviewed and considered as part of the Mitigated Negative Declaration process. The airspace protection parameters include three elements that are relevant to the proposed project: (1) maximum height/penetration of critical airspace surfaces, (2) FAA notification of proposed construction, and (3) potential hazards to aircraft in flight. Each of these is addressed below.

(1) Based on a preliminary height analysis of the project conducted by C/CAG staff with the Interactive Airspace Tool (iALP), the proposed LED billboard does not appear to penetrate any of the critical airspace protection surfaces shown in the SFO ALUCP. Use of the iALP tool for a height analysis dos not relieve the project sponsor from the federal obligation to comply with Code of Federal Regulations, Title 14, Part 77, Subpart B, re: FAA notification of proposed construction or alteration of existing structures.

(2) The project site appears to be located with the parameters that require FAA notification of proposed construction of new structures or alteration of existing structures (see Exhibit IV-11 in the SFO ALUCP. Notification is provided to the FAA by the project sponsor via FAA Form 7460-1. I encourage the sponsor to notify the FAA as soon as possible to facilitate a timely response.

**Letter to Gerry Beaudin, Principal Planner, City of South San Francisco, Re: C/CAG Staff
Comments on the Initial Study/Mitigated Negative Declaration for the 101 Terminal Court
Clear Channel LED Billboard Project and Related Zoning Amendments**

July 10, 2013

Page 3 of 3

(3) Airspace Protection Policy AP-4 includes a list of land use characteristics that may cause hazards to aircraft in flight. The list indicates "...bright lights, including search lights or laser displays, which would interfere with the vision of pilots making approaches to the Airport." This policy indicates the uses on the list "...may be permitted only if they are consistent with FAA rules and regulations." I suggest the project sponsor contact Karen McDonald, Specialist, FAA Obstruction Evaluation Group, at 310/725-6557 or via email, at karen.mcdonald@faa.gov to discuss the billboard height and display brightness before filing the 7460- 1 form with the FAA.

The project description in the *Notice of Availability of Public Review and Notice of Intent to Adopt a Mitigated Negative Declaration* document indicates, "With this amendment, no more than 3 digital billboards (including the proposed billboard) could be allowed along the highway in conjunction with negotiated Relocation Agreements." A similar airport land use compatibility review would be appropriate for future digital billboards in the City of South San Francisco that would be located in the U.S. Highway 101 corridor within the Airport Influence Area B boundary for San Francisco International Airport.

If you have any questions about these comments, please contact me at 650/599-1453, or via email at dcarbone@smcgov.org

Sincerely,



David F. Carbone, C/CAG Staff

cc: C/CAG Board
C/CAG Airport Land Use Committee
John Kim, SFO Bureau of Planning and Environmental Affairs

ccagstaffcomletSSFLEDsign0713.docx

C/CAG

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July 31, 2013

John Swiecki, Community Development Director
City of Brisbane
50 Park Place
Brisbane, CA 94005

Dear Mr. Swiecki:

RE: C/CAG Staff Comments on the Draft Environmental Impact Report (DEIR) for the
Brisbane Baylands Project Regarding Airport Land Use Compatibility

Thank you for the opportunity to comment on the above-referenced document. The DEIR addresses the consistency of the proposed Baylands Project with the airport land use compatibility plan for the environs of San Francisco International Airport (see text on pp. 4.1-51 and 4.1-52 of the document). The project site is bounded on the east by U.S. Highway 101, on the west and south by Bayshore Blvd, and on the north by the City and County of San Francisco. The site consists of 597 acres of land area and 136 acres of lagoon, for a total of 733 acres (see Enclosure No. 1).

The following are C/CAG staff comments that further address airport land use compatibility and real estate disclosure related to the proposed project.

Airport Influence Area (AIA) Boundary

The C/CAG Board of Directors, in its designated role as the Airport Land Use Commission for the county, is required by state law to prepare and adopt airport land use compatibility plans for the environs of each airport within its jurisdiction. The Board adopted a document entitled *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport November 2012* (SFO ALUCP). The content of the Plan was guided by the relevant provisions in the *California Airport Land Use Planning Handbook October 2011* published by the Caltrans Division of Aeronautics as required by state law.

State law also requires an airport land use commission to establish an airport influence area (AIA) boundary (PUC Section 21675 (c)). The AIA boundary defines a geographic area for ALUCP policy implementation. The adopted SFO ALUCP includes a two-part Airport Influence Area (AIA) boundary: Area A and Area B. Each area is described below.

SFO Airport Influence Area A. This area includes the entire county, all of which is overflowed by aircraft flying to and from SFO at least once a week at altitudes of 10,000 feet or less above mean sea level (see Enclosure No. 2). The following SFO ALUCP policy applies to Airport Influence Area A:

**Letter to John Swiecki, Community Development Director, City of Brisbane, Re: C/CAG Staff
Comments on the Draft Environmental Impact Report (DEIR) for the Brisbane Baylands Project
Regarding Airport Land Use Compatibility**

July 31, 2013

Page 2 of 3

“IP-1 Airport Influence Area A – Real Estate Disclosure Area

Within Area A, the real estate disclosure requirements of state law apply. Section 11010 (b)(3) of the Business and Professions Code requires people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property. The law requires that if the property is located within an “airport influence area” designated by the airport land use commission, the following statement must be included in the notice of intention to offer the property for sale:

NOTICE OF AIRPORT IN VICINITY

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

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

The entire project site is located within Area A and is therefore, subject to the real estate disclosure requirement shown above. Compliance with this requirement is the responsibility of the person(s) offering real property for sale or lease within Area A.

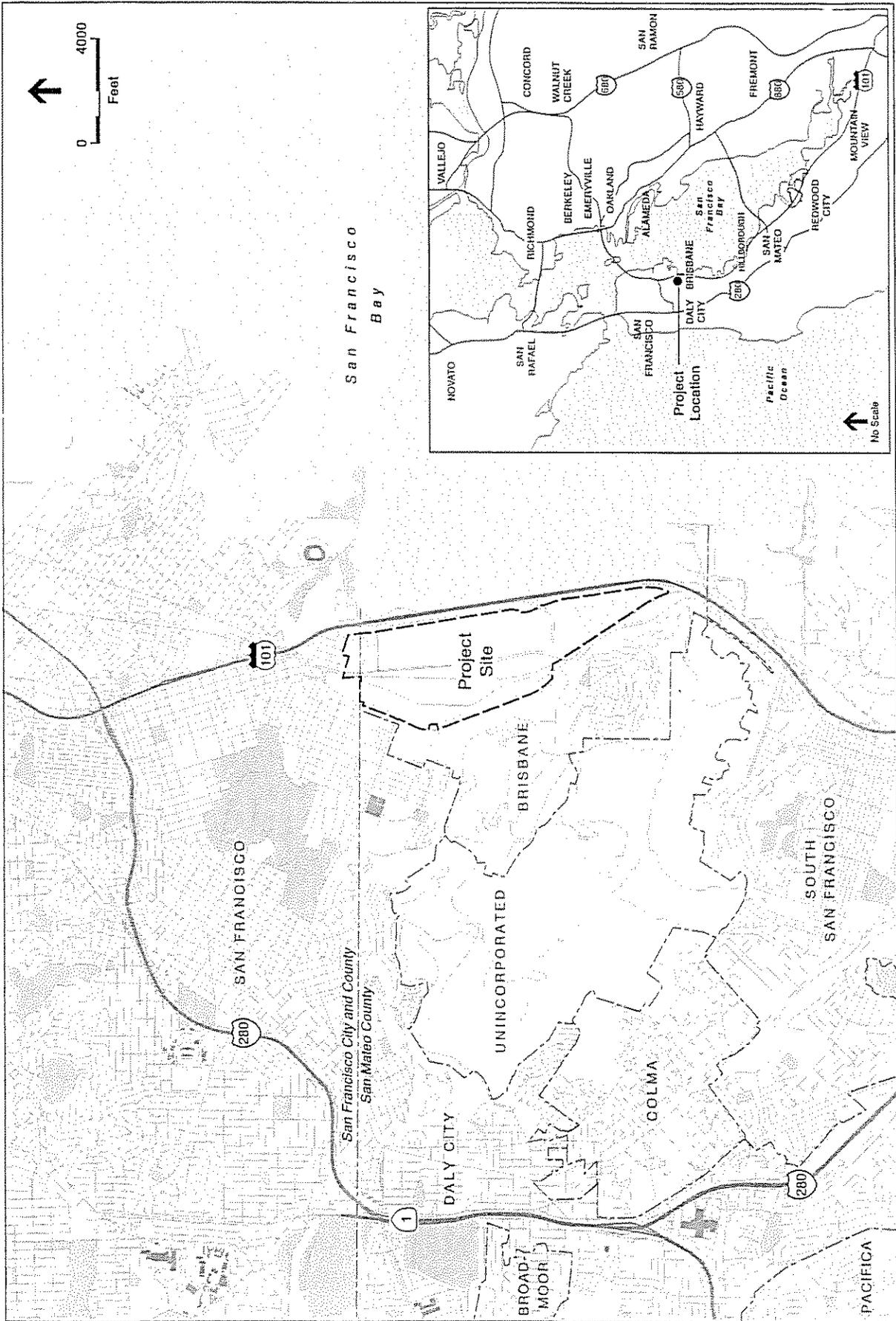
SFO Airport Influence Area B. This boundary defines a smaller area surrounding SFO within which local agencies must submit their proposed land use policy actions to the C/CAG Board for a consistency review related to the relevant the SFO ALUCP land use compatibility policies. The Area B boundary is also known as the airport referral boundary. Real estate disclosure is also required within Area B (see Enclosure No. 3).

The following SFO ALUCP policy applies to Area B:

“IP-2 Airport Influence Area B – Policy/Project Referral Area

Within Area B, the Airport Land Use Commission (the C/CAG Board) shall exercise its statutory duties to review proposed land use policy actions, including new general plans, specific plans zoning ordinances, plan amendments and rezonings, and land development proposals. The real estate disclosure requirements in Area A also apply in Area B. For purposes of this policy, parcels along the edge of the Area B boundary that are split by the boundary shall be considered as fully being within Area B.”

None of the City of Brisbane is located within Area B and therefore, the Brisbane Baylands Project is not subject to a formal SFO ALUCP consistency review by the ALUC and C/CAG.



Brisbane Baylands . 206069

Figure 3-1
Project Site Location

Enclosure No. 1

SOURCE: ESA

LEGEND

- Boundary for Airport Influence Area B
- ||||| Airport Influence Area A Boundary
- County Boundary
- City Boundary
- Range Township Section and Range Lines
- Freeway
- Road
- Municipal Members of SFOC Community Roundtable
- Unincorporated San Mateo County

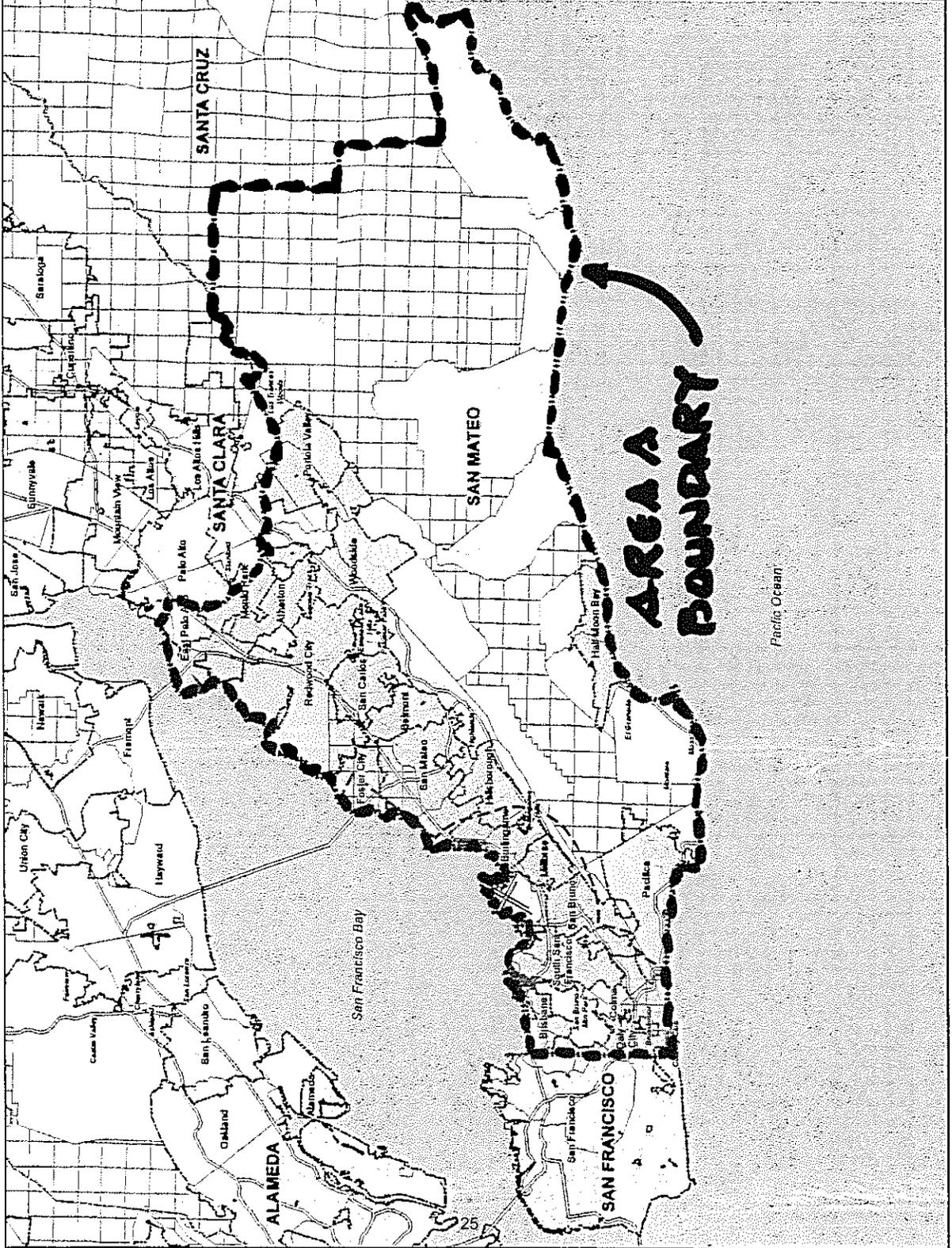


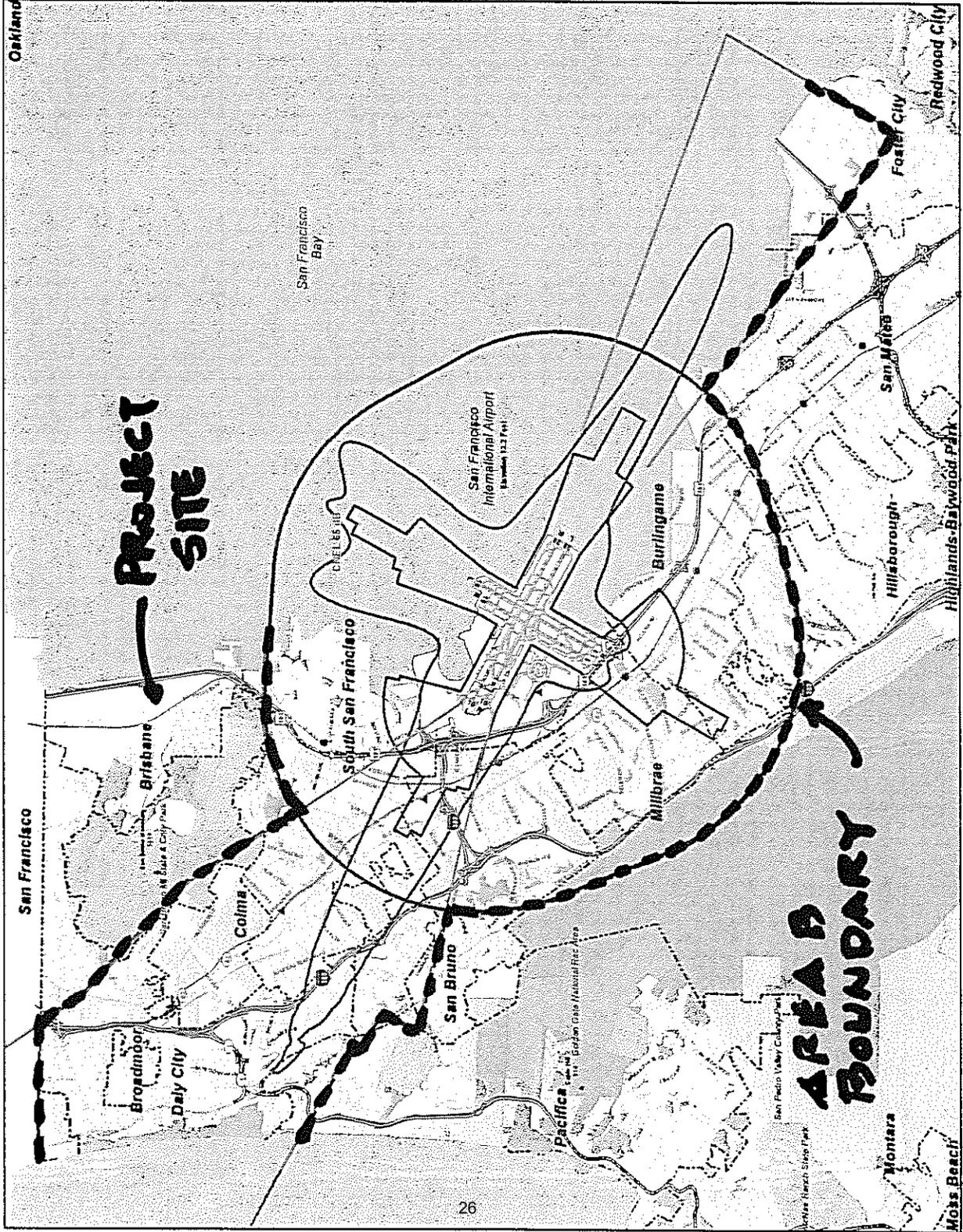
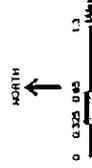
Exhibit IV-1
**AIRPORT INFLUENCE AREA A -
 REAL ESTATE ENCLOSURE AREA**
 Comprehensive Airport Land Use Plan
 For The Environs of San Francisco International Airport
C/CAG
 City/County Association of Governments
 of San Mateo County, California

LEGEND

- Boundary for Airport Influence Area B
- Outer Boundary of Safety Zones
- CIEL Corridor, 2010 Forecast
- 14 CFR Part 77 Obstacle Clearance 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:

- 100-1644-Mackay-Helm, Inc., Richards Associates, Inc. and Jacobs Consulting, based on 14 CFR Part 77, Subpart II, Section 77.8.
- Outer Boundary of TERPS Approach and OEI Departure Surfaces, San Francisco International Airport, Jacobs Consulting and Planning Technology Inc., 2009
- Safety Compatibility Zones, Jacobs Consulting Team, 2006, Ricardo & Associates, Inc., 2011
- Haase Corridor, URS Corporation and Boltgatler International, Draft Environmental Assessment, San Francisco International Airport Proposed Runway Safety Area Program, June 2011



ENRMTV-2
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

FAA NOTIFICATION REQUIREMENTS

A. Structures proposed must be FAA Form 7460-1, Notice of Proposed Construction or Alteration, for any proposed construction or alteration that exceeds any of the following Notification Criteria described in 14 CFR Part 77.8

§77.8(a) - A height more than 200 feet above ground level (AGL) at its top.

§77.8(b) - Within 20,000 feet of a runway more than 3,000 feet in length, and extending a 100:1 slope imaginary surface (i.e., a surface rising 1 foot vertically for every 100 feet horizontally) from the nearest point of the nearest runway. The 100:1 surface is shown as follows:

———— 20,000 Feet Level From Horizontal Runway

———— Elevation Above Mean Sea Level

———— Heights of 180:1 Surface Above Ground (AOL)

———— Terrain Elevations of Airspace Surface

———— Less than 30

———— 30-45

———— 45-60

———— 65-100

———— 100-150

———— 150-200

———— 200 and more

§77.8(c) - Roadways, railroad, and waterways are evaluated based on height above surface provided for vehicles, by horizontal clearance or by the height of the highest mobile object normally traversing the transportation corridor.

§77.8(d) - Any construction or alteration on any public-use or military airport (or heliport).

Structures proposed at their representative height in the National Obstruction Clearance Profile (OCP) must be shown on the FAA OCA/AAAS when they exceed the OCP.

LEGEND

▲ BART Station

● CALTRAIN Station

----- Municipal Boundary

----- Railroad

----- Road

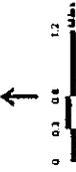
Table

Per CFR Part 77, developers proposing structures taller than the indicated elevations must file Form 7460-1 with the FAA at least 30 days before the proposed construction. However, due to local requirements for a favorable FAA determination as a contingency for project approval it is advisable to file the Form 7460-1 as soon as possible because the FAA can take several months to undertake aeronautical reviews.

Source:

Records & Associates, Inc. and Jacobs Consulting, based on 14 CFR Part 77, Subpart B, Section 77.8

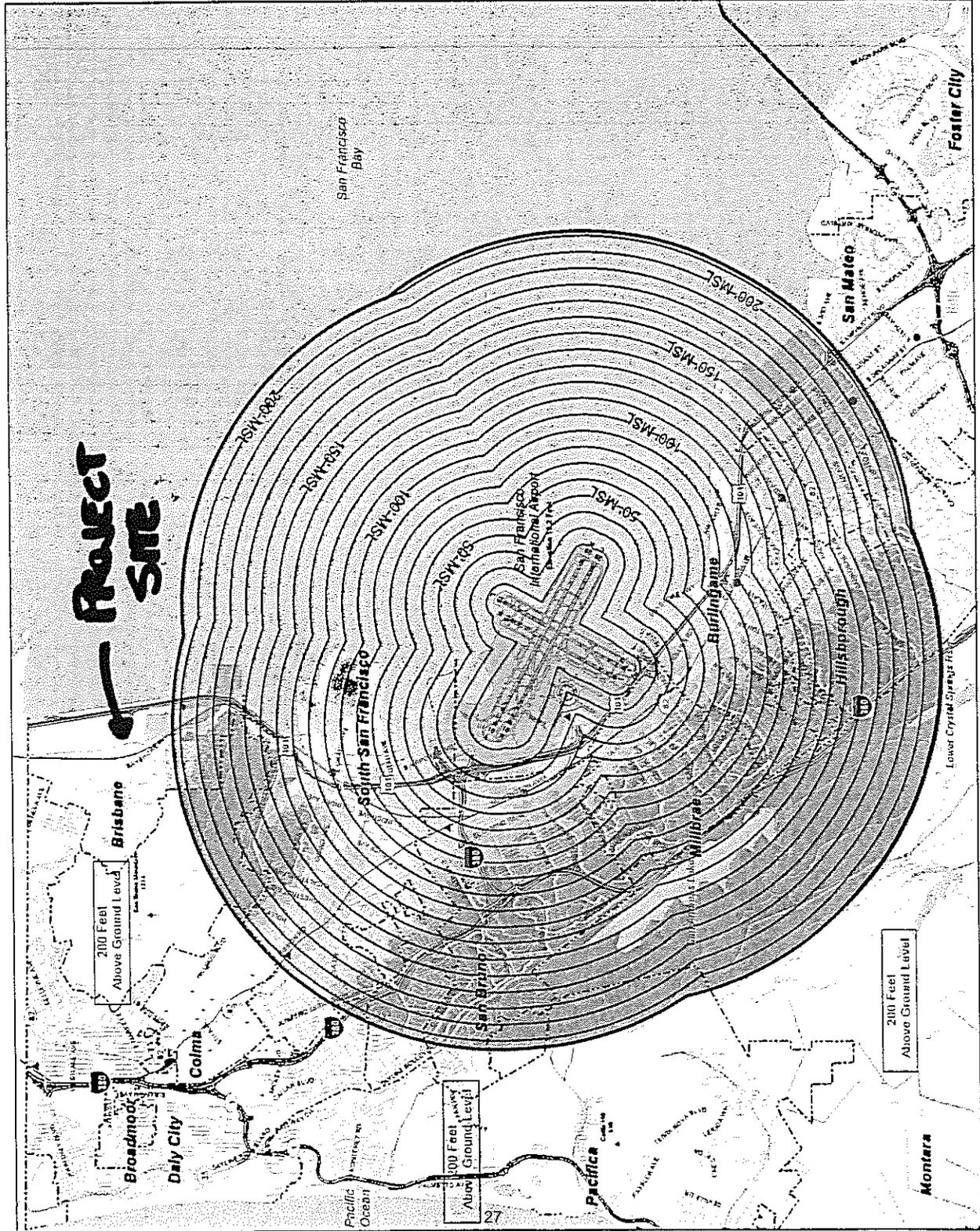
North



Estimate 10-10
**FAA NOTIFICATION FORM 7460-1
 FILING REQUIREMENTS**
 Comprehensive Airport Land Use Plan
 for the Extension of San Francisco International Airport

C/CA

City/County Association of Governments
 of San Mateo County, California



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August 8, 2013

Colette Meunier, Contract Project Planner
City of San Carlos
660 Elm Street
San Carlos, CA 94070

RE: C/CAG Airport Land Use Plan Consistency Review of a Proposed Rezoning and Development Plan for the San Carlos Transit Village

Dear Ms Meunier:

The proposed rezoning and development plan for the San Carlos Transit Village is located within Airport Influence Area B for San Carlos Airport. The Area B boundary defines a geographic area within which proposed local agency policy actions (i.e. general plan amendments, rezonings, etc.) must be referred to the Airport Land Use Commission (C/CAG Board) for a determination of the consistency of the proposed action with the relevant airport land use compatibility policies contained in the San Carlos Airport Land Use Plan.

Thank you for the referral of the proposed rezoning action and development plan for the San Carlos Transit Village, per your letter, dated June 26, 2013. After a thorough review of the proposed rezoning and development plan, we have determined that the proposed action and plan do not require a formal C/CAG airport land use plan consistency review/action. This conclusion is based on the following:

- * The proposed zoning change from Mixed Use – Station Area (MU-SA) District to Planned Development (PD) District does not change the allowable land uses on the site, per the MU-SA District regulations. The proposed development could be built on the site without the zone change.
- * The proposed zone change is site specific and does not affect any other property in Airport Influence Area B for San Carlos Airport.
- * The proposed project is located approximately 3,000 feet west of the western edge of Runway 12/30 at San Carlos Airport. Therefore, the site is not located within any runway safety zone nor within any aircraft noise contour. The maximum height of the project (50 feet above ground level (AGL)) does not require FAA notification and does not affect any FAA airspace protection surfaces for San Carlos Airport.
- * The proposed action does not meet the criteria for requesting the grant of an aviation easement to the County of San Mateo, as the proprietor of San Carlos Airport, as shown in "Chapter IV. San Carlos Airport Land Use Plan" of the *San Mateo County Comprehensive Airport Land Use Plan December 1996*.

**Letter to Colette Meunier, Contract Project Planner, City of San Carlos, Re: C/CAG
Airport Land Use Plan Consistency Review of a Proposed Rezoning and Development Plan
for the San Carlos Transit Village**

August 8, 2013

Page 2 of 2

The project sponsor should be aware that since the project site is located within an airport influence area boundary, it is subject to the real estate disclosure requirements of state law (see California Business and Professions Code Sections 11010(a) and (b)(13) and 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).

Thank you for referring this action to our attention. If you have any questions, please contact Dave Carbone, C/CAG Staff, at 650/599-1453, T-TH.

Sincerely,



Sandy Wong, C/CAG Executive Director



DEPARTMENT OF ECONOMIC
AND COMMUNITY DEVELOPMENT
PLANNING DIVISION
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BARRY M. NAGEL, CITY MANAGER

David F. Carbone
C/CAG
555 County Center, 5th Floor
Redwood City, CA 94063

October 24, 2013

RE: C/CAG Review of Britannia Cove Project

Dear Mr. Carbone,

Thank you for presenting C/CAG staff comments on the DSEIR for the Britannia Cove at Oyster Point Specific Plan Project. In your letter, you indicate that the project site is located within the Airport Influence Area (AIA) B boundary, and that the proposed land use policy actions must be referred to the ALUC/C/CAG for a formal SFO ALUCP consistency review/action. The purpose of this letter is to provide you with more information related to the proposed revisions to the previously adopted land use policies in order to evaluate if such a review is necessary.

Site Background

In December 1997, the City approved the Bay West Cove Specific Plan District, a proposed mixed use commercial project that consisted of five planning areas, with a different development scenario proposed for each planning area. The project site was defined as Planning Area 1 in this original document.

In 2000, the City certified a Supplemental EIR for the Bay West Cove Commercial Project and approved two separate Specific Plans:

- Bay West Cove Specific Plan, Planning Area 1 – This amended the Bay West Cove Specific Plan to divide Planning Area 1 into two sub-planning areas: Planning Area 1a (16 acres) allowed Office/Research and Development (R&D) uses, and Planning Area 1b (4 acres) allowed a hotel.
- Britannia Technology Center, Planning Areas 2 and 3 – Also allowed Office/R&D uses. Construction of Planning Areas 2 and 3 were substantially completed in the early 2000s with the development of the Britannia Oyster Point (BOP) I project.

Proposed Project

The proposed Britannia Cove at Oyster Point project would be located within Planning Area 1 of the Bay West Cove Specific Plan. The project consists of the phased build-out of seven buildings for Office/R&D uses, with a total area of 884,344 square feet; a 200 room, 126,000 square foot select service (or better) hotel with restaurant; 20,000 square feet of retail/restaurant space; a parking structure, and various other on-site and off-site improvements.

As compared to the 2000 Bay West Cove Commercial Project, the proposed plan would increase the development of Office/R&D uses on the site by 264,344 square feet, provide the same square footage of commercial uses, decrease the number of hotel rooms from 350 to 200, and provide parking at the same ratio of 2.83 spaces per 1,000 square feet.

Proposed Specific Plan Amendments

The proposed project would necessitate amendments to three (3) existing policy documents for the project area:

Bay West Cove Specific Plan, Planning Area 1

The Bay West Cove Specific Plan would be amended for the following purposes:

- Allow for floor area ratio (FAR) to be transferred across Planning Areas 1a, 2 and 3 with the Bay West Cove Specific Plan provided that the maximum development potential allowed not be exceeded;
- Revise the hotel standard from Full-Service to Select-Service or better and reduce the total number of hotel rooms from 350 to 200; and,
- Revise the size and location of Planning Area 1b (hotel parcel) to shift the parcel from the corner of Oyster Point Blvd & Veterans Blvd to a location opposite the “slot” and to reduce the size from 4 to 2 acres.

Britannia Tech Center Specific Plan, Planning Areas 2 and 3

The Britannia Tech Center Specific Plan would be amended for the following purposes:

- Allow FAR to be transferred across Planning Areas 1a, 2 and 3 within the Bay West Cove Specific Plan provided that the maximum development potential allowed not be exceeded.

Currently, Planning Areas 2 and 3 are developed at a FAR of 0.58, while the proposed Britannia Cove at Oyster Point site (Planning Area 1) would be developed at a FAR of 1.14. The blending of FAR across all three planning areas would result in a combined FAR of 0.83, which is consistent with the original Bay West Cove Specific Plan. The relocation of the hotel parcel would not result in any alterations to the currently allowed heights or general development standards.

Proposed Zoning District Amendments

Bay West Cove Specific Plan Zoning District

Chapter 20.210 “Bay West Cove Specific Plan District” provides for the coordinated development of all of the planning areas by incorporating specific development standards and requirements, including Building Height, FAR, Setback and Yard Requirements, Parking Requirements, and Transportation Demand Management requirements. The project proposes the following amendments to Chapter 20.210, all of which would be consistent with the Specific Plan amendments proposed above:

- Allow FAR to be transferred across Planning Areas 1a, 2 and 3 provided that the maximum development potential allowed not be exceeded.
- Amend Figure 20.210.002 “Bay West Cove Specific Plan District” to show the revised locations and sizes of Planning Areas 1a and 1b.

The proposed amendments would not result in any alterations to the currently allowed heights, uses, or general development standards.

Page 3 of 3

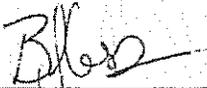
Subject: C/CAG Review of Britannia Cove Project

As indicated in your comment letter on page 2, your "preliminary airport land use compatibility analysis indicates that the project, as proposed, would not be incompatible with SFO ALUCP policies related to airport noise, safety, and height of structures/airspace protection. The proposed project is situated outside of the Airport's CNEL 65 dB noise contour and is not located within any runway end safety zones. The proposed building heights would not penetrate any critical airspace surfaces, which are at approximately 500 feet above the site."

As indicated in the analysis above, the proposed amendments to the Specific Plans and the Zoning District would not result in any changes to the currently allowed heights of structures and would not introduce any new uses or design features that would create a noise or safety impact. Therefore, we would like to inquire if a formal SFO/ALUCP consistency review/action by the ALUC/ C/CAG is actually necessary.

Thank you for your consideration of this request. If you have further questions or comments, please contact me by phone at 650-877-8535 or by email at billy.gross@ssf.net.

Regards,



Billy Gross
Associate Planner
City of South San Francisco

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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October 31, 2013

Billy Gross, Associate Planner
City of South San Francisco
Planning Division
315 Maple Ave.
South San Francisco, CA 94083

Dear Mr. Gross:

RE: Response to Your Letter, Re: Need for C/CAG Review of Proposed Land Use
Policy Actions Related to the Bay West Cove Project Near San Francisco
International Airport (SFO)

Thank you for your letter, dated October 24, 2013, that provides additional information regarding the proposed land use policy actions related to the Bay West Cove project in the East of 101 area near San Francisco International Airport (SFO) (Bay West Cove Specific Plan amendment for Planning Area 1, Britannia Tech Center Specific Plan amendment for Planning Areas 2 and 3, and a proposed Bay West Cove Zoning District amendment). As explained in your letter, the proposed specific plan amendments include a floor area ratio (FAR) transfer across Planning Areas 1a, 2, and 3, a reduction in the number of proposed hotel rooms from 300 to 250, and a relocation of the hotel parcel. The letter further explains the proposed zoning district amendment "...provides for the coordinated development of all of the planning areas by incorporating specific development standards and requirements, including building height, FAR, setback and yard requirements, parking requirements, and transportation demand requirements." As noted in your letter, the proposed amendments to the specific plans and the zoning district "...would not result in any changes to the currently allowed height of structures and would not introduce any new uses or design features that would create a noise or safety impact." You verbally indicated the relocated hotel parcel is not located within the projected SFO 2020 65 dB CNEL or higher aircraft noise contour.

As noted in my prior comments, the project site is located within Airport Influence Area B for San Francisco International Airport (SFO). Proposed land use policy actions (i.e. general plan amendments, specific plan amendments, and zoning ordinance amendments, etc.) that result in a land use change and/or a land use intensity change in Area B must be referred to the C/CAG Board, in its designated role as the Airport Land Use Commission, for a formal SFO ALUCP consistency review. The C/CAG Airport Land Use Committee (ALUC) and the C/CAG Board reviewed the original land use policy actions and related project over 12 years ago. More recently, C/CAG staff commented on a Draft Subsequent EIR (DSEIR) on the revised project, via a letter to you, dated May 13, 2013.

**Letter to Billy Gross, Associate Planner, City of South San Francisco, Re: Response to His Letter, Re: Need for C/CAG Review of Proposed Land Use Policy Actions Related to the Bay West Cove Project Near San Francisco International Airport (SFO)
October 31, 2013**

Page 2 of 2

In this case, the land use policy actions and the proposed project are situated outside of the projected SFO 2020 65 dB CNEL or higher aircraft noise contour and are not located within any runway end safety zones. Although the project site is located within the critical airspace protection surfaces for SFO, your recent height analysis, using the iALP Airspace Tool (Appendix J in the adopted SFO ALUCP), verifies the proposed building heights do not penetrate any of the SFO critical airspace surfaces.

Based on the additional information you provided and the results of the airspace analysis, the proposed specific plan amendments and zoning district amendment do not include any components that affect airport land use compatibility (i.e. height of structures/airspace protection impacts, aircraft noise impacts, safety zone issues) nor any land use changes or land use intensity changes that would require a formal C/CAG Airport Land Use Committee (ALUC)/C/CAG Board SFO ALUCP consistency review. Therefore, per C/CAG staff review, a formal SFO ALUCP consistency review is not needed for the proposed land use policy actions.

Thank you for providing the additional project clarifications and information. If you have any further questions, please contact me at 650/599-1453, T-TH 8 a.m.-3 p.m., or via email, at dcarbone@smcgov.org

Sincerely,



David F. Carbone, C/CAG Staff

cc: Sandy Wong, C/CAG Executive Director
C/CAG Airport Land Use Committee (ALUC)
John Bergener, SFO Planning Manager

CCAGstaffcomletSSFBAYWestCoveamendments1013.docx



DEPARTMENT OF ECONOMIC
AND COMMUNITY DEVELOPMENT
PLANNING DIVISION
(650) 877-8535
FAX (650) 829-6639
E-MAIL WEB-ECD@SSF.NET

CITY COUNCIL 2013

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November 6, 2013

Certified Mail # 7001 1140 0001 0464 9046

To: David Carbone
C/CAG Airport Land Use Committee (ALUC)
590 Hamilton Street, 2nd Flr.
Redwood City, CA 94063

**Subject: Notice of Preparation of a Draft Environmental Impact Report for
the Large Format Retail / Superstore Zoning Text Amendments**

Lead Agency:

Agency Name:	City of South San Francisco Planning Division
Street Address:	315 Maple Avenue South San Francisco, CA 94080
Mailing Address:	P.O. Box 711 South San Francisco, CA 94083
Contact:	Susy Kalkin, Chief Planner susy.kalkin@ssf.net

The City of South San Francisco will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. Ascent Environmental, Inc. has been retained by the City to prepare the EIR. We are seeking input from the public and agencies as to the scope and content of the environmental information that you feel should be included in the subject EIR.

The EIR will address a proposal (the "Project") by the City to modify its zoning code, as it pertains to Large Format Retail/Superstore designations ("Zoning Amendments").

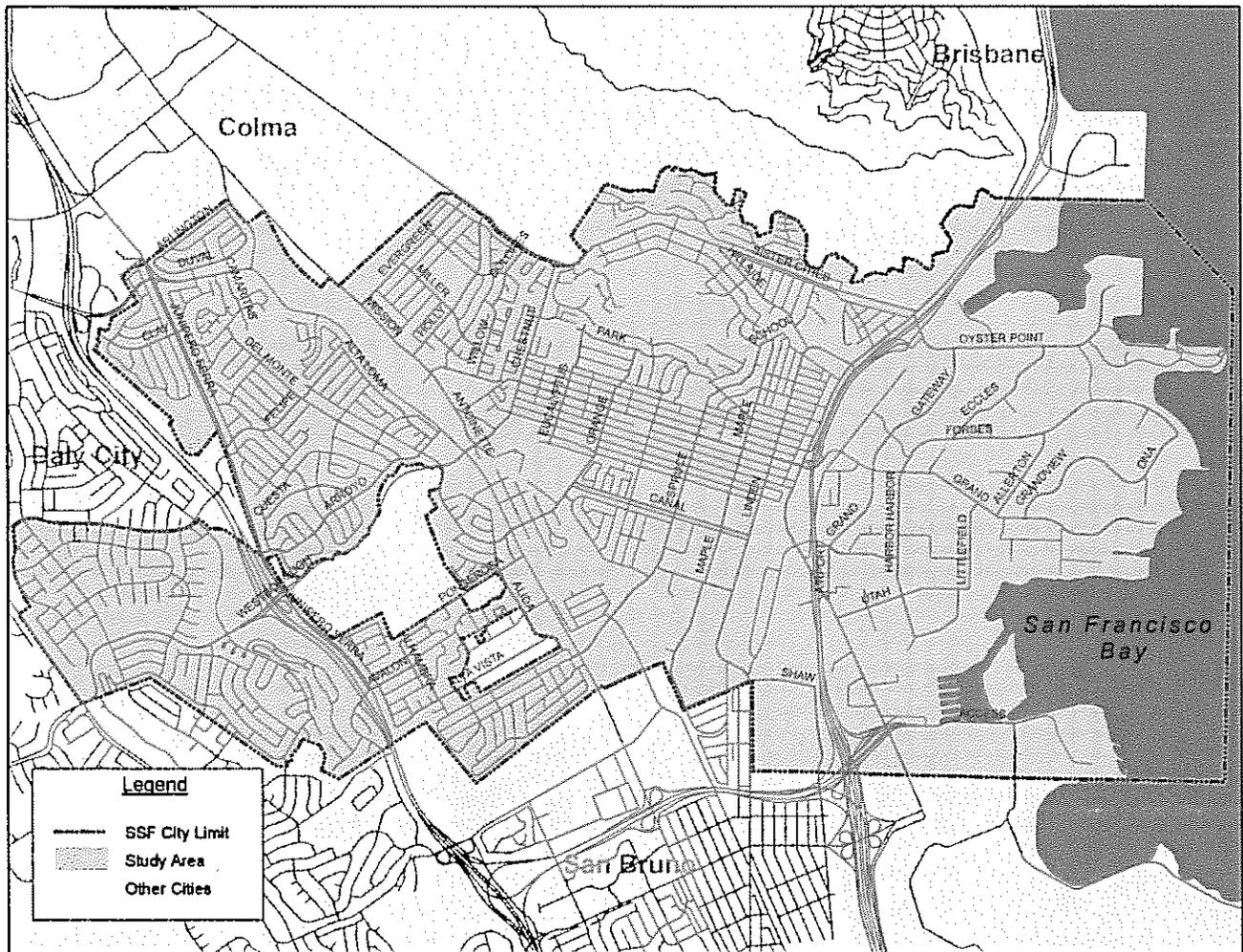
A description of the Zoning Amendments is summarized below. An Initial Study is not attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after the mailing of this notice. All comments are due by **December 6, 2013**.

Comments can be provided in writing via regular or e-mail, or in writing or verbally at a public scoping meeting, to be held from 3pm to 4pm on Thursday December 5, 2013 in the Annex Conference Room at 315 Maple Avenue, South San Francisco, CA.

Please send any written response to Susy Kalkin at the address shown above. Please provide a contact name for your comments.

Project Title: **Large Format Retail / Superstore Zoning Text Amendments**



Project Description & Scoping: The proposed Zoning Amendments include changes to remove the potential for future grocery store uses within the East of 101 planning sub-area and to prohibit “Superstore” use city-wide.

The East 101 planning sub-area includes no existing or planned residential uses. Because a retail grocery use generally serves residential neighborhoods, such a use would be inappropriate for this planning sub-area. The proposed Zoning Amendment would resolve this potential planning conflict by eliminating potential grocery uses from the East of 101 planning sub-area.

The proposed “Superstore” definition would include retail establishments that serve as a one-stop shopping destination by offering a wide variety of goods and merchandise, often at a discounted price. Superstores are distinguished by their size, and by the inclusion of grocery sales (defined in the proposed zoning code as over 80,000 square feet in sales area with over 5 percent of the gross floor area dedicated to full service food/beverage/grocery sales). A Superstore may also feature various business centers, such as a bank, pharmacy, vision center, pet center, photo center, and prepared food outlet(s).

Proposed alterations to the zoning ordinance will also require revised or new definitions for the following uses: *Convenience Market, Large Format Retail, Grocery Store, Supermarket, and Superstore*. The changes to these definitions provide clarification by differentiating these uses from the proposed to be prohibited “Superstores.”

The proposed Zoning Amendments are intended to implement existing General Plan policies and principles to promote the City’s existing commercial vitality and economic well being, and maintain the downtown as the City’s physical and symbolic center as a focus of commercial activity. The Zoning Amendments will also seek to protect the City’s neighborhood shopping centers as Primary Market Areas for Grocery sales and diverse retail uses. Furthermore, the proposed Zoning Text Amendments seek to minimize negative impacts on standalone Food and Beverage Retail Sales uses in the community, mitigate negative impacts on vehicle, bicycle and pedestrian circulation patterns, and avoid potential adverse effects on real property values resulting from diminished neighborhood and/or regional shopping centers resulting from a new “Superstore” use within the City limits. The proposed Zoning Text Amendments also reflect the intent of the “Grand Boulevard Initiative” for El Camino Real with “Smart Growth” principles, which include but are not limited to: maintaining walkable neighborhoods; compact urban form; opportunities for transportation/transit alternatives; and an effective use of available infrastructure.

The EIR will focus on environmental effects in the following topic areas: Aesthetics, Air Quality, Greenhouse Gas Emission and Climate Change, Land Use Planning, and Transportation and Circulation.

Date: November 6, 2013

/s/Susy Kalkin

Susy Kalkin, Chief Planner

Telephone: (650) 877-8535



**NOTICE OF AVAILABILITY OF PUBLIC REVIEW AND
NOTICE OF INTENT TO ADOPT A MITIGATED
NEGATIVE DECLARATION**

NOTICE IS HEREBY GIVEN that the City of South San Francisco has completed the *Initial Study/ Mitigated Negative Declaration for the adoption and implementation of the Climate Action Plan (CAP) and the Pedestrian Master Plan (PMP) as well as proposed amendments to the City's General Plan* and it is available for public review and comment for **30 days**. Copies of the Mitigated Negative Declaration are available for review at the following locations: the Orange Avenue Library – 804 W. Orange Avenue; the Grand Avenue Library – 306 Walnut Avenue; the Planning Division – 315 Maple Avenue; and the City Clerk's Office – 400 Grand Avenue.

Copies of the draft Climate Action Plan (CAP) and draft Pedestrian Master Plan (PMP) are available for review at the South San Francisco Planning Division at 315 Maple Avenue and online at:

<http://ca-southsanfrancisco.civicplus.com/index.aspx?NID=1463> on the Climate Action & Pedestrian Master Plans webpage and <http://weblink.ssf.net/weblink8/browse.aspx?dbid=0> under Planning Division/Environmental Reports.

Project Description: Climate Action Plan (CAP) & Pedestrian Master Plan (PMP)

The proposed project includes a Climate Action Plan (CAP) and Pedestrian Master Plan (PMP), both of which are funded by a Sustainable Communities Planning Grant through the California Department of Conservation. The proposed CAP provides goals, policies, and actions to reduce greenhouse gas (GHG) emissions, adapt to climate change, and support the goals of Assembly Bill (AB) 32 and Senate Bill (SB) 375. The CAP is intended to simplify and streamline the development review process for eligible projects by following the California Environmental Quality Act (CEQA) Guidelines and meeting the Bay Area Air Quality Management District's (BAAQMD) expectations for a Qualified GHG Reduction Strategy.

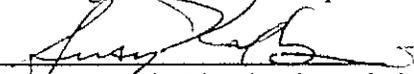
The proposed PMP is a citywide plan that guides the implementation of pedestrian programs and facility improvements in order to promote and encourage walking, improve and maintain pedestrian safety and access, and identify and pursue funding sources for the construction of needed pedestrian facilities throughout the City.

The Mitigated Negative Declaration that has been prepared for the Project determines that impacts of the Project are considered to be less than significant with mandatory compliance with existing federal, State and local standards and the implementation of mitigation measures listed in the document. Implementation of the Project would not degrade the quality and extent of the environment or result in adverse effects on human beings, provided the Project adheres to all mandated policies, rules and regulations of all relevant governing bodies. The Project would not result in any new additional cumulative impacts.

COMMENT PERIOD: The comment period for this environmental document commences on **Monday, November 25, 2013 and will close on Thursday, December 26, 2013**. Written comments regarding the Mitigated Negative Declaration must be received by the Planning Division, 315 Maple Avenue, South San Francisco, by no later than **Thursday, December 26, 2013**. Please send all comments to:

Catherine Barber, Senior Planner
Planning Division, City of South San Francisco
P.O. Box 711
South San Francisco, CA 94083

Comments may also be sent by email to Catherine.Barber@ssf.net. A tentative public hearing date for this project has been set for the **January 16, 2014** Planning Commission meeting. If you have any question regarding the matter, contact the Planning Division at 315 Maple Avenue, or call (650) 877-8535.


Secretary to the Planning Commission
City of South San Francisco

C/CAG

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December 4, 2013

Susy Kalkin, Chief Planner
City of South San Francisco Planning Division
315 Maple Ave.
South San Francisco, CA 94083

Dear Susy:

RE: C/CAG Staff Comments on a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for Large Format Retail/Superstore Zoning Text Amendments, Re: Airport Land Use Compatibility in the Environs of San Francisco International Airport

Thank you for the opportunity to provide comments on the above-referenced document. The following are C/CAG staff comments regarding potential airport land use compatibility issues related to the content of the proposed zoning text amendments.

Project Description

The project for CEQA review is an administrative action by the City of South San Francisco to amend the text in the City's Zoning Ordinance to (1) remove the potential for future grocery store uses within the East of 101 planning subarea and (2) to prohibit "superstore" uses citywide. As stated in the NOP, "Proposed alterations to the zoning ordinance will also require revised or new definitions for the following uses: *Convenience Market, Large Format Retail, Grocery Store, Supermarket, and Superstore*. The changes to these definitions provide clarification by differentiating these uses from the proposed to be prohibited "Superstores." The proposed action does not include a proposed commercial/retail development project nor a general plan amendment.

Airport Land Use Compatibility Issues

The key airport land use compatibility issues in the environs of San Francisco International Airport (SFO) include: (1) airport noise, (2) safety (runway safety zones), and (3) height of structures/airspace protection. The proposed zoning ordinance text amendments will not affect airport land use compatibility policies and criteria related to future development of commercial/retail land uses in the environs of SFO, as discussed below and on the next page.

Airport Noise Compatibility. Table IV-I on p. IV-18 in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport November 2012* document indicates commercial/retail land uses area compatible in all airport noise contour levels (Below 65 dB, 65-70 dB, 70-75 dB, and 75 dB and over), as measured with the Community Noise Equivalent Level (CNEL) noise metric. The content of the proposed zoning text amendments would not change these airport noise compatibility criteria.

**Letter to Susy Kalkin, Chief Planner, City of South San Francisco, Re: C/CAG Staff Comments on a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for Large Format Retail/Superstore Zoning Text Amendments, Re: Airport Land Use Compatibility
December 4, 2013**

Page 2 of 2

Safety Compatibility. The City of South San Francisco includes territory within Safety Zone 2, Inner Approach/Departure Zone, Safety Zone 3, Inner Turing Zone, and Safety Zone 4, Outer Approach/Departure Zone for Runways 28 Left/Right at San Francisco International Airport (SFO). Table IV-2 on pp. IV-31 and IV -32 in the *Comprehensive Airport Land Use Plan for the Environs of San Francisco International Airport November 2012* document lists land uses that are incompatible and uses that should be avoided in each safety zone. Commercial/retail uses are not listed in the table as uses that are incompatible or uses that are to be avoided in any safety zone. The content of the proposed zoning text amendments would not change the safety compatibility criteria for commercial/retail land uses.

Height of Structures/Airspace Protection Compatibility. All of the territory within the city limits of the City of South San Francisco in subject to one or more of the airspace protection policies for the environs of San Francisco International Airport. These policies are shown on pp. IV.-55, IV.-59, and IV.-60 in the *Comprehensive Airport Land Use Plan for the Environs of San Francisco International Airport November 2012* document. The policies address compliance with 14 CFR Part 77, Subpart B, "Notice of Proposed Construction or Alteration," compliance with findings of FAA aeronautical studies, maximum compatible building heights, and other flight hazards (land use characteristics) that are incompatible. All future commercial/retail land development must be compatible with the relevant airspace protection policies. The content of the proposed zoning text amendments will not change this compatibility requirement.

Proposed Action Does Not Require Formal ALUC/C/CAG Review

The proposed project is considered by the Airport Land Use Commission (C/CAG Board) to be a land use policy action and affects real property within Area B (policy/project referral area) of the Airport Influence Area (AIA) for San Francisco International Airport. In most cases, a proposed land use policy action changes a land use designation or zoning designation on a specific parcel to a different designation. If such an action would affect real property within Area B, it would require a formal ALUC/C/CAG ALUCP consistency review. However, in this case, the proposed action does not change the land use and/or zoning designation on any specific parcel nor does the action affect the airport land use compatibility criteria for future commercial/retail land uses within Area B of the Airport Influence Area (AIA) boundary for SFO. Based on these parameters, the proposed action does not require formal ALUC/CCAG review/action. If you have any questions about these comments, please contact me at 650/599-1453, T-TH or via email, at dcarbone@smcgov.org

Sincerely,



David F. Carbone, C/CAG Staff

cc: Sandy Wong, C/CAG Executive Director
John Bergener, Manager, SFO Bureau of Planning and Environmental Affairs

CCAGsta:\formletSSFNOPcomzoningamendments1213.docx



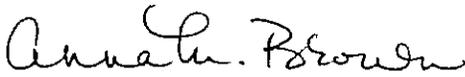
December 9, 2013

CITY OF SOUTH SAN FRANCISCO
INSTALLATION OF CITY OFFICIALS

At its special meeting of December 3, 2013, the South San Francisco City Council reorganized as follows:

Mayor Karyl Matsumoto	Elected Term Expires November 2015 – Mayor's Term Expires December 2014
Vice Mayor Richard A. Garbarino	Elected Term Expires November 2015 – Vice Mayor Term Expires December 2014
Councilmember Mark Addiego	Elected Term Expires November 2017
Councilmember Pradeep Gupta	Elected Term Expires November 2017
Councilmember Liza Normandy	Elected Term Expires November 2017
City Clerk Krista Joy Martinelli	Elected Term Expires November 2017
City Treasurer Frank Risso	Elected Term Expires November 2017

The South San Francisco City Council meets on the second and fourth Wednesday of each month commencing at 7:00 p.m. in the Council Chambers, Municipal Services Building, 33 Arroyo Drive, South San Francisco.


Anna M. Brown
Deputy City Clerk

cc: County Clerk/Recorder, Board of Supervisors, Federal, State and Local Legislators, Regional Agencies and Mayor Matsumoto

C/CAG

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December 20, 2013

Catherine Barber, Senior Planner
City of South San Francisco Planning Division
315 Maple Ave.
South San Francisco, CA 94083

Dear Ms. Barber:

RE: C/CAG Staff Comments on a Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration for the Adoption and Implementation of a Climate Action Plan (CAP) and a Pedestrian Master Plan (PMP) and Related General Plan Amendments, Re: Airport Land Use Compatibility in the Environs of San Francisco International Airport (SFO)

Thank you for the opportunity to provide comments on the above-referenced document. The following are C/CAG staff comments regarding potential airport land use compatibility issues and formal C/CAG review related to the content of the proposed plans and General Plan amendments (land use policy action).

Project Description

The proposed project consists of the adoption and implementation of the City of South San Francisco Climate Action Plan (CAP) and a Pedestrian Master Plan (PMP). It also includes proposed General Plan amendments to integrate the plans into the policy framework of the City's General Plan.

The proposed CAP provides goals, policies, and actions to reduce greenhouse gas (GHG) emissions, adapt to climate change, and support the goals of Assembly Bill (AB) 32 and Senate Bill (SB) 375. The proposed PMP is a citywide plan that guides the implementation of pedestrian programs and facility improvements to promote and encourage walking, improve and maintain pedestrian safety and access, and identify and pursue funding sources for the construction of needed pedestrian facilities throughout the City. The General Plan amendments would include edits and additions to existing text and policies in various sections of the Transportation Element and the Air Quality section of the Open Space and Conservation Element of the City's General Plan (source: SSF CAP/PMP Initial Study November 2013).

Airport Land Use Compatibility Issues/No Formal C/CAG Review

The proposed plans and related General Plan amendments would affect real property within Area B (policy/project referral area) of the Airport Influence Area (AIA) boundary for San Francisco International Airport (SFO) and therefore, are considered by C/CAG to be land use policy actions. A proposed land use policy action that results in a land use change and/or a land use intensity or density change in Area B must be referred to the C/CAG Board, in its designated role as the state-mandated Airport Land Use Commission, for a formal SFO airport land use compatibility plan (ALUCP) consistency review.

**Letter to Catherine Barber, Senior Planner, City of South San Francisco, Re: C/CAG Staff
Comments on a Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration for the Adoption
and Implementation of a Climate Action Plan (CAP) and a Pedestrian Master Plan (PMP) and
Related General Plan Amendments, Re: Airport Land Use Compatibility**

December 20, 2013

Page 2 of 2

In this case, the proposed plans (CAP) and (PMP) do not include any parameters related to airport land use compatibility in the environs of SFO (i.e., policies and/or criteria that address height of structures/airspace protection, aircraft noise, and runway safety zones). Furthermore, the proposed related General Plan amendments focus on edits and additions to existing text in specific elements of the City of South San Francisco General Plan (i.e. transportation and open space/conservation) that also do not address airport land use compatibility in the environs of SFO.

Based upon the content of the proposed plans (CAP and PMP) and the focus of the proposed related General Plan amendments, they, collectively do not require a formal SFO ALUCP consistency review by C/CAG, in its designated role as the Airport Land Use Commission. If you have any questions about these comments, you can contact me at 650/599-1453, T-TH, or via email, at dcarbone@smcgov.org

Sincerely,



David F. Carbone, C/CAG Staff

cc: Sandy Wong, C/CAG Executive Director
John Bergener, Manager, SFO Bureau of Planning and Environmental Affairs



Notice of Availability Draft Environmental Impact Report P13-0075:EIR13-0001 January 8, 2014

Notice is hereby given that the City of South San Francisco Planning Department has prepared a Draft Environmental Impact Report (EIR) for the **Large Format Retail/Superstore/Food & Beverage Zoning Ordinance Text Amendment**. This item is now available for public review and comment at the locations listed below.

Project Location: The proposed Zoning Amendment to prohibit superstores would apply citywide. The proposed zoning amendment to prohibit grocery use within the East of 101 Area would apply only to that area. Because the project applies citywide (not on any specific site) and does not result in direct development, hazardous waste information enumerated under Section 65962.5 of the Government Code does not apply.

Project Characteristics: The proposed Zoning Amendments include changes to remove the potential for future grocery store uses within the East of 101 Area and to prohibit superstore use city-wide.

The East 101 Area includes no existing or planned residential uses that would support a retail grocery use. A retail grocery use would be inappropriate for this planning sub-area. The proposed Zoning Amendment would resolve this potential planning conflict by eliminating potential grocery uses from the East of 101 Area.

The proposed "superstore" definition would include retail establishments that serve as a one-stop discount shopping destination. Superstores are distinguished by their size, and by the inclusion of grocery sales (defined in the proposed zoning code as over 80,000 square feet in sales area with over 5,000 sq. ft. of the gross floor area dedicated to full service food/beverage/grocery sales).

Proposed alterations to the Zoning Ordinance will also require revised or new definitions for the following uses: Convenience Market, Large Format Retail, Grocery Store, Supermarket, and Superstore. The changes to these definitions are primarily for the purpose of clarification by differentiating these uses from the proposed to be prohibited superstores.

Significant Environmental Effects: The Draft EIR (including the Initial Study) evaluated the project's potential to result in environmental impacts in all issue areas identified in Appendix G of the State CEQA Guidelines. Most of the environmental issues were evaluated in the Initial Study (included as Appendix C of the Draft EIR). The Draft EIR focused on the following issues: Traffic, Air Quality, Greenhouse Gas and Climate Change, and Land Use. The Draft EIR did not identify any significant impacts.

Public Review Period: The City of South San Francisco is soliciting comments regarding the analysis contained in the Draft EIR.

During the review period, copies of the Draft EIR will be available for review at the City of South San Francisco Planning Division, Economic and Community Development Department and at the South San Francisco Main and Branch Libraries during normal business hours, as well as on the City's website at <http://www.ssf.net/index.aspx?nid=367>.

The following are the addresses for the City of South San Francisco Planning Division, City Clerk, and the South San Francisco Main and Branch Libraries:

City of South San Francisco
 Planning Division
 Economic and Community Development Department
 315 Maple Avenue
 South San Francisco, CA 94080

South San Francisco Main Library
 840 West Orange Avenue
 South San Francisco, CA 94080-3125

Grand Avenue Branch Library
 306 Walnut Avenue
 South San Francisco, CA 94080

City Clerk's Office
 400 Grand Avenue
 South San Francisco, CA 94080

All comments must be received by the City of South San Francisco Planning Department, no later than 5:00 p.m. on **Monday, February 24, 2014**.

Written comments on the Draft EIR may be sent via U.S. mail and addressed to:

Gerry Beaudin, Principal Planner
 City of South San Francisco
 Planning Division, Economic and Community Development Department
 P.O. Box 711, South San Francisco, CA 94083

OR

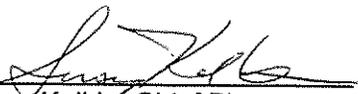
Emailed to: Gerry.Beaudin@ssf.net

Draft EIR Hearing: A public hearing will be held on the Draft EIR at the City's Municipal Services Building, Community Room, 33 Arroyo Drive, South San Francisco at 7:00 PM on **Thursday, February 6, 2014** to receive input from agencies and public on the Draft EIR.

Public Review Schedule:

Public Release of Draft EIR	January 8, 2014
Draft EIR Hearing	February 6, 2014
45 Day Review Period End Date	February 24, 2014

For additional information, please contact Gerry Beaudin, Principal Planner at (650) 877-8535.


 Susy Kalkin, Chief Planner
 Planning Division, City of South San Francisco

Date: Jan. 7, 2014

Dated: January 7, 2014

(Published once in the Examiner- South San Francisco (Friday, January 10, 2014- 1/8 Pg Ad)

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

January 22, 2014

Susy Kalkin, Chief Planner
City of South San Francisco Planning Division
315 Maple Ave.
South San Francisco, CA 94083

Dear Susy:

RE: C/CAG Staff Comments on a Draft Environmental Impact Report (DEIR) for Large Format Retail/Superstore Zoning Text Amendments, Re: Airport Land Use Compatibility in the Environs of San Francisco International Airport (SFO)

Thank you for the opportunity to provide comments on the above-referenced document. Please see my detailed C/CAG staff comments on this proposed land use policy action in my letter to you dated December 4, 2013.

Project Description

The project for CEQA review is an administrative action by the City of South San Francisco to amend the text in the City's Zoning Ordinance to (1) remove the potential for future grocery store uses within the East of 101 planning subarea and (2) to prohibit "superstore" uses citywide. As stated in the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the proposed action, "Proposed alterations to the zoning ordinance will also require revised or new definitions for the following uses: *Convenience Market, Large Format Retail, Grocery Store, Supermarket, and Superstore*. The changes to these definitions provide clarification by differentiating these uses from the proposed to be prohibited "Superstores." The proposed action does not include a proposed commercial/retail development project nor a general plan amendment.

C/CAG Staff Comments

The following comments were also included in my December 4, 2013 letter:

"Proposed Action Does Not Require Formal ALUC/C/CAG Review"

The proposed project is considered by the Airport Land Use Commission (C/CAG Board) to be a land use policy action and affects real property within Area B (policy/project referral area) of the Airport Influence Area (AIA) for San Francisco International Airport. In most cases, a proposed land use policy action changes a land use designation or zoning designation on a specific parcel to a different designation. If such an action would affect real property within Area B, it would require a formal ALUC/C/CAG ALUCP consistency review. However, in this case, the proposed action does not change the land use and/or zoning designation on any specific parcel nor does the action affect the airport land use compatibility criteria for future commercial/retail land uses within Area B of the Airport Influence Area (AIA) boundary for SFO. Based on these parameters, the proposed action does not require formal ALUC/CCAG review/action."

Letter to Susy Kalkin, Chief Planner, City of South San Francisco, Re: CCAG Staff Comments on Draft Environmental Impact Report (DEIR) for Large Format Retail/Superstore Zoning Text Amendments, Re: Airport Land Use Compatibility in the Environs of San Francisco International Airport (SFO)

January 22, 2014

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If you have any questions about these comments, please contact me at 650/599-1453, T-TH or via email, at dcarbone@smcgov.org

Sincerely,



David F. Carbone, C/CAG Staff

cc: Sandy Wong, C/CAG Executive Director
John Bergener, Manager, SFO Bureau of Planning and Environmental Affairs

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

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Vice-Chairperson: Ann Keighran, Council Member, City of Burlingame
Staff Support: Sandy Wong, C/CAG Executive Director

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