

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

AIRPORT LAND USE COMMITTEE (ALUC)

AGENDA

Date: Thursday, May 24, 2018
4:00 p.m.
Place: Burlingame City Hall – Council Chambers
501 Primrose Road
Burlingame, California

- | | | |
|--|--|--------|
| 1. Call to Order/Roll Call | Action
(Ortiz) | |
| 2. Public Comment on Items not on the Agenda | Limited to 3
minutes per
speaker | |
| 3. Approval of Minutes – April 26, 2018 | Action
(Ortiz) | Page 1 |
| 4. SFO Airport Land Use Compatibility Plan Consistency Review – New Mixed-Use Development Project at 10 Park Plaza, Daly City (Westlake Shopping Center), including associated amendments to the General Plan and PD Zoning. | Action
(Kalkin) | Page 4 |
| 5. Items from Staff | Information | |
| 6. Adjournment | Action
(Ortiz) | |

NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

If you have any questions regarding the C/CAG Airport Land Use Committee Meeting Agenda, please contact Susy Kalkin at 650-599-1467 or Sandy Wong at 650-599-1409.

NOTE: Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Mima Guilles at 650 599-1406, five working days prior to the meeting date.

Airport Land Use Committee (ALUC)
Meeting Minutes
April 26, 2018

1. Call to Order

Chair Ortiz called the Airport Land Use Committee (ALUC) Meeting to order at 4:05 pm. Attendance sheet is attached.

2. Public Comment On Items Not On The Agenda

None

3. Minutes of the February 22, 2018 Meeting

Motion: Member O’Connell moved, and member Oliva seconded, approval of the February 22, 2018 minutes. Motion carried (8/0), with Member Rarback abstaining.

4. SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of San Bruno, 111 San Bruno Avenue Mixed-Use Development, including related Rezoning. (Action item)

Susy Kalkin, C/CAG staff, presented the staff report, requesting the ALUC recommend that the C/CAG Board, acting as the Airport Land Use Commission, determine San Bruno’s mixed-use project at 111 San Bruno Avenue, including the related rezoning, conditionally consistent with the SFO ALUCP. She noted that while the project site is located within both the 65 dB CNEL airport noise contour and Safety Zone 3, conditions of approval address these factors as required by the SFO ALUCP.

Committee members discussed the noise and safety issues outlined in the staff report, and requested additional information regarding the sound insulation requirements. Moshe Dinar, AIA, the project architect, clarified that the required decibel reduction will largely be achieved through use of much higher quality windows, and will require mechanical ventilation. While some concern was noted regarding the location of the project, ultimately the committee members concluded that the conditions of approval, including the requirements for an aviation easement and noise insulation, rendered the project compatible with the provisions of the SFO ALUCP.

Richard Newman requested that an additional condition be added to highlight the real estate disclosure requirements of State law. Committee members discussed the matter and staff noted that this requirement has been included in other consistency reviews.

Committee member O’Connell made a motion to approve staff’s recommendation with an additional condition to highlight the State real estate disclosure provisions, and to further specify that the disclosure identify that the site is within the 65 dB CNEL airport noise contour. The motion was seconded by Committee member Oliva, and carried unanimously (9-0).

5. Nomination and Election of an ALUC member to the San Francisco International Airport Community Roundtable.

Susy Kalkin, C/CAG staff, reported that there was a vacancy on the SFO Community Roundtable for a C/CAG representative due to the recent resignation of Adam Kelly. She noted that, while not required, the seat has traditionally been filled by an aviation representative since all of the cities and the county have their own designated representatives.

Committee Member Oliva nominated Carol Ford for the position, and Chair Ortiz seconded the nomination. Motion carried unanimously (9-0).

6. Adjournment

Staff reported that the C/CAG Board had considered the ALUCP consistency determination for the 1548 Maple St. project in Redwood City at the April 26th Board meeting, and while the Board found the project consistent with the San Carlos ALUCP, they requested that a letter be sent to Redwood City outlining the Board's concerns. The letter was reviewed by the C/CAG Chair and the ALUC Chair and transmitted to Redwood City.

Chair Ortiz adjourned the meeting at 4:45 pm.

2018 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Feb 2018	April 2018			
Terry O'Connell	City of Brisbane	X	X			
Ricardo Ortiz	City of Burlingame	X	X			
Glenn Sylvester	City of Daly City					
Herb Perez	City of Foster City					
Harvey Rarback	City of Half Moon Bay		X			
Ann Oliva	City of Millbrae	X	X			
Shelly Masur	City of Redwood City	X				
Laura Davis	City of San Bruno	X	X			
Ron Collins	City of San Carlos	X	X			
Warren Slocum	County of San Mateo and Aviation Representative					
Liza Normandy	City of South San Francisco		X			
Carol Ford	Aviation Representative	Y	X			
Dave Williams	Half Moon Bay Airport Pilots Association	X	X			

X - Committee Member Attended
 Y – Designated Alternate Attended

Staff and guests in attendance for the April 26, 2018 meeting: Susy Kalkin, Sandy Wong, Moshe Dinar, AIA (Project Applicant), John Bergener, Brian Branscomb, and Richard Newman.

C/CAG AGENDA REPORT

Date: May 24, 2018
To: Airport Land Use Committee
From: Susy Kalkin
Subject: San Francisco International Airport Land Use Compatibility Plan Consistency Review – New mixed-use project at 10 Park Plaza, Daly City (Westlake Shopping Center), including associated General Plan and Zoning Amendments.

(For further information or response to questions, contact Susy Kalkin at 650-599-1467 or kkalkin@smc.gov)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the 10 Park Plaza Mixed-Use project, including related general plan and zoning amendments (“10 Park Plaza Project”), is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), subject to the following condition:

- 1. The project shall comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.**

DISCUSSION

Project Description

The project consists of replacing an existing two-story 53,662 square foot commercial building and 60 space surface parking lot, with a six-story, 80 foot tall, mixed use building including a below grade parking garage accommodating 260 parking spaces, 34,458 square feet of ground floor commercial space, and 179 apartments. The project also includes a General Plan Amendment to change the General Plan designation from C-RO (Commercial Retail-Office) to CM-U (Commercial Mixed-Use) and modification of an approved Planned Development permit to establish specific site development regulations including allowances for height, setbacks, and parking, and to allow for residential use.

Daly City General Plan ALUC Related Policies

Daly City updated its General Plan in 2013/14, and submitted it for ALUC review and comment at that time. The adopted General Plan incorporates language, recommended by the ALUC, that recognizes and supports the provisions of the SFO ALUCP, including the following relevant sections:

“San Francisco International Airport Noise Environment

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 10 Park Plaza, Daly City

Date: May 24, 2018

Page 2

Policy NE-11: Require that all future land use actions and/or associated development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

Task NE-11.1: Route any proposed land use policy actions, including new specific plans, zoning ordinances, general plan amendments, and rezoning involving land development to the Airport Land Use Commission in compliance with the Airport Land Use Plan.

Task NE-11.2: Require that development involving the construction of one or more dwelling units within the 65 dBA CNEL SFO noise contour submit an aviation easement to the airport, when required by the Airport Land Use Commission. Specific aviation easement requirements shall be consistent with the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. This requirement shall be implemented prior to final project approval or, if the project requires construction, prior to building permit issuance.

Task NE-11.3: Require all future development within the Airport Influence Area B boundary for San Francisco International Airport to conform to the relevant height/airspace protection, aircraft noise, and safety policies and land use compatibility criteria contained within the most recent adopted version of the comprehensive airport/land use compatibility plan (ALUCP) for the environs of San Francisco International Airport.

Task NE-11.4: Ensure that all future development in Daly City complies with all relevant FAA standards and criteria for safety, regarding flashing lights, reflective building material, land uses that may attract large concentrations of birds, HVAC exhaust vents, thermal plumes, and uses that may generate electrical/electronic interference with aircraft communications and/or instrumentation.”

Airport/Land Use Compatibility Issues

California Government Code Section 65302.3 states that a local agency General Plan and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). The City of Daly City has referred the subject project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

The SFO ALUCP contains policies and criteria to address four issues: (a) aircraft noise impacts; (b) safety compatibility criteria; (c) height of structures/airspace protection; and (d) overflight notification. The following sections describe the degree to which the project is compatible with each.

(a) Aircraft Noise Impacts

The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the SFO ALUCP.

As shown on Attachment 2, the subject property lies outside the bounds of the 65dB CNEL contour, and therefore the project is consistent with the SFO ALUCP noise policies and criteria.

(b) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. However, none of the safety zones extends into Daly City, and therefore the project would be consistent with the safety zone policies of the SFO ALUCP.

(c) Height of Structures/Airspace Protection

Pursuant to the SFO ALUCP, airspace protection compatibility of proposed land uses within its AIA is evaluated in accordance with the following criteria: (1) 14 Code of Federal Regulations Part 77 (FAR Part 77), “Safe, Efficient Use and Preservation of the Navigable Airspace”, which establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces. By definition, any object that penetrates one of the imaginary surfaces of the FAR Part 77 exhibit is deemed an obstruction to air navigation.

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the airspace protection surfaces map or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

The proposed project would allow structures up to a maximum of 80 feet tall on the site, with a ground elevation of approximately 82 feet above mean sea level. The critical airspace over the site, as shown on Attachment 3, ranges from 550 to 600 feet above mean sea level, so the proposed project would fall well below heights of concern. Additionally, the project would not need to file a form 7460-1 with the FAA given its location and low height. Therefore, the proposed project would be consistent with the airspace protection policies of the SFO ALUCP.

(d) Overflight Notification

The project site is located within the Airport Influence Area (AIA) of SFO, the real estate disclosure area. Pursuant to Policy IP-1, notification is required, prior to sale or lease of property located within the AIA, of the proximity of the airport and that therefore the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations.

As this disclosure requirement is not included in the above referenced general plan policies or application materials, the following condition is proposed:

- The project shall comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.

ATTACHMENTS

1. Application material
2. Exhibit IV-6 Noise Compatibility Zones
3. Exhibit IV-17 Critical Aeronautical Surfaces



APPLICATION FOR LAND USE CONSISTENCY DETERMINATION
San Mateo County Airport Land Use Commission
C/CAG ALUC

APPLICANT INFORMATION

Agency:

Project Name:

Address:

APN:

City:

State:

ZIP Code:

Staff Contact:

Phone:

Email:

PROJECT DESCRIPTION

REQUIRED PROJECT INFORMATION

For General Plan, Specific Plan or Zoning Amendments and Development Projects:

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
 - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.
 - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.
 - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
 - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.
 - c) Airspace Protection:
 - Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

2. Real Estate Disclosure requirements related to airport proximity
3. Any related environmental documentation (electronic copy preferred)
4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site
3. Building heights relative to mean sea level (MSL)

ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

Please contact C/CAG staff at 650 599-1467 with any questions.

<i>For C/CAG Staff Use Only</i>
<i>Date Application Received</i>
<i>Date Application Deemed Complete</i>
<i>Tentative Hearing Dates:</i>
- <i>Airport Land Use Committee</i>
- <i>C/CAG ALUC</i>



**Westlake Shopping Center
Mixed-Use Redevelopment**
Daly City, California

Planning Resubmittal
October 12th, 2017

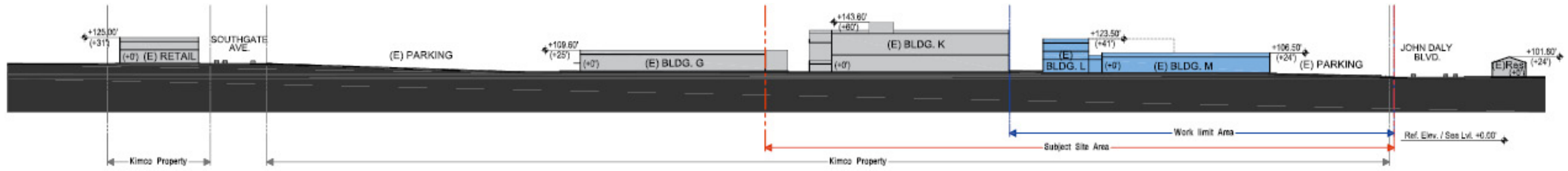
SGPA ARCHITECTURE
AND PLANNING

KIMCO
REALTY

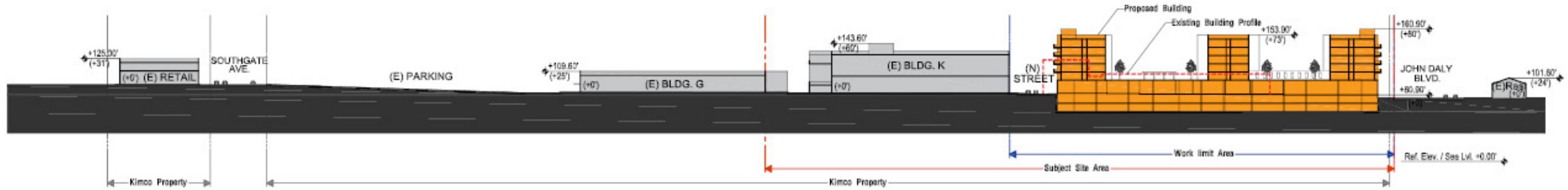


Westlake Shopping Center Daly City, California

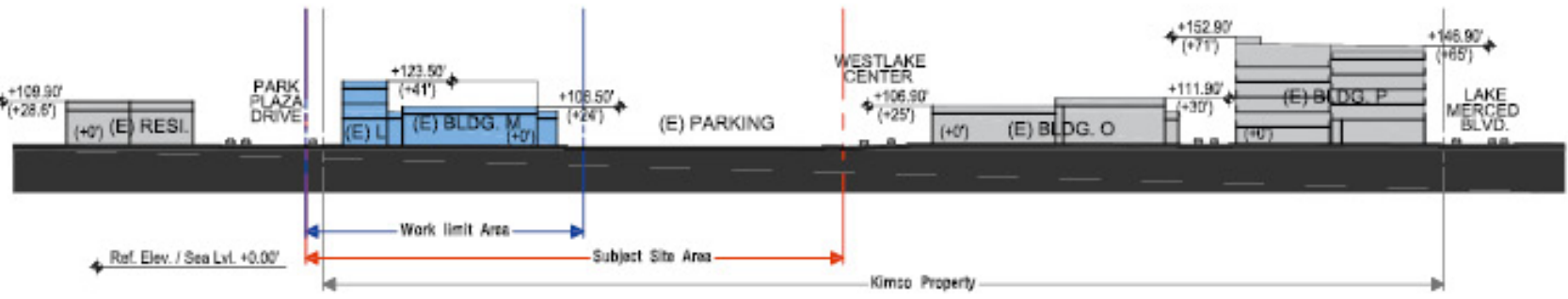
Westlake Shopping Center Overall Plan



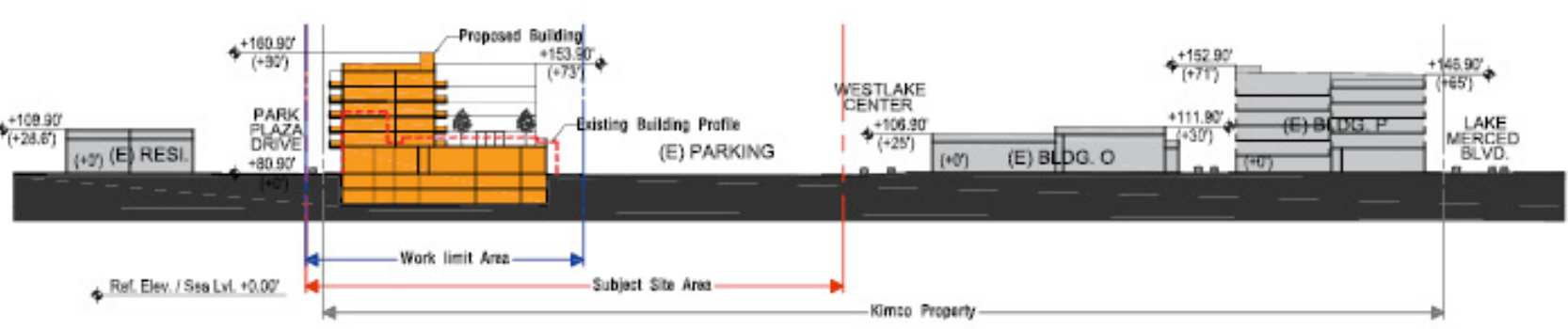
Existing Site Section A



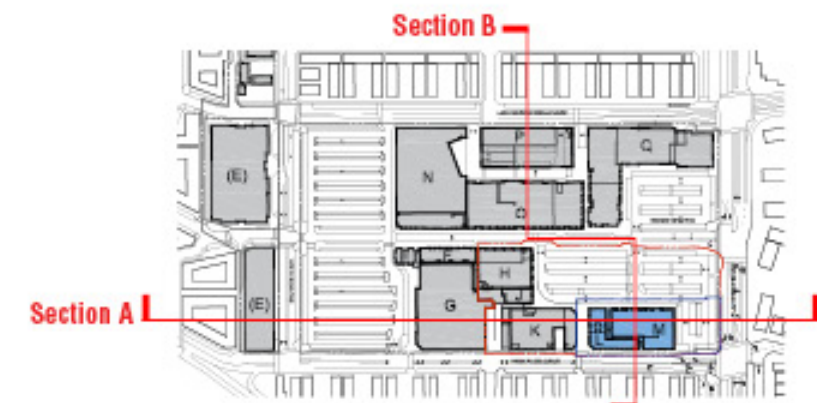
Proposed Site Section A



Existing Site Section B



Proposed Site Section B



Existing Site Map

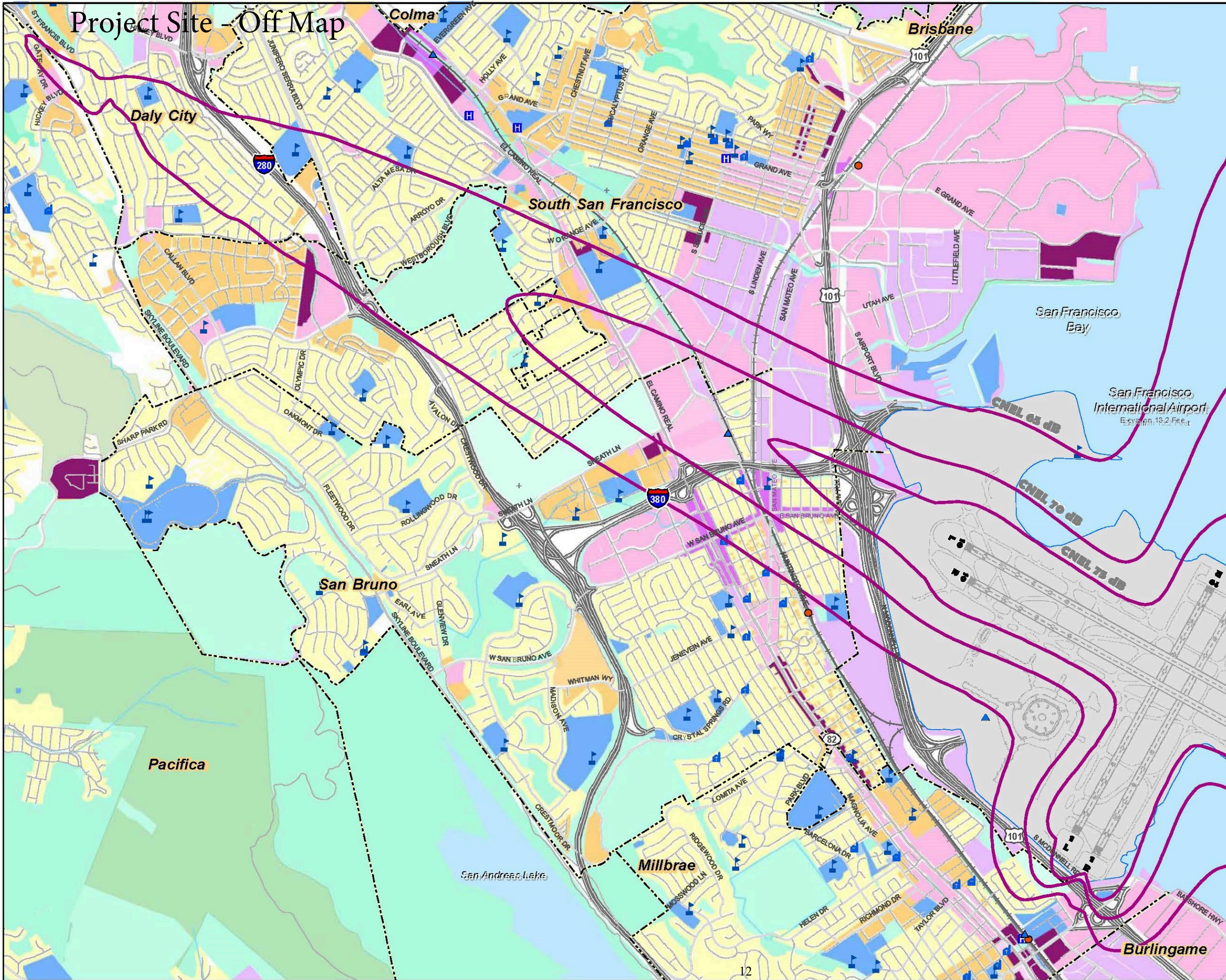


Proposed Site Map

Note: Existing building heights are estimates.

Legend

- Existing Building to Remain
- Existing Building to be Demolished
- Proposed Building



LEGEND

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

Planned Land Use Per General Plans:

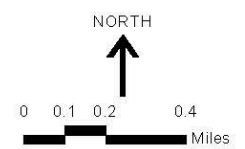
- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

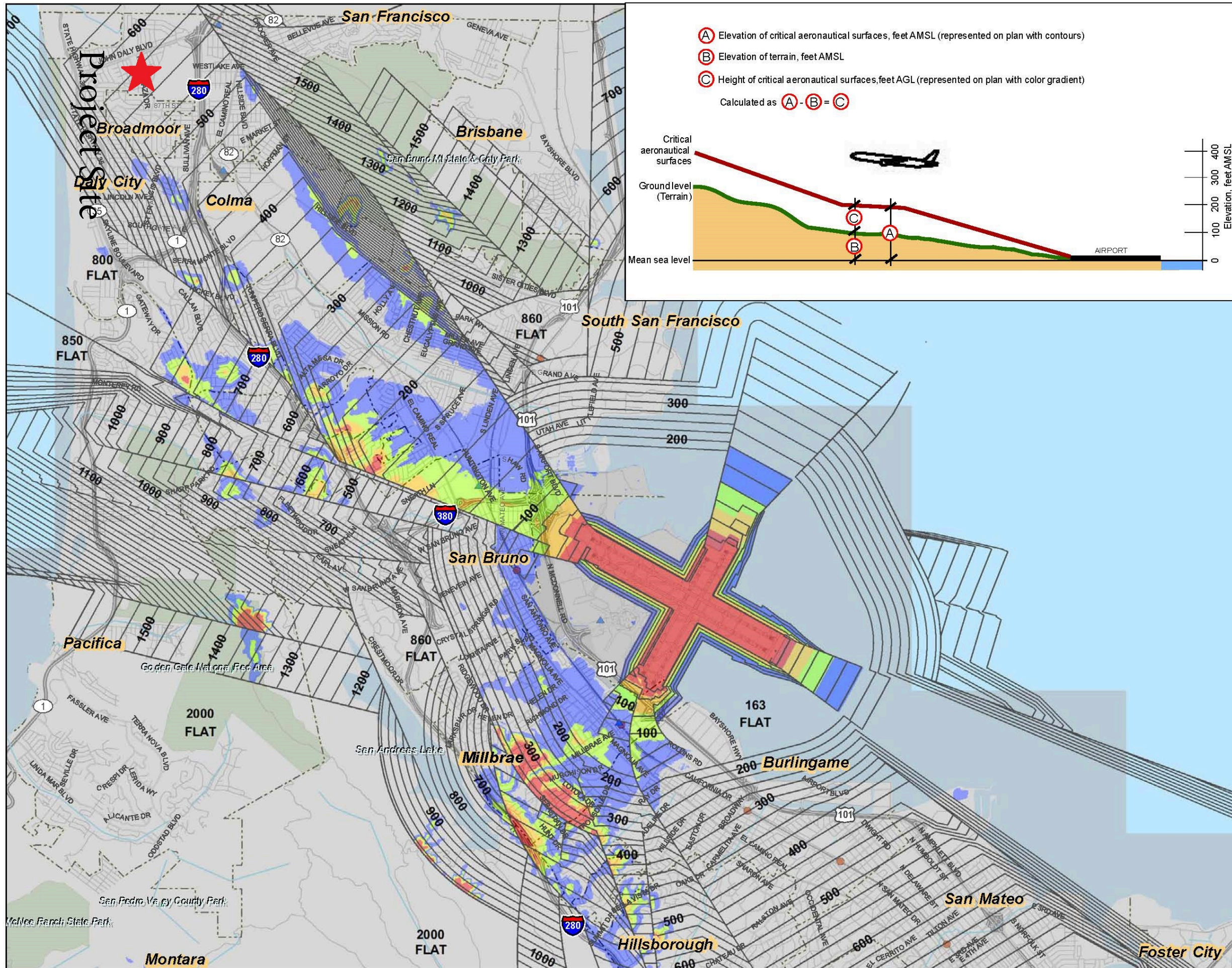
Sources:

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

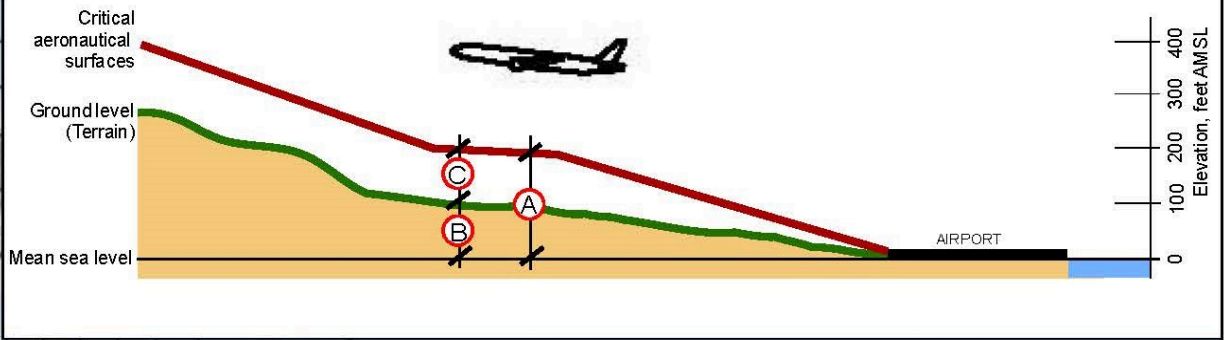
County Base Maps:
 - San Mateo County Planning & Building Department, 2007

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





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



LEGEND

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

Notes:

- This map is intended for informational and conceptual planning purposes, generally representing the aeronautical surfaces considered most critical by San Francisco International Airport (SFO) and its constituent airlines. It does not represent actual survey data, nor should it be used as the sole source of information regarding compatibility with airspace clearance requirements in the development of data for an FAA Form 7460-1, Notice of Proposed Construction or Alteration. SFO does not certify its accuracy, information, or title to the properties contained in this plan. SFO does make any warrants of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.
- This map does not replace the FAA's obstruction evaluation / airport airspace analysis (OE/AAA) review process. Proposing construction at elevations and heights that are lower than the critical aeronautical surfaces shown on this map, (a) does not relieve the construction sponsor of the obligation to file an FAA Form 7460-1, and (b) does not ensure that the proposal will be acceptable to the FAA, SFO, air carriers, or other agencies or stakeholders. SFO, San Mateo County, and local authorities having jurisdiction reserve the right to re-assess, review, and seek modifications to projects that may be consistent with this critical aeronautical surfaces map but that through the FAA OE/AAA process are found to have unexpected impacts to the safety or efficiency of operations at SFO.

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

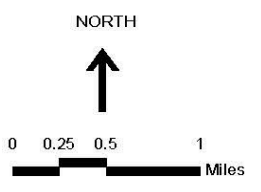


Exhibit IV-17
CRITICAL AERONAUTICAL SURFACES -- NORTHWEST SIDE
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
CICAG
 City/County Association of Governments
 of San Mateo County, California

Attachment 3