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

MEETING NOTICE

DATE: Thursday, May 23, 2013
TIME: 4:00 p.m.
PLACE: City Council Chamber
Burlingame City Hall
501 Primrose Road
Burlingame, California 94010
TEL: 650/558-7203 (City Clerk)

REGULAR MEETING AGENDA

1. **Call to Order/Roll Call/Declaration of a Quorum Present** – Richard Newman, ALUC
Chairperson/C/CAG Staff **ACTION**
2. **Public Comment on relevant items not on the Agenda** – Richard Newman

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, 8:00 a.m. -5:00 p.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. C/CAG and the ALUC have 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 by calling 650/599-1406, during normal business hours (M-F, 8:00 a.m. - 5:00 p.m.).

REGULAR MEETING AGENDA - continued

3. **Information Item**, re: Preliminary Draft Airport Land Use Compatibility Plan (ALUCP) for the environs of Half Moon Bay Airport (The entire draft document is available at : <http://www.halfmoonbayalucp.airportstudy.com>)
NOTE: The Committee will not take any action on this item at this meeting.
- a. Presentation of an overview of the Preliminary Draft Airport Land Use Compatibility Plan (ALUCP) for the environs of Half Moon Bay Airport **INFORMATION**
 - 1. Hear C/CAG Staff report
 - 2. Hear Project Consultant presentation
 - 3. Solicit public comments
 - 4. Committee discussion/comments'
 - b. Review of the project schedule to prepare/adopt a final Airport Land Use Compatibility Plan (ALUCP) for the environs of Half Moon Bay Airport – Project Consultant **INFORMATION**
4. Consideration/Approval of draft Action Minutes for the February 28, 2013 C/CAG Airport Land Use Committee (ALUC) Regular Meeting – Richard Newman **ACTION**
5. Review of correspondence/information items – Richard Newman **INFORMATION**
6. Member communications/announcements – Richard Newman **INFORMATION**
7. C/CAG Staff comments/announcements **INFORMATION**
8. **Adjourn** – Richard Newman **ACTION**

NOTE: The next C/CAG Airport Land Use Committee (ALUC) Regular Meeting is scheduled for Thursday, August 22, 2013, at 4:00 p.m., in the Council Chamber at Burlingame City Hall.

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C/CAG AIRPORT LAND USE COMMITTEE (ALUC)

STAFF REPORT

DATE: May 23, 2013
TO: C/CAG Airport Land Use Committee (ALUC) Representatives and Alternates
FROM: C/CAG Staff
SUBJECT: **Agenda Item No. 3 for May 23, 2013: Information Item, Re: Preliminary Draft Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport**

STAFF RECOMMENDATION

Hear the C/CAG Staff Report and the informational presentation from the Project Consultant, solicit public comments, and provide Committee comments on the content of the preliminary draft ALUCP document.

BACKGROUND/DISCUSSION

Half Moon Bay Airport (HAF) is a single-runway general aviation airport that is owned and operated by the County of San Mateo. The 323-acre facility is located west of California Highway 1, approximately four miles north of the City of Half Moon Bay. Unincorporated communities near the Airport include Moss Beach, El Granada, Montara, and Princeton-by-the-Sea. Runway 12-30 is 5,000 feet long and 150 feet wide. Typical aircraft that operate at the Airport include small jets, single-engine and twin-engine piston-driven propeller aircraft, and small turbo-prop aircraft. All of these aircraft are limited to a maximum weight of 12,500 pounds, per an administrative limit imposed by the County. Heavier aircraft may operate at the Airport with pre-approval from the County Airport Manager.

The current HAF ALUCP was last updated in 1996. Since then, several actions have occurred, that together, have created an opportunity to update the state-mandated ALUCP. These actions include the following: preparation of an update of the federally required HAF Airport Layout Plan (ALP), preparation of updated aviation forecasts for HAF, Caltrans publication of a new version of the California Airport Land Use Planning Handbook, and preparation of updated aircraft noise contours for HAF. In addition to these actions, C/CAG received a state grant to fund the preparation of a comprehensive update of the ALUCP for HAF.

**C/CAG Airport Land Use Committee Staff Report, RE: Information Item, Re: Preliminary Draft Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport
May 23, 2013
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BACKGROUND/DISCUSSION - continued

The draft content of the HAF ALUCP update was guided by the relevant provisions in the *California Airport Land Use Planning Handbook, October 2011*. The updated A:UCP includes policies and criteria that address height of structures/airspace protection, aircraft noise impacts, and safety compatibility criteria near the ends of the runway. The Plan is focused on future land use development within a defined Airport Influence Area (AIA) boundary. It does not apply to existing land uses, with minor exceptions.

A representative of Coffman Associates, the Project Consultant, will present an overview of the highlights of the preliminary draft HAF ALUCP update to the Committee. The entire draft plan is available at: <http://www.halfmoonbayalucp.airportstudy.com> This is an informational item to solicit public comments and comments from the Committee members. The Committee will not take any action on this item at this meeting.

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Airport Land Use Committee (ALUC)

Minutes

February 28, 2013

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

George Auld	Aviation Representative
Richard Newman	Aviation Representative
Terry O'Connell	Brisbane
Ann Keighran	Burlingame
Carol Klatt	Daly City
Jeffrey Gee	Redwood City
Pradeep Grupta	South San Francisco

Staff and guests in attendance: SWong (C/CAG), JBergner and NLam (SFO), MVanLonkhuysen and JNaughton (City of Daly City)

2. Election of ALUC Officers for calendar year 2013.

- i) **Action: Nominate and elect Richard Newman as ALUC Chair. Klatt motioned/Keighran seconded. MOTION PASSED unanimously.**
- ii) **Action: Nominate and elect Ann Keighran as ALUC Vice Chair. Gee motioned/Grupta seconded. MOTION PASSED unanimously.**

3. Public comments on relevant items not on the agenda.

None.

4. Consideration/Approval of a C/CAG Airport Land Use Committee (ALUC) regular meeting schedule for calendar year 2013.

Action Item: Approval of a C/CAG Airport Land Use Committee (ALUC) regular meeting schedule for calendar year 2013. Gee motioned/Keighran seconded. MOTION PASSED unanimously.

- 5- San Francisco International Airport Land Use Compatibility Plan (ALUCP) consistency review: Consideration/Action related to a referral from the City of Daly City, RE: Daly City General Plan Update (*Daly City 2030*)

Sandy Wong, C/CAG Executive Director, provided a brief description of staff recommendation on a consistency finding of the City of Daly City General Plan Update

relative to the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

Action: Member Grupta MOVED and Member Gee SECONDED to recommend to the C/CAG Board (Airport Land Use Commission) on the consistency finding Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport relative to the Daly City General Plan Update. MOTION PASSED UNANIMOUSLY.

6. San Francisco International Airport Land Use Compatibility Plan (ALUCP) consistency review: Consideration/Action related to a referral from the City of Daly City, RE: Christopher Highlands Project (General Plan amendment and zone change for an 80-unit single-family subdivision at 60 Christopher Court).

ALUC members encouraged Daly City staff to make the disclosure of the presence of the airport in the project vicinity more prominent to prospective home buyers.

Action: Member Klatt MOVED and Vice Chair Keighran SECOND to recommend to the C/CAG Board (Airport Land Use Commission) on consistency finding..... MOTION PASSED UNANIMOUSLY

7. Consideration/Approval of revising an ALUC appointment to the Half Moon Bay Airport Land Use Compatibility Plan (ALUCP) update Project Advisory Team, re: Replace appointed Supervisor Dave Pine with Supervisor Don Horsley.

Sandy Wong, C/CAG Executive Director, reported that based on the location of the Half Moon Bay Airport, although Supervisor Pine was appointed by the ALUC to serve on the Project Advisory Team, Supervisor Pine and Supervisor Horsley both agreed it is more suitable to have Supervisor Horsley to take Supervisor Pine's seat on the Project Advisory Team. In addition, Sandy Wong mentioned that since Gretchen Kelly has been appointed as the San Mateo County Airport Manager, she has taken replaced former Interim San Mateo County Airport Manager James Wadleigh on the Project Advisory Team.

Action: Vice Chair Keighran MOVED and Member Grupta SECOND to replace Supervisor Pine with Supervisor Horsley on the Half Moon Bay ALUCP Update Project Advisory Team. MOTION PASSED UNANIMOUSLY

8. Status report on the preparation of a n update of the Airport Land Use Compatibility Plan (ALUCP) for the environs of Half Moon Bay Airport (**Information Item**)

Sandy Wong provided a brief update on the status. Two Project Advisory Team meetings have been held. Consultant has prepared inventory as well as in the process of

C/CAG

preparing draft policies relative to noise, safety, height restrictions for the draft ALUCP. There will be a presentation to the ALUC at the next meeting.

9. Review/Approval of the Draft Action Minutes for the September 27, 2012 ALUC meeting.

Action Item: Consideration/Approval of Action Minutes for the September 27, 2012 ALUC Regular Meeting. Vice Chair Keighran motioned/Member Klatt seconded. MOTION PASSED.

10. Adjourn.

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C/CAG AIRPORT LAND USE COMMITTEE (ALUC)

MEMORANDUM

DATE: May 23, 2013
TO: C/CAG Airport Land Use Committee (ALUC) Representatives and Alternates
FROM: C/CAG Staff
SUBJECT: **Agenda Item No. 5 for May 23, 2013, Re: Review of Correspondence/Information Items**

The following correspondence/information items are attached for review at the May 23, 2013 ALUC Regular Meeting:

1. Letter to the Hon. Raymond A. Buenaventura, Mayor, City of Daly City, from Bob Grassilli, C/CAG Chair, dated March 26, 2013; re: C/CAG Board action regarding an SFO airport land use compatibility review of the City of Daly City General Plan update (Daly City 2030) document.
2. Letter to the Hon. Raymond A. Buenaventura, Mayor, City of Daly City, from Bob Grassilli, C/CAG Chair, dated March 26, 2013; re: C/CAG Board action regarding the Christopher Highlands project (General Plan and zone change for an 80-unit single-family subdivision).
3. Letter to Billy Gross, Associate Planner, City of South San Francisco, from John Bergener, SFO Planning Manager, dated May 3, 2013; re: comments on the Draft Subsequent Environmental Impact Report (DSEIR) for the Britannia Cove at Oyster Point Specific Plan Project in South San Francisco.
4. Letter to Billy Gross, Associate Planner, City of South San Francisco, from John Bergener, SFO Planning Manager, dated May 3, 2013; re: comments on the Initial Study/Mitigated Negative Declaration for the Centennial Village mixed-use project at 180 El Camino Real in South San Francisco.
5. Letter to Billy Gross, Associate Planner, City of South San Francisco, from Dave Carbone, C/CAG Staff, dated May 13, 2013; re: C/CAG Staff comments on the Draft Subsequent Environmental Impact Report (DSEIR) for the Britannia Cove at Oyster Point Specific Plan Project in South San Francisco.

C/CAG Airport Land Use Committee (ALUC) Memorandum, Re: Agenda Item No. 5 for May 23, 2013, Re: Review of Correspondence/Information Items

May 23, 2013

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6. Letter to Billy Gross, Associate Planner, City of South San Francisco, from Dave Carbone, C/CAG Staff, dated May 13, 2103, re: C/CAG Staff comments on the Initial Study/Mitigated Negative Declaration for the Centennial Village mixed-use project at 180 El Camino Real in South San Francisco.
7. C/CAG Airport Land Use Committee (ALUC) Membership Roster February 2013.

Attachments

ALUCMemoCorrInfoitemsMay2013.docx

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March 26, 2013

Hon. Raymond A. Buenaventura, Mayor
City of Daly City
City Hall
333 90th Street
Daly City, CA 94015-1895

Dear Mayor Buenaventura:

RE: C/CAG Board Action, Re: San Francisco International Airport Land Use
Compatibility Consistency Review of the Daly City General Plan Update (Daly
City 2030) Document

At its Regular Meeting on March 14, 2013, the C/CAG Board of Directors, in its designated role as the Airport Land Use Commission, took a unanimous action to determine that the Daly City General Plan update document (*Daly City 2030*) is consistent with the relevant content in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport November 2012* document (SFO ALUCP), based on the following conditions:

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

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

2. Reference to airspace protection and land use characteristics that may create hazards to aircraft in flight. Add appropriate text in the Daly City General Plan update document (*Daly City 2030*) to indicate all future development in the city shall comply with all relevant FAA standards and criteria for safety, regarding flashing lights, reflective building material, land uses that may attract large concentrations of birds, HVAC exhaust vents, thermal plumes, and uses that may generate electrical/electronic interference with aircraft communications and/or instrumentation (see Policy AP-4 on p.p. IV-59 and IV-60 in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport November 2012* document).

Letter to the Hon. Raymond A. Buenaventura, Mayor, City of Daly City, Re: C/CAG Board Action, Re: Airport Land Use Compatibility Consistency Review of the Daly City General Plan Update (*Daly City 2030*) Document

March 26, 2013

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

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

We would like to recognize and thank Michael VanLonkhuysen, Senior Planner, in the Department of Economic and Community Development, for his valuable assistance in our review and processing of the General Plan update document.

Thank you for your city’s participation in the state-mandated airport land use compatibility review process.

Sincerely,



Bob Grassilli, C/CAG Chair

cc: C/CAG Board members
C/CAG Airport Land Use Committee (ALUC) Members
Michael VanLonkhuysen, Senior Planner, City of Daly City
John Bergener, SFO Planning Manager

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March 26, 2013

Hon. Raymond A. Buenaventura, Mayor
City of Daly City
City Hall
333 90th Street
Daly City, CA 94015-1895

Dear Mayor Buenaventura:

RE: C/CAG Board Action, Re: San Francisco International Airport Land Use
Compatibility Plan (ALUCP) Consistency Review of a Referral from the City of
Daly City, Re: Christopher Highlands Project (General Plan Amendment and Zone
Change for an 80-unit Single-Family Subdivision)

At its Regular Meeting on March 14, 2013, the C/CAG Board of Directors, in its designated role as the Airport Land Use Commission, took a unanimous action to determine that the Christopher Highlands Project (80-Unit Single-Family Subdivision) General Plan Amendment GPA-2-12-5055., Zone Change ZC-2-12-5056, Major Subdivision SUB-2-12-5037, Design Review DR-2-12-5058, and CEQA-2-12-5059 are consistent with the relevant content in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport November 2012* document (SFO ALUCP), based on the following conditions:

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

Letter to the Hon. Raymond A. Buenaventura, Mayor, City of Daly City, Re: C/CAG Board Action, Re: San Francisco International Airport Land Use Compatibility Plan (ALUCP) Consistency Review of a Referral from the City of Daly City, Re: Christopher Highlands Project (General Plan and Amendment and Zone Change for an 80-unit Single-Family Subdivision)

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

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

During the review of the project by the C/CAG Airport Land Use Committee (ALUC), the Committee encouraged Daly City staff to make the disclosure of potential airport/aircraft impacts in the project vicinity more prominent to potential buyers of homes in the new development. Daly City staff indicated it intends to implement the ALUC’s encouragement by adding a condition of approval to the project entitlements that requires a separate and distinct disclosure statement of potential airport/aircraft impacts in the project covenants, conditions, and restriction (CC&Rs).

Real estate disclosure of potential airport/aircraft impacts is a key element of airport land use compatibility in the environs of San Francisco International Airport. The C/CAG Board sincerely appreciates the City of Daly City’s cooperation and action related to the ALUC’s input on this issue. We would also like to recognize and thank Jeannie Naughton, Associate Planner, in the Department of Economic and Community Development, for her valuable assistance in our review and processing of the Christopher Highlands project.

Thank you for your city’s participation in the state-mandated airport land use compatibility review process.

Sincerely,



Bob Grassilli, C/CAG Chair

cc: C/CAG Board Members
C/CAG Airport Land Use Committee (ALUC) Members
Jeannie Naughton, Associate Planner, City of Daly City
John Bergener, SFO Planning Manager



San Francisco International Airport

May 3, 2013

Mr. Billy Gross
Associate Planner
Planning Division
City of South San Francisco
P.O. Box 711
South San Francisco, CA 94083

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

Dear Mr. Gross:

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

As described in the Draft Subsequent EIR, the proposed project would implement the development of a 20-acre R&D business park, including nine office buildings, new hotel, and ancillary retail, totaling 1,030,344 square feet of commercial development. The office buildings would be four to five stories over a podium level and the parking structure up to nine levels. Building heights are limited to 113 feet above ground level.

The project site is located within Airport Influence Area B, as defined in the Airport Land Use Compatibility Plan (ALUCP) for SFO, adopted by the City/County Association of Governments of San Mateo County (C/CAG) in November 2012. Proposed projects within Airport Influence Area B are subject to the ALUCP’s policies for noise compatibility, safety compatibility, and airspace protection. This is supported by South San Francisco General Plan Land Use Policy 2-I-22, which states: “Require that all future development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Francisco International Airport.”

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

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Mr. Billy Gross
May 3, 2013
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The Airport requests the following corrections to be made to the Draft Subsequent EIR:

- Sentence should be corrected to read: “Proposed building heights would not penetrate critical airspace surfaces, which are at approximately 500 feet above the project site.” (page IV.G-16)
- Sentence should be corrected to read: “The Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport allows building heights on the project site greater than 150 feet above ground level, up to the critical airspace surface height.” (page IV.I-14)
- The current Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport was adopted by the San Mateo County Airport Land Use Commission in November 2012. (page. IV.J-8)

As noted on page IV.G-16, the Federal Aviation Administration (FAA) requires notification of proposed construction for projects that may have a potential effect on air navigation facilities, pursuant to CFR Title 14 Part 77.9. FAA Form 7460-1, Notice of Proposed Construction or Alteration, may be submitted through the FAA’s Obstruction Evaluation/Airport Airspace Analysis website (<http://oeaaa.faa.gov>). A Determination of No Hazard from the FAA should be obtained prior to project approval.

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

Sincerely,



John Bergener
Airport Planning Manager
Bureau of Planning and Environmental Affairs

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



San Francisco International Airport

May 3, 2013

Mr. Billy Gross
Associate Planner
Planning Division
City of South San Francisco
P.O. Box 711
South San Francisco, CA 94083

Subject: *Initial Study/Mitigated Negative Declaration for Centennial Village Mixed-Use Development Project at 180 El Camino Real – City of South San Francisco*

Dear Mr. Gross:

Thank you for notifying San Francisco International Airport (SFO or the Airport) of the availability of the Initial Study/Mitigated Negative Declaration for the Centennial Village mixed-use development project at 180 El Camino Real in the City of South San Francisco. We appreciate this opportunity to coordinate with the City of South San Francisco (the City) in considering and evaluating potential land use compatibility issues that this and similar projects may pose.

As described in the Initial Study/Mitigated Negative Declaration, the proposed project consists of the removal of existing commercial buildings and construction of six new buildings containing retail, office, and residential uses totaling 674,470 square feet of mixed uses on a 14.5-acre lot. A total of 285 residential units are proposed. The buildings range between two and five stories (40 feet to 70 feet in height); a tower, the tallest element, reaches 90 feet in height.

The project site is located within Airport Influence Area B, as defined in the Airport Land Use Compatibility Plan (ALUCP) for SFO, adopted by the City/County Association of Governments of San Mateo County (C/CAG) in November 2012. Proposed projects within Airport Influence Area B are subject to the ALUCP's policies for noise compatibility, safety compatibility, and airspace protection. This is supported by South San Francisco General Plan Land Use Policy 2-I-22, which states: "Require that all future development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Francisco International Airport."

The following sections discuss the proposed project's land use compatibility with respect to ALUCP policies for noise compatibility, safety compatibility, and airspace protection.

Noise Compatibility

The project site is situated within the current CNEL 70-75 dB noise contours (2020 forecast). Per ALUCP policy NP-4, new residential development is not compatible in areas exposed to noise above CNEL 70 dB. However, the Initial Study/Mitigated Negative Declaration cites ALUCP General Policy GP-5.3, which grants an exception to noise consistency evaluations for development actions in the review process before the effective date of the current ALUCP, provided that the proposed development action meets all other requirements of the current ALUCP. Since the project application was deemed complete before the adoption of the ALUCP, the project is to be evaluated for noise consistency based on the noise

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contours contained in the 1996 Comprehensive Land Use Plan (2006 NEM). The project proposes new multi-family residential use in the CNEL 65 to 70 dB range (2006 NEM). Multi-family residential use in the CNEL 65 to 70 dB range is conditionally compatible subject to adequate sound insulation and grant of aviation easement to the City and County of San Francisco, as the proprietor of SFO. ALUCP policy NP-3 requires the City to implement these conditions prior to final approval of the proposed development. Commercial uses within the CNEL 70 to 75 dB range (2006 NEM) are compatible without restrictions.

It should be noted that per ALUCP policy NP-4, any future proposal to construct additional dwellings, subdivide land, or create condominiums for residential use within the CNEL 70 dB contour shall be incompatible and inconsistent with the ALUCP.

Safety Compatibility

A portion of the project site is situated in Safety Zone 4 – Outer Approach/Departure Zone. The project does not propose any incompatible uses, such as children's schools, large child day care centers, hospitals, nursing homes, or stadiums. No use that is deemed incompatible should be added to the site in the future.

Airspace Protection

A preliminary airspace analysis indicates that the project as proposed would not pose incompatibilities with respect to building height. However, the Federal Aviation Administration (FAA) requires notification of proposed construction for projects that may have a potential effect on air navigation facilities, pursuant to CFR Title 14 Part 77.9. According to the FAA Notice Criteria Tool, the proposed project is subject to notification requirements. FAA Form 7460-1, Notice of Proposed Construction or Alteration, may be submitted by the project sponsor through the FAA's Obstruction Evaluation/Airport Airspace Analysis website (<http://oeaaa.faa.gov>). A Determination of No Hazard from the FAA should be obtained prior to project approval.

The Airport appreciates your consideration of these comments, and requests notification of future public hearings associated with this project and the opportunity to review the draft land use permit and conditions prior to final approval. If I can be of assistance as the City considers airport land use compatibility as it relates to this project or future projects, please do not hesitate to contact me at (650) 821-7867 or at john.bergener@flsfo.com.

Sincerely,



John Bergener
Airport Planning Manager
Bureau of Planning and Environmental Affairs

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

C/CAG

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May 13, 2013

Mr. Billy Gross, Associate Planner
Planning Division
City of South San Francisco
P.O. Box 711
South San Francisco, CA 94083

Dear Mr. Gross:

RE: C/CAG Staff Comments on the Draft Subsequent Environmental Impact Report (DSEIR)
for the Britannia Cove at Oyster Point Specific Plan Project

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

Project Description

As described in the DSEIR, the proposed project would implement the development of a 20-acre R&D business park, including nine office buildings, up to a 200-room hotel with a restaurant, and ancillary retail, totaling 1,030,344 square feet of commercial development. The office buildings would be four to five stories over a podium level. The parking structure would include up to nine levels. Building heights are limited to 113 feet above ground level. The project would also include an amendment to the Bay West Cove Specific Plan, approval of the Bay West Cove Precise Plan, an amendment to the Bay West Cove Specific Plan Zoning District, and several other discretionary approvals.

Airport Influence Area (AIA) Boundary

The project site is located within the Airport Influence Area (AIA) B boundary, as defined in the Airport Land Use Compatibility Plan (ALUCP) for SFO, adopted by the City/County Association of Governments of San Mateo County (C/CAG) in November 2012. Proposed projects within Airport Influence Area B are subject to the ALUCP policies for airport noise compatibility, safety compatibility, and height of structures/airspace protection. This is supported by South San Francisco General Plan Land Use Policy 2-I-22, which states: "Require that all future development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Francisco International Airport."

**C/CAG Staff Comment Letter on the Draft Subsequent Environmental Impact Report (DSEIR)
For Britannia Cove at Oyster Point Specific Plan Project in South San Francisco**

May 13, 2013

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ALUC/CCAG Review/Action

As noted on the previous page, the project includes the following proposed land use policy actions: an amendment to the Bay West Cove Specific Plan, approval of the Bay West Cove Precise Plan, and an amendment to the Bay West Cove Specific Plan Zoning District. Since the project site is located within the Airport Influence Area (AIA) B boundary, all of these land use policy actions must be referred to the ALUC/C/CAG for a formal SFO ALUCP consistency review/action. Please coordinate with C/CAG staff on the timing of the ALUC/CCAG review of these land use policy actions.

ALUCP Land Use Compatibility Policies

A 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.

Corrections to the text in the DSEIR

Please make the following corrections to the text in the DSEIR:

- Sentence should be corrected to read: "Proposed building heights would not penetrate critical airspace surfaces, which are at approximately 500 feet above the project site." (page IV.G-16)
- Sentence should be corrected to read: "The Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport allows building heights on the project site greater than 150 feet above ground level, up to the critical airspace surface height." (page IV.I-14)
- The San Mateo County Airport Land Use Commission adopted the current Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport in November 2012. (page. IV.J-8)

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: C/CAG Airport Land Use Committee (ALUC)
C/CAG Board
John Bergener, SFO Planning Manager

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May 13, 2013

Billy Gross, Associate Planner
Planning Division, City of South San Francisco
P.O. Box 711
South San Francisco, CA 94083

Dear Mr. Gross:

RE: C/CAG Staff Comments on the Initial Study/Mitigated Negative Declaration for the
Centennial Village Mixed-Use Project at 180 El Camino Real

Thank you for the opportunity to comment on the above-referenced documents. The comments that follow are C/CAG staff comments related to the airport/land use compatibility elements of the proposed project.

Project Description

The project site is located at the southeast corner of Spruce Ave. and El Camino Real in South San Francisco. The site includes a Safeway grocery store and several other retail buildings on a 14.5-acre site. The proposed project consists of removing all of the existing buildings and constructing a new shopping center that would include six new buildings. The new buildings would contain retail (a new Safeway), office, and residential uses totaling 674,470 square feet. The residential component would include 285 units above the commercial uses. The buildings range between two and five stories (40 to 70 feet in height). The tallest element (a tower) is 90 feet in height. The proposed project is consistent with the existing General Plan and Zoning Ordinance and therefore, does not require formal ALUC/C/CAG review

Airport Influence Area (AIA) Boundary

The project site is located within Airport Influence Area (AIA) B, as defined in the Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the environs of San Francisco International Airport adopted by C/CAG in November 2012. Proposed projects within Area B are subject to the ALUCP policies for airport noise compatibility, safety compatibility, and height of structures/airspace protection. This is supported by South San Francisco General Plan Land Use Policy 2-I-22, which states, "Require that all future development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the San Mateo County Comprehensive Airport Land Use Compatibility Plan for the environs of San Francisco International Airport."

ALUCP Land Use Compatibility Policies

The following sections address the proposed project's land use compatibility with respect to the ALUCP policies for airport noise impacts, safety compatibility, and height of structures/airspace protection.

C/CAG Staff Comment Letter on the Initial Study/Mitigated Negative Declaration for the Centennial Village Mixed-Use Project at 180 El Camino Real in South San Francisco

May 13, 2013

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Airport Noise Compatibility. The project is located within the current 70-75 dB CNEL aircraft noise contours for San Francisco International Airport, per the Airport's 2020 aviation activity forecast. Per ALUCP Policy NP-4, new residential development is not compatible in areas exposed to noise above 70 dB CNEL. However, the Initial Study/Mitigated Negative Declaration document cites ALUCP General Policy GP-5.3, which grants an exception to noise consistency evaluations for development actions in a local agency review process and the project application was deemed complete prior to the effective date of the current ALUCP, provided that the proposed development meets all other requirements of the current ALUCP. Since the project application was deemed complete by the City of South San Francisco before the adoption of the current ALUCP, the project is to be evaluated for airport noise compatibility based on the noise contours contained in the 1996 San Francisco International Airport Comprehensive Airport Land Use Plan (CLUP) 2006 Noise Exposure Map (NEM).

The project includes a multi-family residential use in the 65-70 dB CNEL range (2006 NEM). A multi-family use in this noise level range is conditionally compatible, subject to including adequate sound insulation in the building design to achieve an interior noise level of 45 dB CNEL in all habitable rooms and granting an aviation easement to the City and County of San Francisco, as the proprietor of the Airport. ALUCP Policy NP-3 requires the City of South San Francisco to implement these conditions prior to final approval of the proposed development. Commercial uses within the 70-75 dB CNEL range (2006 NEM) are compatible with Airport operations without conditions or restrictions.

Safety Compatibility. A portion of the project site is located within Safety Zone 4 – Outer Approach/Departure Zone, as shown in the current ALUCP. However, none of the incompatible uses listed for this zone, (children's schools, large day care centers, hospitals, nursing homes, or stadiums) are included in the project and should not be added to the project site in the future.

Height of Structures/Airspace Protection. The FAA requires notification of proposed construction for projects that may have a potential effect on the navigable airspace (CFR Title 14 Part 77). According to the FAA Notice Criteria Tool, the proposed project is subject to the federal notification requirements. I strongly urge the project sponsor to submit FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the FAA, through its website at: <http://oiaa.faa.gov>, as soon as possible, to receive a timely response. The FAA's response should be incorporated into the final project approval.

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: C/CAG Airport Land Use Committee (ALUC)
C/CAG Board
John Bergener, SFO Airport Planning Manager

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C/CAG AIRPORT LAND USE COMMITTEE (ALUC) Membership Roster February 2013

Chairperson: Richard Newman, Aviation Representative
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County of San Mateo and Aviation Representative	Dave Pine	Carole Groom
City of So. San Francisco	Pradeep Gupta	Richard Garbarino
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* Indicates non-elected representative; all others indicate elected representatives of their member agencies.