

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AIRPORT LAND USE COMMITTEE (ALUC)

AGENDA

Date: Thursday, September 25, 2014

4:00 p.m.

Place: Burlingame City Hall
501 Primrose Road
Burlingame, California
Council Chamber

PLEASE CALL TOM MADALENA (599-1460) IF YOU ARE UNABLE TO ATTEND.

- | | | | |
|----|---|---|--|
| 1. | Call To Order | Action
(Newman) | |
| 2. | Public Comment On Items Not On The Agenda | Limited to 3
minutes per
speaker. | |
| 3. | Minutes of the July 31, 2014 ALUC Meeting | Action
(Newman) | Pages 1-5 |
| 4. | Review and approval of a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the Initial Study and Negative Declaration for the ALUCP for the Environs of Half Moon Bay Airport | Action
(Madalena) | Pages 6-9 |
| 5. | Review and approval of a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the ALUCP for the Environs of Half Moon Bay Airport | Action
(Madalena) | Pages 10-30 |
| 6. | SFO Comprehensive Airport Land Use Compatibility Plan (ALUCP) Consistency Review – Town of Hillsborough Re: General Plan Amendment: Housing Element 2014-2022 Draft Final | Action
(Madalena) | Materials to be
provided
under separate
cover |
| 7. | SFO Comprehensive Airport Land Use Compatibility Plan (ALUCP) Consistency Review – Daly City Re: General Plan Amendment: Housing Element 2014-2022 Administrative Draft | Action
(Madalena) | Pages 31 - 41 |

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- | | |
|--------------------------|-------------------------|
| 8. Member Communications | Information
(Newman) |
| 9. Adjournment | Action
(Newman) |

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.

Other enclosures/Correspondence

- None.

If you have any questions regarding the C/CAG Airport Land Use Committee Meeting Agenda, please contact Tom Madalena at 650-599-1460 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 Nancy Blair at 650 599-1406, five working days prior to the meeting date.

Airport Land Use Committee (ALUC)
Meeting Minutes
July 31, 2014

1. Call to Order

Chair Newman called the Airport Land Use Committee (ALUC) Meeting to order at 4:03 pm.

Members Present:

Terry O'Connell, Carol Klatt, John Muller, Robert Gottschalk, Ken Ibarra, Cameron Johnson, Richard Garbarino, George Auld

Staff/Guests Attending:

Sandy Wong, Tom Madalena, Adrian Jones, John Bergener, Kim Gainza, Emmy Gainza, Jon Yoshimine, Jeff Peck, Devin Yoshimine, Michelle Marconi, Scott Holmes, Jim Larimer, Chris Hunter, David Burrito, Carol Ford

2. Public Comment On Items Not On The Agenda

None.

3. Minutes of the May 23, 2013 Meeting

Motion: Member O'Connell moved/member Garbarino seconded approval of the May 23, 2014 minutes. Motion carried unanimously without member Gottschalk voting as he arrived after the vote occurred.

4. Meeting notes of the April 24, 2014 Meeting

There was no discussion as this was an information item.

5. Election of ALUC Officers for calendar year 2014

Member Klatt nominated Chair Newman and the nomination was closed. Member O'Connell motioned to elect Chair Newman as Chair and member Garbarino seconded the motion. Motion carried unanimously. Member O'Connell motion to nominate and elect member Keighran as Vice-Chair and member Ibarra seconded the motion. Motion carried unanimously.

6. Presentation on the Big Wave Project

Camille Leung, San Mateo County Planning staff, presented an update on the current Big Wave project on the San Mateo County coast.

7. Public hearing on the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport and review and approval of a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the ALUCP for the Environs of Half Moon Bay Airport

Sandy Wong, C/CAG Executive Director, opened this item and introduced Dave Fitz, project consultant. Dave Fitz presented the process for the development of the ALUCP as well as the comments received and provided a summary of the comments along with the staff proposal on how to address the comments received. The public hearing was opened to receive comments on the ALUCP.

Mr. David Byers

Comment 1. We are satisfied that this section 4.1.5.2 is being kept in the ALUCP.

Comment 2. CALTRANS wrote a 5 ½ page letter wanting section 4.1.4.2 dropped and we disagree with that request.

Comment 3. San Mateo County provided comments to the ALUCP asking that section 4.1.5.2 be kept in the document.

Comment 4. The California Coastal Commission stated that section 4.1.5.2 is consistent with the Local Coastal Plan and should be retained in the ALUCP.

Comment 5. The negative declaration is not the appropriate document for this project and an EIR should be done.

Mr. Jon Yoshimine

Comment 6. This is a very confusing plan that states it is not expanding the airport but is expanding the airport.

Comment 7. We ask that the Big Wave project not have to conform to the new plan's restrictions.

Mr. Jeff Peck

Comment 8. I don't understand this report. The report says it is not expanding the airport, but then it says there is going to be 60,000 annual operations. Then the report says it has an effective runway length of 3,500 feet but expands the runway length to 5,000 feet. We are not going to expand the airport- but we are going to expand the noise contours.

Comment 9. I know the zones are being extended.

Comment 10. I think a project that appears to be expanding the airport should do an environmental impact report.

Comment 11. There needs to be some clarification from outside consultants and an EIR should be done.

Comment 12. Definitely keep the grandfathering clause in.

Comment 13. Please do a formal EIR so that people like me can understand the impacts of this project.

Mr. Mathew Hrain

Comment 14. I understand the need to expand the airport, but an assessment of the impacts should be done. I feel that the negative declaration is a dishonorable short cut.

Mr. Devin Yoshimine

Comment 15. Do an EIR to assess the impacts.

Ms. Michelle Marconi

Comment 16. I am confused about the airport plan. I would like a better explanation of the impacts of the airport plan on the Big Wave project.

Ms. Emmy Gainza

Comment 17. I have been waiting my whole life for the Big Wave project to happen- if you could please help us, that would make me happy.

Mr. Scott Holmes

Comment 18. There is a little confusion, the 1995 CLUP specifically states that the operational runway length is 3,874 feet and from that you generate zones for a short general aviation runway. I have three ALUCP reports that state the runway is now 5,000 feet. The 1995 report said the paved surface was 5,000 feet but not usable for approaches. When you use 5,000 feet as the runway length, you use the chart for the medium general aviation runway which requires larger zones. I am the one who locates the zones on the property and under the short general aviation runway zone 2 is only 125 feet, the medium general aviation zone 2 is 275 feet.

Comment 19. The preliminary draft in 2013 said the runway protection zone did not impact anything and that was sort of changed in the latest draft but it is still unclear.

Comment 20. I appreciate the grandfather clause- but I do not know how you do not call that expansion. You have expanded the size of the airport and the protection zones significantly. All of Princeton is within zone 2 and it creates problems for us as well.

Ms. Summer Burlison

Comment 21. Wanted to add to one of our comments that we submitted via letter concerning a 12-acre parcel in the Moss Beach area. In addition to the comment we submitted, we have identified that this parcel has been allocated for affordable housing pursuant to our housing element. The San Mateo County 2007-2014 Housing Element designates the subject 12-acre parcel as an affordable housing site allocated toward the County's fair share of total regional housing needs. Past County Housing Elements have also identified this site as an affordable housing site. It is projected that this parcel has a maximum capacity for 105 affordable units with a "realistic" capacity of 50 units under current zoning (R-3-A/S-5/DR/CD - Affordable Housing District) and general plan land use designation (Medium High Density Residential, 8.8 - 17.4 dwelling units per net acre). Proposed ALUCP Safety Zone 3 will bisect this parcel such that approximately half of the parcel will be subject to a much lower density of 1 dwelling unit per 2 acres, under the Draft Final ALUCP safety zone density criteria. Since the County does not support split zonings or land use designations as good planning practice, we would be required to

amend the General Plan land use designation of this parcel to a lower density which would not only adversely impact our total fair share of affordable housing for San Mateo County, but would also impact our specific income allocation needs and would adversely impact our already limited amount of affordable housing sites within the midcoast area. Furthermore, environmental conditions on the upper portion of this parcel (which would be outside of Safety Zone 3) present development challenges from a sensitive habitats and Local Coastal Program standpoint.

Comment 22. We request that this parcel be excluded from Safety Zone 3. Alternatively, we believe that the initial study should provide adequate analysis of the impacts of the Draft Final ALUCP on the subject parcel, and should consider impacts on the San Mateo County Housing Element on whole.

Member Garbarino motioned to close the public hearing and member Muller seconded the motion. Motion carried unanimously.

The ALUC chose to postpone this item and to have it brought back to the ALUC at the next meeting in September.

8. Public hearing on the Initial Study and Proposed Negative Declaration for the Airport Land Use Compatibility Plan (ALUCP) for the Environs of the Half Moon Bay Airport and review and approval of a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the Initial Study and Negative Declaration for the ALUCP

Sandy Wong, C/CAG Executive Director opened this item and Dave Fitz, project consultant, offered to answer questions on the Initial Study and Proposed Negative Declaration since the ALUC had received a prior presentation on the Initial Study and Proposed Negative Declaration. The public hearing was opened to receive comments on the Initial Study and Proposed Negative Declaration.

Mr. Jim Larimer

Comment 23. I am a supportive of Big Wave. It seems that a negative declaration is not appropriate.

Ms. Carol Ford

Comment 24. An EIR should be done.

Member Garbarino motioned to close the public hearing and member O'Connell seconded the motion. Motion carried unanimously.

The ALUC chose to postpone this item and to have it brought back to the ALUC at the next meeting in September.

9. Receive a status update on the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport

Adrian Jones, project consultant, presented an update on the ALUCP for the Environs of San Carlos Airport.

10. Review and approval of the ALUC regular meeting schedule for 2014

The committee reviewed the ALUC meeting schedule for 2014.

11. Member Communications

None

12. Adjournment

The meeting was adjourned at 6:08 pm.

C/CAG AGENDA REPORT

DATE: September 25, 2014
TO: Airport Land Use Committee
FROM: Tom Madalena
SUBJECT: Review and approval of a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the Initial Study and Negative Declaration for the ALUCP for the Environs of Half Moon Bay Airport

(For further information or questions contact Tom Madalena at 599-1460)

RECOMMENDATION

That the Airport Land Use Committee (ALUC) review and approve of a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the Initial Study and Negative Declaration for the Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport.

FISCAL IMPACT

Funding for the preparation of the proposed Negative Declaration and Initial Study for the ALUCP for the environs of Half Moon Bay Airport has been included in the adopted C/CAG Budget.

BACKGROUND

The purpose of an airport land use compatibility plan (ALUCP) is to protect the public from the adverse effects of airport noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and ensure that no structures or activities encroach upon or adversely affect the navigable airspace in the vicinity of the airport. Through appropriate policy implementation, the overall goal is to protect the public investment in the airport as a safe and viable element of the national air transportation system. Airport compatible land uses are generally defined as follows:

“Airport-compatible land uses are those uses that can coexist with a nearby airport without either constraining the safe and efficient operation of the airport or exposing people living or working nearby to unacceptable levels of noise or hazards. Compatibility concerns include any impact that adversely affects the livability of surrounding communities, as well as any community characteristic that can adversely affect the viability of an airport.”(source: American Planning Association Planning Advisory Service Report No. 562, *Planners and Planes: Airports and Land-Use Compatibility* November 2010.

DISCUSSION

The C/CAG Board is the Lead Agency for the preparation of the environmental documents related to the Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport. The environmental review process includes the preparation of an Initial Study (IS) to determine the appropriate level of environmental review (i.e. a negative declaration (ND) or a draft environmental impacts report (DEIR)) related to a proposed action (plan or project).

An Initial Study (IS) is a preliminary analysis prepared to determine if the project will have a significant effect(s) on the environment. It also contains information that supports a conclusion that the project will

not have a significant effect(s) on the environment or that the potential impacts can be mitigated to a “less than significant” or “no impact” level. If there is no substantial evidence that the project may have a significant effect(s) on the environment, the Lead Agency shall prepare a proposed Negative Declaration (ND).

An Initial Study (IS) was prepared for this ALUCP. The IS document contains an Environmental Checklist for assessing potential environmental impacts of the proposed project (plan). A brief explanation is provided for all responses contained in the Checklist, including supportive documentation for those responses identified as “No Impact or “Less than Significant Impact.” As a result of a 2007 California Supreme Court decision (*Muzzy Ranch Co.*) the IS document also includes a displacement analysis to analyze the potential for future development within the Airport Influence Area (AIA) boundary to move elsewhere based on implementation of the ALUCP land use compatibility policies. The displacement analysis determined that implementation of the ALUCP update is not expected to result in displacement of future residential and non-residential development. Based on analysis undertaken to fill out the Checklist, the proposed ALUCP update is not expected to result in any potentially significant environmental impacts and no mitigation is necessary.

A Negative Declaration (ND) is a document prepared by the Lead Agency pursuant to the analysis in the Initial Study that states the proposed action will not have a significant effect(s) on the environment. A proposed Negative Declaration was prepared for the ALUCP for the Environs of Half Moon Bay Airport as a result of the analysis in the Initial Study.

The proposed Negative Declaration and Initial Study for the ALUCP for the Environs of Half Moon Bay Airport (state-mandated countywide plan) has been made available for public comment. Hard copies of the document were made available at the C/CAG office, the Half Moon Bay Library as well as at the Midcoast Community Council meeting location which is at the Granada Sanitary District in El Granada on the San Mateo County coast. The proposed Negative Declaration and Initial Study document was also made available through the C/CAG website (www.ccag.ca.gov/) as well as the project website (<http://halfmoonbayalucp.airportstudy.com/alucp/>). At the C/CAG Board meeting on June 12, 2014 the Board approved of the distribution and publication of a “Notice of Intent to Adopt a Negative Declaration”. Staff published a legal notice on the availability of the document in the San Mateo County Times as well as the Half Moon Bay Review. Additionally the notice was sent to potential stakeholders and over 300 property owners around the airport. The legal notice announced the availability of the document for public review and comment and provided for a 30 day review period from June 23- July 23, 2014.

As a result of making some changes to respond to comments, staff published a second legal notice on the availability of the document in the San Mateo County Times as well as the Half Moon Bay Review. Additionally the second notice was sent to potential stakeholders and over 300 property owners around the airport. The legal notice announced the availability of the document for public review and comment and provided for a 22 day review period from August 20 - September 10, 2014.

Comments received on the proposed Negative Declaration and Initial Study:

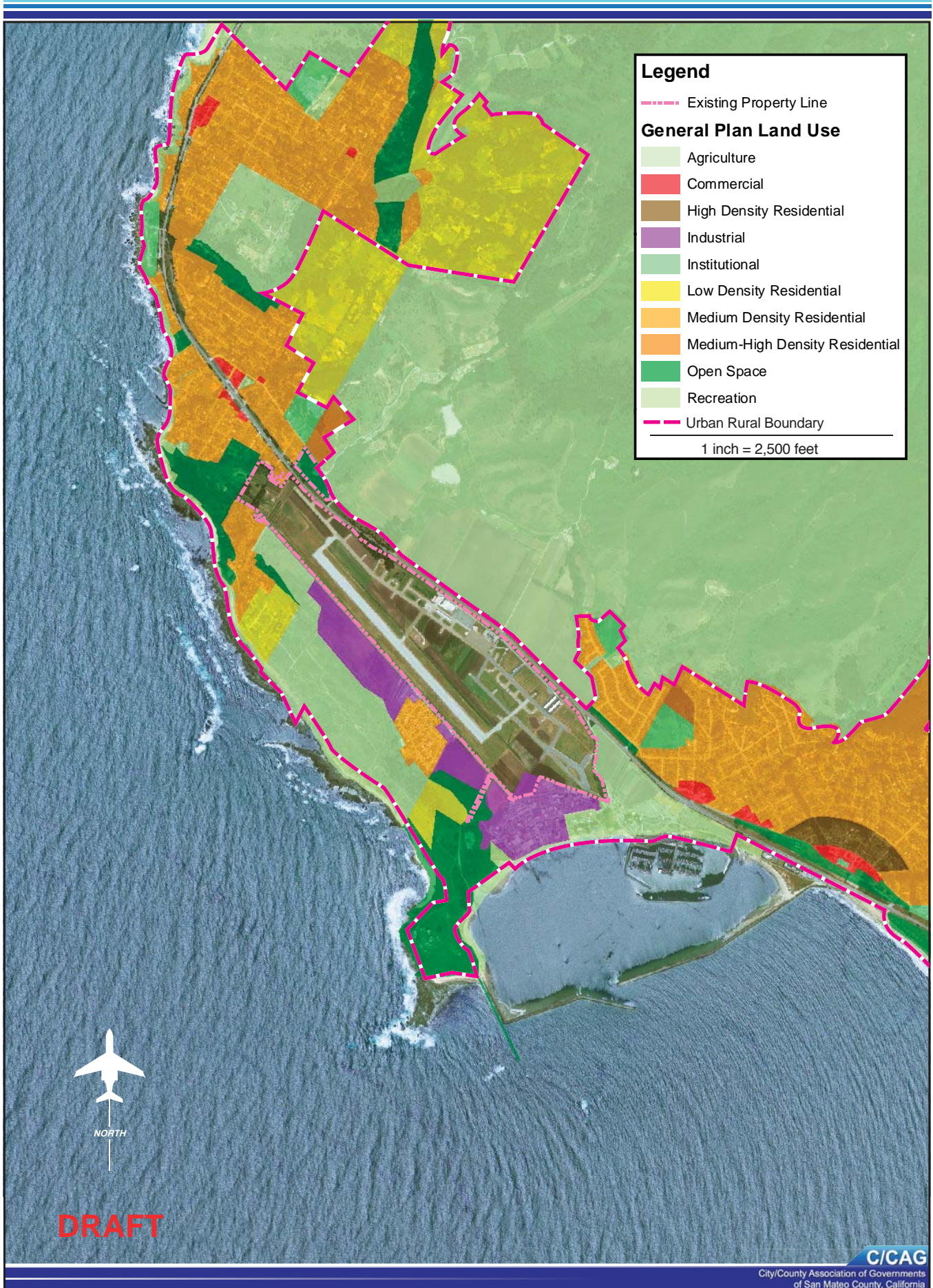
Staff received comment letters during the initial comment period on the proposed Negative Declaration and Initial Study. Those comment letters were presented to the ALUC at the July 31, 2014 meeting. Staff incorporated changes as appropriate to the proposed Negative Declaration for the ALUCP for the Environs of Half Moon Bay Airport. No comment letters were received during the second comment period.

A public hearing was held at the July 31, 2014 ALUC and at the August 14, 2014 C/CAG Board of Directors meeting.

The final adoption of the ALUCP is scheduled for October 9, 2014.

ATTACHMENTS

- Responses to comments from written comments and the public hearing (available at <http://halfmoonbayalucp.airportstudy.com/alucp/>)
- ALUCP Negative Declaration and Initial Study, Amended August 2014 (available at <http://halfmoonbayalucp.airportstudy.com/alucp-initial-study/>)
- Revised Figure 3 from Initial Study and Negative Declaration (legend change only - Urban Rural Boundary)



Source: San Mateo County Information Services Department; County of San Mateo Local Coastal Program Policies, June 2013

Figure 3
GENERAL PLAN/
LOCAL COASTAL PROGRAM

C/CAG AGENDA REPORT

DATE: September 25, 2014
TO: Airport Land Use Committee
FROM: Tom Madalena
SUBJECT: Review and approval of a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the ALUCP for the Environs of Half Moon Bay Airport

(For further information or questions contact Tom Madalena at 599-1460)

RECOMMENDATION

That the Airport Land Use Committee (ALUC) review and approve a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the ALUCP for the Environs of Half Moon Bay Airport

FISCAL IMPACT

Funding for the preparation of the ALUCP for the Environs of Half Moon Bay Airport has been included in the adopted C/CAG Budget.

BACKGROUND

The purpose of an airport land use compatibility plan (ALUCP) is to protect the public from the adverse effects of airport noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and ensure that no structures or activities encroach upon or adversely affect the navigable airspace in the vicinity of the airport. Through appropriate policy implementation, the overall goal is to protect the public investment in the airport as a safe and viable element of the national air transportation system. Airport compatible land uses are generally defined as follows:

“Airport-compatible land uses are those uses that can coexist with a nearby airport without either constraining the safe and efficient operation of the airport or exposing people living or working nearby to unacceptable levels of noise or hazards. Compatibility concerns include any impact that adversely affects the livability of surrounding communities, as well as any community characteristic that can adversely affect the viability of an airport.”(source: American Planning Association Planning Advisory Service Report No. 562, *Planners and Planes: Airports and Land-Use Compatibility* November 2010.

DISCUSSION

The Draft Final Airport Land Use Compatibility Plan (ALUCP) Update for the Environs of Half Moon Bay Airport (state-mandated countywide plan) has been made available for public comment. Hard copies of the document were made available at the C/CAG office, the Half Moon Bay Library as well as at the Midcoast Community Council meeting location which is at the Granada Sanitary District in El Granada on the San Mateo County coast. The Draft Final document was also made available through the C/CAG website (www.ccag.ca.gov/) as well as the project website (<http://halfmoonbayalucp.airportstudy.com/alucp/>). At the C/CAG Board meeting on June 12, 2014 the Board approved of the distribution and publication of a “Notice of Intent to Adopt a Negative Declaration”. Staff published a legal notice on the availability of the document in the San Mateo County Times as well as the Half Moon Bay Review. The legal notice announced the availability of the

document for public review and comment and provided for a 30 day review period from June 23- July 23, 2014. Additionally the notice was sent to potential stakeholders and over 300 property owners around the airport.

As a result of making some changes to respond to comments, staff published a second legal notice on the availability of the document in the San Mateo County Times as well as the Half Moon Bay Review. Additionally the second notice was sent to potential stakeholders and over 300 property owners around the airport. The legal notice announced the availability of the document for public review and comment and provided for a 22 day review period from August 20 - September 10, 2014.

A public hearing was held at the July 31, 2014 ALUC meeting and the August 14, 2014 C/CAG Board of Directors meeting.

The ALUCP promotes airport compatible land use planning within a defined airport influence area (AIA) via policy implementation to address aircraft noise impacts, runway end safety criteria (i.e. density and intensity of land uses), and height of structures/airspace protection. The size, character, and design of the airport influences the scope and applicability of the airport land use compatibility criteria.

The Draft Final ALUCP for the Environs of Half Moon Bay Airport was prepared with reference to and is consistent with the guidance provided by the Caltrans Division of Aeronautics in the 2011 version of the *California Airport Land Use Planning Handbook* per PUC Sections 21674.5 and 21674.7 and other relevant state and federal statutes and regulations. The document consists of four chapters and several appendices. Chapter One includes an overview and outlines the ALUCP purpose and scope. The remaining three chapters provide the following information: all applicable land use policies and plans in the Half Moon Bay Airport environs, baseline information about Half Moon Bay Airport, including an overview of the airport and its operations, and policies and criteria to address aircraft noise, runway end safety zones, and height of structures/airspace protection. Several appendices are included in the draft document to supplement the analysis presented in the ALUCP and provide implementation materials for use by C/CAG staff and local planning agencies to achieve the land use compatibility goals of the Plan.

State law requires an airport land use commission to base an ALUCP on an airport master plan or the most current FAA-approved Airport Layout Plan (ALP) for the subject airport. The Draft Final ALUCP is based on the 2013 ALP and Narrative Report for Half Moon Bay Airport that were prepared for the County of San Mateo Department of Public Works Airport Division.

Comments received on the Draft Final ALUCP:

Staff received comment letters during the initial comment period on the ALUCP for the Environs of Half Moon Bay Airport. Those comment letters were presented to the ALUC at the July 31, 2014 meeting. Staff incorporated changes as appropriate to the ALUCP for the Environs of Half Moon Bay Airport. No comment letters were received during the second comment period.

The final adoption of the ALUCP is scheduled for October 9, 2014.

ATTACHMENTS

- Responses to comments from written comments and the public hearing (available at <http://halfmoonbayalucp.airportstudy.com/alucp/>)
- Draft Final ALUCP, Amended August 2014 (available at <http://halfmoonbayalucp.airportstudy.com/alucp/>)

- Relevant pages revised in ALUCP Chapter One, Revised August 8, 2014
- Relevant pages revised in ALUCP Chapter Two, Revised August 19, 2014
- Relevant pages revised in ALUCP Chapter Four, Revised August 8, 2014
- Relevant pages revised in ALUCP Appendix D, Revised August 8, 2014

airport to uses that are compatible with normal airport operations in accordance with FAA Grant Assurance 21, Compatible Land Use.

- **Noise Compatibility Studies.** 14 CFR Part 150 establishes procedures and criteria for the evaluation of airport noise-related impacts. Although the FAA may provide guidance for airport land use compatibility, it has no jurisdiction over local planning decisions.

1.3.2 State of California

The California Department of Transportation, Division of Aeronautics is responsible for funding, and permitting programs for airports and heliports. Assistance for the development and maintenance of aviation facilities through engineering and aviation experience is provided, as well as systems planning and environmental and community service programs.

The State of California grants the authority of land use regulation to local governments. This regulation is accomplished through the use of general plans and zoning ordinances. The state has also established airport noise standards, noise insulation standards, and requirements for the establishment of an ALUC. State staff may also coordinate with local agencies to encourage environmental mitigation measures intended to discourage the encroachment of incompatible land uses near airport facilities. As with the federal government, local planning decisions are at the discretion of the local jurisdiction and the state may not interfere with these decisions. ~~The state does not participate in the overrule process when local government findings are determined by an ALUC to be inconsistent with an ALUCP.~~

California State law also requires sellers of real property to disclose any fact materially affecting the value and desirability of the property. Such disclosure is required when the property is either within two miles of an airport or if it is within an Airport Influence Area (AIA). The law defines the AIA as the area where airport-related factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission. According to the State Division of Aeronautics, the AIA is usually the planning area designated by an airport land use commission for each airport. The AIA for HAF is defined in Section 1.4.2 of this chapter.

The California Noise Insulation Standards are found in California Administrative Code, Title 24, Part 6, Division T25, Chapter 1, Subchapter 1, Article 4. These standards establish uniform minimum noise insulation performance standards to protect persons within new multi-family residential structures and hotels from the effects of noise. Once these buildings are sound-insulated to the proper performance standards, they are not considered “noise impacted.” These minimum noise insulation performance standards require that the Community Noise Equivalent Level (CNEL) shall not exceed 45 dB in any habitable room, with all doors and windows closed.

1.5 ALUCP ADOPTION, IMPLEMENTATION, AND AMENDMENTS

1.5.1 ALUCP Adoption

The adoption of this ALUCP is coordinated through the C/CAG. The C/CAG is obligated to involve the affected local agencies in the adoption process by holding a public hearing on the document prior to formal adoption. As discussed in the Handbook, adoption of the ALUCP begins a statutory 180-day period within which the county and affected cities must either modify its general plan and applicable specific plans or take the steps necessary to overrule the ALUC (Government Code, Section 65302.3). The overruling process involves ~~three~~ four mandatory steps:

1. the local agency must provide the local Airport Land Use Commission and the California Department of Transportation, Division of Aeronautics a copy of the proposed decision and findings within 45 days prior to any decision to overrule the commission;
2. the holding of a public hearing;
3. the adoption of specific findings that the local government’s plans are consistent with the purposes of the State airport compatibility statute and that they provide for the orderly development of the airport; and
4. approval of the overrule action by a two-thirds majority of the governing body of the local government

~~1) Holding a public hearing;~~

~~2) Making specific findings that the action proposed is consistent with the purposes of the ALUC statute; and~~

~~3) Approval of the proposed action by a two-thirds vote of the agency’s governing body.~~

1.5.2 ALUCP Implementation

Upon adoption of the ALUCP and where local agencies have amended their general and specific plans to be consistent with the ALUCP, the following types of actions proposed within the airport influence area must be submitted to C/CAG for determination of consistency prior to approval by the local jurisdiction:

- Adoption of a general plan, specific plan, or any amendments.
- Airport and heliport plans, including master plans, expansion plans, and plans for the construction of a new facility.

1.5.3 ALUCP Amendments

The effectiveness of this document can be limited by its currency. As such, the C/CAG Board should review the document as necessary to ensure that the information and assumptions used are still appropriate for HAF.¹ It is especially important to review the plan whenever the HAF airport master plan or airport layout plan is amended. Changes in runway lengths in particular could require an amendment to the ALUCP.

The C/CAG Board should also review the ALUCP when new guidance documents are prepared by the California Department of Transportation. It is important for the ALUCP to reflect the latest information and research on aircraft noise and safety compatibility issues. It should be noted that California State law limits the amendment of the ALUCP to no more than once per calendar year (Pub. Util. Code, Section 21675 [a]).

Upon completion of a draft amendment document, the C/CAG Airport Land Use Committee refers the document to the C/CAG Board for review and adoption. The C/CAG Joint Powers Agreement requires a countywide plan, or an amendment of a countywide plan, to be introduced at a C/CAG Board meeting prior to final action on the plan or plan amendment at a subsequent C/CAG Board meeting. Therefore, it takes at least two C/CAG Board meetings to adopt an amendment to the ALUCP. The second meeting includes a public hearing to receive public input prior to final action on the amendment.

1.6 ENVIRONMENTAL REVIEW

The preparation of *California Environmental Quality Act* (CEQA) documentation when adopting or amending an ALUCP is required based upon legal precedent. A decision reached by the California Supreme Court in 2007 clarified the application of CEQA to airport land use compatibility plans (*Muzzy Ranch Co. v. Solano County Airport Land Use Commission*, 41 Cal. 4th 372, June 21, 2007, modified September 12, 2007). The court ruled that an ALUCP is a “project” subject to environmental review under CEQA. The court explained that even if subsequent action by a local land use regulatory agency is required before development projects can be authorized, an ALUCP “carries significant, binding regulatory consequences for local government...” The court noted that even if an ALUCP would not cause a direct physical change in the environment, it still might affect the environment indirectly. The court specifically discussed the possibility that adoption of land use restrictions in the vicinity of an airport could cause development that would have occurred in the airport area to shift elsewhere, potentially giving rise to an adverse effect on the environment.

According to the court, a “common sense” exemption from CEQA may be invoked by an airport land use commission “[w]here it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment” The CEQA exemption may be used, however, only when the specific facts in question reveal that use of the exemption is justified.

¹ As outlined in the *Handbook*, a comprehensive review and update is recommended at least every five years.

In accordance with Public Resources Code, section 21096, the ALUCP and *Handbook* shall be utilized as technical resources to assist in the preparation of environmental documentation as the report relates to airport-related safety hazards and noise problems. Additionally, a lead agency shall not adopt a negative declaration for a development action unless the lead agency considers whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area.

1.7 ABOUT THIS DOCUMENT

This document includes all components of the updated ALUCP for HAF. In addition to this chapter, which outlines the ALUCP purpose and scope, the remaining three chapters provide the following information:

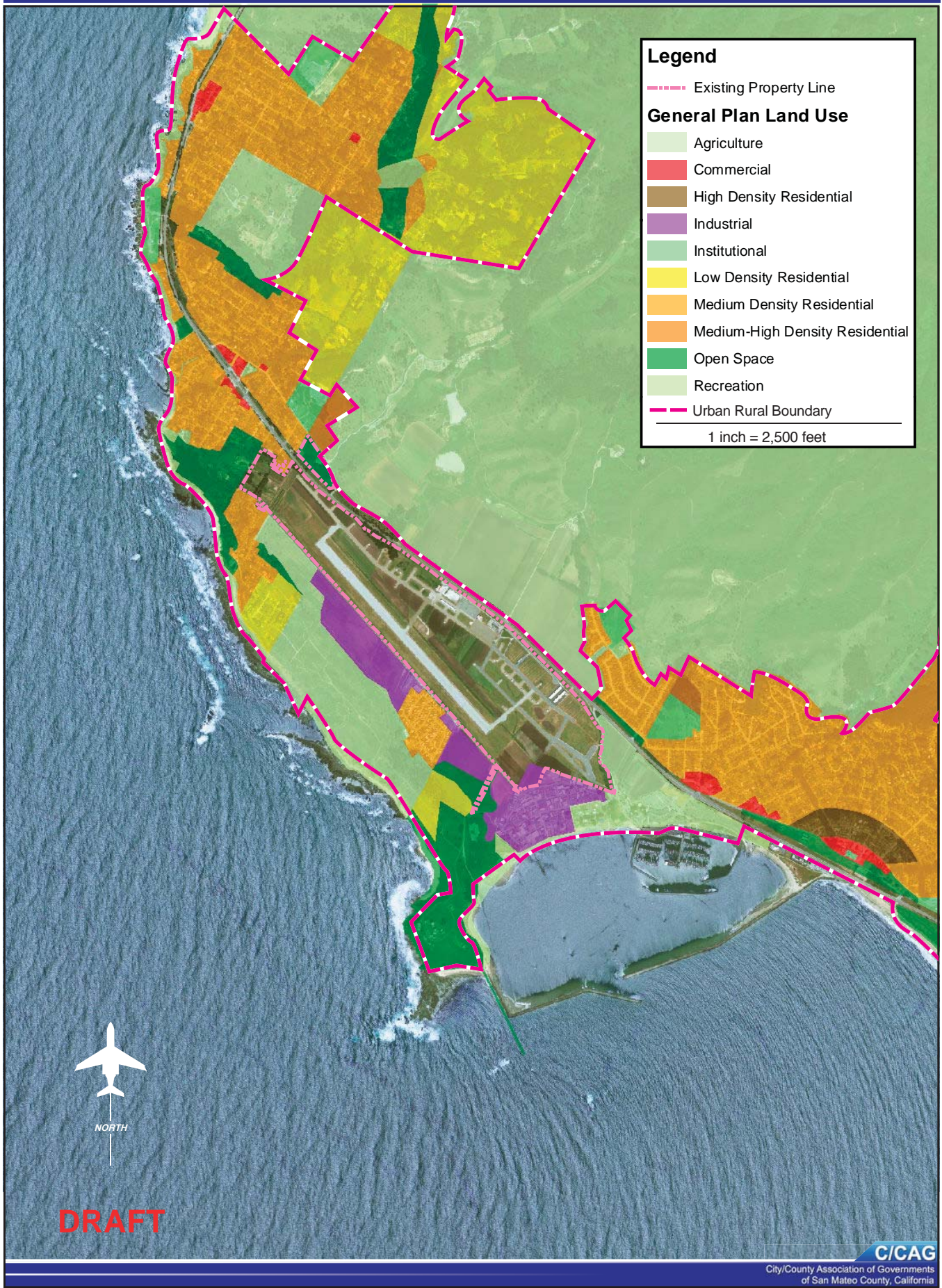
Chapter Two includes all applicable land use policies and plans in the Half Moon Bay Airport environs.

Chapter Three includes baseline information for Half Moon Bay Airport, including an overview of the airport and its operations, and noise exposure contours.

Chapter Four includes the safety, noise, and height restriction guidelines to be used when considering land use developments within the vicinity of the airport influence area boundary for Half Moon Bay Airport.

Additionally, appendices are included to supplement the analysis presented in the ALUCP. These include Airport Noise Analysis, Safety Issues and Alternatives, and Height Restriction Issues and Alternatives.

Appendices are also provided that include implementation materials for use by C/CAG staff and local planning agencies to achieve the land use compatibility goals of this plan.



Source: San Mateo County Information Services Department; County of San Mateo Local Coastal Program Policies, June 2013

Exhibit 2C
GENERAL PLAN/
LOCAL COASTAL PROGRAM

4.1.1 Compliance with State Law

The C/CAG Board, acting in its capacity as the Airport Land Use Commission for San Mateo County, and the C/CAG Airport Land Use Committee (ALUC) shall comply with the provisions in the Public Utilities Code, Chapter 4, Article 3.5 Section 21670 et seq. (airport land use commission statutes), when administering this ALUCP and the airport land use compatibility planning process in San Mateo County.

The C/CAG Board and the C/CAG ALUC also shall implement Business and Professions Code, Section 11010 (b)(13), by establishing within this ALUCP an Airport Influence Area (AIA) within which real estate disclosure of the presence of an airport shall be required.

4.1.2 Amendments to the ALUCP

The ALUCP shall be amended not more than once per calendar year, as provided in the airport land use commission statutes. The ALUCP shall be updated and amended as needed to maintain a current, updated document. Updates should be undertaken as soon as practicable after any of the following occurrences:

1. Adoption of a new airport master plan or an updated airport layout plan
2. Update of long-range airport noise exposure forecasts

4.1.3 Effective Date

This ALUCP shall become effective immediately upon a formal adoption action by the C/CAG Board, acting in its capacity as the Airport Land Use Commission for San Mateo County.

4.1.4 Applicability of Policies to Existing Land Uses

Existing land uses shall be exempt from the policies and criteria of this ALUCP, except as specifically provided in this Section.

4.1.4.1 *Modifications to Nonconforming Uses*

Modification of existing nonconforming land uses shall be permissible, provided that the modification does not increase the magnitude of the nonconformity **when compared to Table 4B**. The magnitude of nonconformity shall be measured by:

1. For residential land uses, the number of dwelling units on the lot;
2. For nonresidential land uses, the size of the nonconforming use in terms of lot area and building floor area.

Where bedrooms or sleeping rooms are added to residential uses that are nonconforming with the noise compatibility policies of this ALUCP, those rooms must be sound-insulated to achieve an indoor noise level of CNEL 45 dB from exterior sources. In all cases, building modifications shall be subject to the airspace protection policies of this ALUCP.

4.1.4.2 *Reconstruction of Nonconforming Use*

Nonconforming uses may be rebuilt to a density (for residential uses, dwelling units per acre) or size (for nonresidential uses, building floor area) not exceeding that of the original construction. In all cases, however, reconstructed nonconforming uses shall comply with the noise compatibility and airspace protection policies of this ALUCP.

4.1.4.3 *Exceptions for Nonconforming Schools and Hospitals*

Modifications, enlargement, and reconstruction of schools and hospitals that are nonconforming with the safety compatibility policies ~~of this ALUCP~~ outlined in **Table 4B** shall be allowed, subject to the following conditions:

1. ~~2.~~ **Schools and Hospitals must demonstrate alternative sites outside the safety and noise compatibility zones are not financially feasible or will not adequately serve the established service area.**
- 1.2. ~~2.~~ Building modifications, enlargements, new buildings, and reconstruction are allowed only on the lot or, if multiple lots comprise the building site, the contiguous lots on the site existing on the date of adoption of this ALUCP. If the school or hospital is within any noise compatibility zone, as established in this ALUCP, any added classrooms, patient rooms, and patient treatment and consultation rooms must be sound-insulated to achieve an indoor noise level of CNEL 45 dB from exterior sources.
- 2.3. ~~3.~~ Where a modification results in an increase in building floor area, the number of exits required for the enlarged portion of the building under applicable building and safety codes, shall be increased by 50 percent. Where the 50-percent factor results in a fraction, the number of additional exits shall be rounded to the next highest whole number.
- 3.4. ~~4.~~ For reconstructed schools and hospitals, the number of exits required under applicable building and safety codes shall be increased by 50 percent. Where the 50-percent factor results in a fraction, the number of additional exits shall be rounded to the next highest whole number. If the reconstructed school or hospital is within any noise compatibility zone, as established in this ALUCP, it must be sound-insulated to achieve an indoor noise level of CNEL 45 dB from exterior sources.
- 4.5. ~~5.~~ In all cases, the airspace protection policies of this ALUCP shall apply.

4.1.7 Properties Divided By Compatibility Zone Boundary

For the purpose of evaluating consistency with the compatibility criteria set forth in this ALUCP, any parcel that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the compatibility zone boundary line. Only the portion of the parcel that lies within the compatibility zone boundary shall be subject to the airport/land use compatibility consistency evaluation.

4.1.8 Land Use Compatibility Planning Coordination

An important purpose and function of the ALUCP is to coordinate airport land use compatibility planning across jurisdictions. To further that purpose, the following policies shall apply:

4.1.8.1 Notification and Review of Proposed Land Use Policies

Any proposed land use policy action that affects property within the AIA must be referred to the Airport Land Use Commission (the C/CAG Board) for a determination of consistency with the relevant policies of this ALUCP. Local jurisdictions shall notify the Airport Land Use Commission of every such proposed land use policy action as required by State law. The Airport Land Use Commission shall notify the HAF Airport Manager, or the Airport Manager's designee, as soon as possible after it receives a request for a consistency review of a proposed land use policy action. The intent is to afford the appropriate Airport staff an opportunity to review and comment on the proposed land use policy action.

4.1.8.2 Notification to Airport of Proposed Land Use Policy Actions

C/CAG shall encourage local governments to inform the Airport of proposed land use ~~planning projects~~ **policy actions** within the AIA in a manner and at a time that enables **ALUC and** Airport staff to review and provide timely comments on the proposed land use policy actions.

4.1.8.3 Advisory Review of Development Proposals

Under state law, local governments may submit development proposals to the Airport Land Use Commission for non-binding advisory review. C/CAG shall encourage local governments to submit the following types of development proposals within the AIA to the Airport Land Use Commission for advisory review:

- Commercial or mixed use development of more than 100,000 square feet of gross building area;

The ALUC shall review and discuss the application, granting a representative of the special district and members of the public an opportunity to offer comments and testimony. The ALUC shall make a recommendation to the Airport Land Use Commission (C/CAG Board) for approval or disapproval of the application for exemption.

4.1.11.3 Airport Land Use Commission (C/CAG Board) Action on Exemption Application

The C/CAG staff shall forward the application and the ALUC's recommendation to the Airport Land Use Commission (C/CAG Board) and schedule consideration of the application for the next available Board meeting. The Airport Land Use Commission shall review and discuss the application and the ALUC recommendation, granting a representative of the special district and members of the public an opportunity to offer comments and testimony. The Airport Land Use Commission shall make a decision on the application for exemption. Approval of the application shall be in the form of a resolution. A resolution of approval shall include findings documenting that the responsibilities and duties of the special district and all facilities operated, maintained, or planned by the special district would involve no potential conflicts with any land use compatibility policies of the ALUCP.

4.1.11.4 Documentation of Airport Land Use Commission (C/CAG Board) Approval of Exemption

All Airport Land Use Commission (C/CAG Board) resolutions approving the exemption of special districts from the ALUCP consistency review process shall be kept as part of the ALUCP document distributed and posted electronically or in hard copy.

4.1.12 Airport Land Use Commission (C/CAG Board) Consistency Determination Process

In accordance with PUC Sections 21676(a) and 21676.5(a), the Airport Land Use Commission (C/CAG Board) may make the following findings when reviewing proposed development, land use policy actions and airport and heliport plans:

- a) Consistent with the ALUCP
- b) Inconsistent with the ALUCP
- c) Consistent with ALUCP subject to conditions

~~In its review of proposed development, land use policy actions, and airport and heliport plans, described in Policy 4.1.10, for a determination of consistency or inconsistency with the ALUCP, the Airport Land Use Commission (C/CAG Board) shall follow the process described herein.~~

4.1.12.1 *Two-Step Process*

The airport/land use compatibility review process includes two steps. A diagram of the process is shown on **Exhibit 4A**. The review process is initiated by a local agency, as specified in the airport land use commission statutes. The first step is review by the C/CAG Airport Land Use Committee (ALUC); the second step is review and final action by the Airport Land Use Commission (C/CAG Board). The process is described below.

Step 1: Review by the Airport Land Use Committee (ALUC)

- A. The affected agency refers the proposed development or land use policy action, including all relevant documentation, to C/CAG staff. C/CAG staff reviews the submitted materials, coordinates the review with the affected local agency staff, and schedules the item for the next available ALUC meeting. C/CAG staff also prepares a report for ALUC and public review. The staff report describes the proposed action and includes an analysis of the relevant airport land use compatibility issues related to the proposed action and a recommended ALUC action.
- B. The ALUC reviews the proposed development or land use policy action, considers relevant public input, and takes action by adopting a motion to advise the Airport Land Use Commission (the C/CAG Board) whether the proposed action is consistent or inconsistent with the ALUCP. The ALUC review includes a presentation of the staff report by C/CAG staff and opportunities for comments from representatives of the affected local agency, other agencies, and the public
- C. The ALUC recommendation is transmitted to the Airport Land Use Commission (the C/CAG Board) via a report prepared by C/CAG staff.

Step 2: Review/Final Action by the Airport Land Use Commission (C/CAG Board)

Consistent with applicable C/CAG Board public notification and voting bylaws:

- A. The proposed development or land use policy action is scheduled for consideration at the next available Airport Land Use Commission (C/CAG Board meeting). C/CAG staff prepares a report for review by the Airport Land Use Commission that describes the proposed action and includes a copy of the ALUC staff report and the ALUC recommendation.
- B. The Airport Land Use Commission (C/CAG Board) reviews the ALUC recommendation and adopts a motion declaring whether the proposed development or land use policy action is consistent or inconsistent with the relevant provisions in the ALUCP. The Airport Land Use Commission's review includes opportunities for comments from the affected local agency, other agencies, and the public.
- C. The Airport Land Use Commission (C/CAG Board) formally notifies the affected local agency, in writing, of its final action on the proposal.

150/5300-13A. The accident risk level is considered to be very high within the RPZ zones encompassing approximately 20 to 21 percent of the accidents at general aviation airports similar to HAF (See **Appendix B**, for more information on accident locations).

Zone 2- Inner Approach/Departure Zone (IADZ). This zone encompasses area that is overflown at low altitudes, typically only 200 to 400 feet above runway elevation. The IADZ zone extends 4,000 feet from the end of the runway and is 1,500 feet wide. The accident risk level is considered to be high within the IADZ zones encompassing approximately ten percent of general aviation aircraft accidents.

Zone 3- Inner Turning Zone (ITZ). Encompasses locations where aircraft are typically turning from the base to final approach legs of the standard traffic pattern and are descending from traffic pattern altitude. The ITZ also includes the area where departing aircraft normally complete the transition from takeoff power and flap settings to a climb mode and have begun to turn to their en route heading. The accident risk level is considered to be moderate to high within the ITZ zones encompassing approximately seven percent of general aviation aircraft accidents. ~~HAF has an established traffic pattern on northeast side of the airport~~ The traffic pattern location, as published in the FAA's Airport/Facility Directory (A F/D) is left-hand for Runway 12 and right-hand for Runway 30, which results in traffic pattern activity only on the northeast (landward) side of the airport. The primary reason for the one-sided traffic pattern is avoidance of conflicts with Pillar Point Air Force Station radar surveillance area located to the south of the airport. ~~Therefore~~ Additionally, in accordance with the National Oceanic and Atmospheric Administration's Fly Seabird Safe program, National Marine Sanctuary areas should not be overflown at less than 2,000 above ground level. The ocean area located west of the airport is located within the Monterey Bay National Marine Sanctuary. Accordingly, ITZ zones have only been established on the northeast side of the airport.

Zone 4- Outer Approach/Departure Zone (OADZ). The OADZ is situated along the extended runway centerline beyond the IADZ zone measuring 1,000 feet wide and 3,000 feet long. Approaching aircraft are usually at less than traffic pattern altitude in the OADZ zone. The accident risk level is considered to be moderate within the OADZ zones encompassing approximately five percent of general aviation aircraft accidents.

Zone 5- Sideline Safety Zone (SSZ). The SSZ encompasses the close-in area lateral to runways. The primary risk in SSZ is with aircraft losing directional control on takeoff. The accident risk level is considered low to moderate within the SSZ zone encompassing approximately five percent of general aviation aircraft accidents.

Zone 6- Airport Property Zone (APZ). The APZ is defined by the current airport property from the *2013 Half Moon Bay Airport Layout Plan Narrative Report*. There are two subzones within the APZ: (1) Airport Building Areas

include terminal areas, fixed base operator buildings, hangars, tie-down areas, automobile parking areas, and areas planned for aviation uses; (2) Aircraft Activity Areas include runways, taxiways, and associated safety areas and setbacks per FAA regulations.

Zone 7- Airport Influence Area (AIA). The AIA zone includes all other portions of regular aircraft traffic patterns based upon the 14 CFR Part 77 conical surface from the 2013 HAF airport layout plan. The aircraft accident risk level is considered to be low within the AIA zone.

4.2.2.2 *Safety Zone Criteria*

The safety zone land use compatibility standards in **Table 4B** restrict the development of land uses that could pose particular hazards to the public or to vulnerable populations in case of an aircraft accident. **Table 4B** also provides a breakdown of the intensity criteria for HAF compatibility zones and **Appendix D** provides the methodology for calculating land use intensity, including the Princeton Area Safety Compatibility Density and Intensity Calculation Methodology.

4.2.2.3 *Infill Development*

Where development not in conformance with the criteria set forth in this ALUCP already exists, additional infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited elsewhere in the zone.

This exception does not apply within RPZ zones.

(a) A parcel can be considered for infill development if it meets all of the following criteria, plus the applicable provisions of either Sub-policy (b) or (c) below:

- (1) The parcel size is no larger than 10.0 acres.
- (2) At least 65% of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed. **For projects adjacent to an undeveloped parcel, the closest developed lot may be used.**
- (3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.
- (4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g., through use permits, density transfers, addition of second units on the same parcel, height variances, or other strategy) are prohibited.
- (5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in this ALUCP unless replacement open land is provided within the same compatibility zone.

(b) For residential development, the average development density (dwelling units per gross acre) of the project site shall not exceed the average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided.

(c) For nonresidential development, the average usage intensity (the number of people per gross acre) of the site’s proposed use shall not exceed the lesser of:

- (1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or
- (2) Double the intensity permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix, **Table 4B**.

TABLE 4B
Safety Criteria Matrix
Half Moon Bay Airport

Zone	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
	Dwelling Units per Acre ¹	Maximum Non-residential Intensity ²	Required Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
RPZ	None	None	All unused	<ul style="list-style-type: none"> • All structures except ones with location set by aeronautical function • Assemblages of people • Objects exceeding FAR Part 77 height limits • Natural gas & petroleum pipelines¹⁰ • Dumps or landfills, other than those consisting entirely of earth & rock. • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Airport disclosure notice required
IADZ	1 d.u. per 10 acres	60 persons per acre	30%	<ul style="list-style-type: none"> • Residential, except for very low residential and infill in developed areas¹¹ • Hazardous uses (e.g., aboveground bulk fuel storage) • Natural gas & petroleum pipelines¹⁰ • Office buildings greater than 3 stories • Labor-intensive industrial uses • Children’s schools, day care centers, libraries • Hospitals, nursing homes • Places of worship • Schools • Recreational uses, athletic fields, playgrounds, & riding stables • Theaters, auditoriums, & stadiums • Dumps or landfills, other than those consisting entirely of earth & rock. • Waterways that create a bird hazard • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Airport disclosure notice required • Locate structures maximum distance from extended runway centerline • Airspace review required for objects > 35 feet tall⁸
ITZ	1 d.u. per 2 acres	100 persons per acre	20%	<ul style="list-style-type: none"> • Residential, except for low residential and infill in developed areas¹¹ • Hazardous uses (e.g., aboveground 	<ul style="list-style-type: none"> • Same as IADZ zone

				bulk fuel storage) <ul style="list-style-type: none"> • Natural gas & petroleum pipelines¹⁰ • Buildings with more than 3 aboveground habitable floors • Children’s schools, day care centers, libraries • Hospitals, nursing homes • Places of worship • Schools • Recreational uses, athletic fields, playgrounds, & riding stables • Theaters, auditoriums, & stadiums • Dumps or landfills, other than those consisting entirely of earth & rock. • Waterways that create a bird hazard • Hazards to flight⁶ 	
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TABLE 4B (Continued)
Safety Criteria Matrix
Half Moon Bay Airport

Zone	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
	Dwelling Units per Acre ¹	Maximum Non-residential Intensity ²	Required Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
OADZ	1 d.u. per 2 acres	150 persons per acre	20%	<ul style="list-style-type: none"> • Children’s schools, day care centers, libraries • Hospitals, nursing homes • Bldgs. with >3 aboveground habitable floors • Highly noise-sensitive outdoor nonresidential uses⁷ • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Airport disclosure notice required • Airspace review required for objects >70 feet tall⁹
SSZ	1 d.u. per 2 acres	100 persons per acre	30%	Same as IADZ zone	Same as IADZ zone
APZ	None	No Limit	No Requirement	<ul style="list-style-type: none"> • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Airport disclosure notice required • Airspace review required for objects >70 feet tall⁹
AIA	No Limit	300 persons per acre	10%	<ul style="list-style-type: none"> • Hazards to flight⁶ • Outdoor stadiums and similar uses with very high intensity uses 	<ul style="list-style-type: none"> • Airport disclosure notice required • Airspace review required for objects >100 feet tall⁹ • New structures are prohibited on existing terrain that penetrates 14 CFR Part 77 surfaces⁹ • New structures require additional airspace analysis required within the 50-foot terrain penetration buffer⁹

Notes:

- 1 Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre (d.u./ac). Clustering of units is encouraged. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands associated with the property.
- 2 Usage intensity calculations shall include **all the maximum number of people** (e.g., employees, customers/visitors, etc.) who may be on the parcels or site at a single point in time, whether indoors or outside. **Multiplier bonus for Special Risk Reduction Bldg. Design is 1.5 for IADZ Zone and 2.0 for ITZ, OADZ, SSZ, and AIA Zones. (Appropriate risk reduction measures are specified in the California Code of Regulations, Title 24, Part 2.)**

- 3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects.
- 4 The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. Also see Sections 4.1.6 and 4.2.2.5 for policies on similar uses and special conditions.
- 5 As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law.
- 6 Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development such as golf courses and certain types of crops as outlined in FAA's Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports* that may cause the attraction of birds to increase is also prohibited.
- 7 Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- 8 Objects up to 35 feet in height are permitted. However, the FAA may require Form 7460-1, marking, and lighting of certain objects.
- 9 This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport (See examples 1, 2 & 3 on Exhibit 4C). Taller objects may be acceptable if determined not to be obstructions. Developers proposing structures that could penetrate 14 CFR Part 77 elevations must file Form 7460 with the FAA.
- 10 Natural gas & petroleum pipelines less than 36 inches below the surface.
- 11 The definition of infill can be found in Section 4.2.2.3.

RPZ - Runway Protection Zone	OADZ Outer Approach/Departure Zone	IADZ - Inner Approach/Departure Zone
APZ - Airport Property	ITZ - Inner Turning Zone	SSZ - Sideline Safety Zone
		AIA - Airport Influence Area

(d) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The Airport Land Use Commission's intent is that parcels eligible for infill be determined just once. Thus, in order for the Commission to consider proposed development under these infill criteria, the entity having land use authority (San Mateo County or affected cities) must first identify the qualifying locations in its general plan or other adopted planning document approved by the Commission. This action may take place in conjunction with the process of amending a general plan for consistency with the ALUCP or may be submitted by the local agency for consideration by the ALUC at the time of initial adoption of this ALUCP. In either case, the burden for demonstrating that a proposed development qualifies as infill rests with the affected land use jurisdiction and/or project proponent.

4.2.2.4 Hazardous Uses

Hazardous uses, facilities involving the manufacture, processing, or storage of hazardous materials, can pose serious risks to the public in case of aircraft accidents. Hazardous materials of particular concern in this ALUCP, and which are covered by the safety compatibility criteria in **Table 4B**, are the following:

- A. Aboveground fuel storage** — This includes aboveground storage tanks with capacities greater than 10,000 gallons of any substance containing at least five percent petroleum per State of California, California Health and Safety Code, Section 25270. Project sponsors must provide evidence of compliance with all applicable regulations prior to the issuance of development permits.
- B. Facilities where toxic substances are manufactured, processed or stored** — Proposed land use projects involving the manufacture or storage of toxic substances may be allowed if the amounts of the substances do not exceed the threshold planning quantities for hazardous and extremely hazardous substances specified by the EPA in Title 40, Code of Federal Regulations Part 355, Subpart D, Appendices A & B.

(c) FAA review is required for any proposed structure more than 200 feet above the surface level of its site. All such proposals also shall be submitted to the Airport Land Use Commission for review regardless of where in the county they would be located.

(d) Any project submitted to the Airport Land Use Commission for airport land use compatibility review for reason of height-limit issues shall include a copy of the CFR Part 77 notification to the Federal Aviation Administration and the FAA findings if available.

4.2.3.4 Other Flight Hazards

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

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

(a) Sources of glare, such as highly reflective buildings or building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots making approaches to the Airport.

(b) Distracting lights that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting.

(c) Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.

(d) Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.

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

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

Appendix D

IMPLEMENTATION MATERIALS

This appendix includes the following materials to aid implementation of the *Airport Land Use Compatibility Plan*:

- Sample aviation easement
- Guidance for Calculating Land Use Intensity
- Princeton Area Safety Compatibility Density and Intensity Calculation Methodology
- State of California Real Estate Disclosure Notice
- General Plan Consistency Checklist
- [Flight Hazards Checklist](#)

Princeton Area Safety Compatibility Density and Intensity Calculation Methodology

Within Runway Safety Zone 2:

- A The level of density and intensity of use within Runway Safety Zone 2 (Inner Approach/Departure Zone – IADZ) in the Princeton area (excluding the runway centerline area as described in section B below) can be calculated safety zone wide, with the following limitations:
- The calculation cannot include the portions of Safety Zone 2 that cover the water surface area in Half Moon Bay nor Half Moon Bay Airport property.
 - Existing development must be included in the calculations.
- B. **To prevent clustering along the runway centerline, residential density and non-residential intensity in the Runway Centerline Area on Exhibit D1 must be calculated on a parcel basis or Runway Centerline Area-wide basis.**
- C. The safety zone wide maximum levels of density and intensity of use in Runway Safety Zone 2 (IADZ) shall not exceed the maximum safety criteria levels shown in Table 4B Safety Criteria Matrix.
- D. The density and intensity calculation approach shown in paragraph A above does not apply to Runway Safety Zone 2 (IADZ) that affects the Moss Beach and Montara communities.
-

Within Runway Safety Zone 3:

- A. The level of density and intensity of use within Runway Safety Zone 3 (Inner Turning Zone – ITZ) in the Princeton area can be calculated safety zone wide, with the following limitations:
- The calculation cannot include the portions of Safety Zone 3 that cover the water surface area in Half Moon Bay nor Half Moon Bay Airport property.
 - Existing development must be included in the calculations.
- B. The safety zone wide maximum levels of density and intensity of use in Runway Safety Zone 3 (ITZ) shall not exceed the maximum safety criteria levels shown in Table 4B Safety Criteria Matrix.
- C. The density and intensity calculation approach shown in paragraph A above does not apply to Runway Safety Zone 3 (ITZ) that affects the Moss Beach and Montara communities.

C/CAG AGENDA REPORT

DATE: September 25, 2014
TO: Airport Land Use Committee
FROM: Tom Madalena
SUBJECT: SFO Comprehensive Airport Land Use Compatibility Plan (ALUCP) Consistency Review – Daly City Re: General Plan Amendment: Housing Element 2014-2022 Administrative Draft

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 Daly City's proposed General Plan Amendment, *Housing Element 2014-2022 Administrative Draft* is consistent with the *2012 Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP)

Policy HE-3 (Creation of new Mixed-Use zone, C-MU) of the Administrative Draft Housing Element is not included in the above Determination of Consistency. Increased building height limitations are being explored for this new zone. Therefore, the zoning amendment will require ALUC airspace review and Consistency Findings before approval.

BACKGROUND

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). Daly City's *Housing Element 2014-2022* should include appropriate text that indicates the goals, objectives, policies, and programs contained in the *Housing Element* document are consistent with the relevant airport/land use compatibility criteria contained in SFO ALUCP.

The State of California requires each city and county, to adopt a comprehensive, long-term general plan for the future physical development of the community. The housing element is one of seven mandated elements of a local general plan (the general plan also includes a land use, safety, and noise element). Housing element law mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. As a result, housing policy in the State of California rests largely upon the effective implementation of local general plans and, in particular, local housing elements.

Daly City has referred its *Administrative Draft Housing Element 2014-2022* to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the 2012 SFO ALUCP. The *Housing Element* is subject to ALUC/C/CAG review, pursuant to California Public Utilities Code (PUC) Section 21676 (b). The *Administrative Draft Housing Element* is a policy document that identifies goals, policies, programs, and other

actions to address existing and projected housing needs in the city. The Association of Bay Area Government's (ABAG) projected regional housing allocation requires Daly City to plan for the construction 1,350 new dwelling units between 2014 and 2022.

Relative to the SFO ALUCP, Daly City's jurisdictional boundary and sphere of influence lies outside of the airport's adopted safety zones. Therefore, all ALUC reviews for Daly City focus on consistency with the noise and airspace protection policies. Attachment 1, Figure HE-8 shows twenty-eight sites that have been identified for future development to ensure adequate housing per state RHNA requirements. Of these twenty-eight sites, twenty-five either have received approved entitlements or are presently zoned for the residential uses desired, with three areas requiring either a General Plan/Specific Plan Amendment and/or a Rezone. The SamTrans Park-and-Ride lot site location number 26 at 3501 Junipero Serra Boulevard) is the only future housing site of these three that is located within the SFO Airport Influence Area B – Land Use Policy Action/Project Referral Area (Attachment 2A). The Bart Area Specific Plan will be amended to redesignate the SamTrans Park-and-Ride lot to a High Density Residential designation.

DISCUSSION

I. ALUCP Consistency Evaluation

The evaluation of consistency of the Housing Element with the 2012 SFO ALUCP is organized into three sections: (a) consistency with noise compatibility policies; (b) consistency with height restriction/airspace protection policies; and (c) review of the policies contained within the Administrative Draft Housing Element for conflicts and inconsistencies with the adopted ALUCP policies.

Note that Daly City lies outside the ALUCP safety zones for SFO. Therefore there is no need to discuss the Housing Element's consistency with ALUCP safety compatibility policies.

(a) Consistency with Noise Policies

Applicable Background

The Community Noise Equivalent Level (CNEL) 65 dB aircraft noise contour defines the threshold for aircraft noise impacts established in the SFO ALUCP. As depicted on Attachment 2B, the majority of Daly City is located outside of the most recent (2012) CNEL 65 dB aircraft noise contour for SFO.

The airport noise/land use compatibility standards of the current ALUCP that relate to the Draft Housing Element are provided below in Table 1.

**Table 1
Aircraft Noise/Land Use Compatibility Standards for San Francisco International Airport Plan Area**

LAND USE	COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)			
	BELOW 65 dB	65-70 dB	70-75 dB	75 dB AND OVER
Residential				
Residential, single family detached	Y	C	N (a)	N
Residential, multi-family and single family attached	Y	C	N (a)	N
Transient lodgings	Y	C	C	N

Notes:

CNEL = Community Noise Equivalent Level, in A-weighted decibels.

Y (Yes) = Land use and related structures compatible without restrictions.

C (conditionally compatible) = Land use and related structures are permitted, provided that sound insulation is provided to reduce interior noise levels from exterior sources to CNEL 45 dB or lower and that an aviation easement is granted to the City and County of San Francisco as operator of SFO. See Policy NP-3.

N (No) = Land use and related structures are not compatible..

(a) Use is conditionally compatible only on an existing lot of record zoned only for residential use as of the effective date of the ALUCP. Use must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources. The property owners shall grant an aviation easement to the City and County of San Francisco prior to issuance of a building permit for the proposed building or structure. If the proposed development is not built, then, upon notice by the local permitting authority, SFO shall record a notice of termination of the aviation easement.

Source: *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*, November 2012, p. IV-18

Prepared by: Ricondo & Associates, Inc. September 2014

The Housing Element Update is proposing three areas for Redesignation/Rezoning to allow for mixed uses and/or a higher density residential. Of these three areas, the Bart Station Specific Plan (SamTrans Park-and-Ride lot) Project is located within the SFO Airport Influence Area B. The Specific Plan will be amended to rezone the SamTrans Park-and-Ride lot to High Density Residential. The zone’s structure height limitations were not provided within the Administrative Draft Housing Element.

Consistency Findings: Noise Compatibility

The SamTrans Park-and-Ride lot portion of the Bart Station’s Specific Plan is not located within the CNEL 65 dB or greater noise contour. Thus, the area’s redesignation/rezoning is consistent with the noise compatibility policies of the 2012 ALUCP. No sound attenuation or aviation easement requirements are necessary.

(b) Height of Structures, Use of Airspace, and Airspace Compatibility

Applicable Background

In the SFO ALUCP, the Airport Land Use Commission (C/CAG Board) has adopted a two-part standard for establishing maximum allowable structure heights in Airport Influence Area B.

1. First, any structures that would penetrate the airspace surfaces depicted on the “Critical Aeronautical Surfaces Map” (Exhibits IV-17 and IV-18 in the ALUCP) would be considered incompatible with the ALUCP.
2. Second, any structure determined by the FAA to be a hazard to air navigation, even if it would not penetrate a “critical aeronautical surface” as depicted in Exhibits IV-17 and IV-18, would be considered incompatible with the ALUCP, unless a permit for the structure is issued by the Caltrans Aeronautics Program.

Federal Aviation Regulations, Part 77

Title 14 Code of Federal Regulations (CFR) Part 77, Part 77 contains three key elements related to airspace protection: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection; (2) requirements for project sponsors to provide notice to the FAA of certain proposed construction or alteration of structures that may affect the navigable airspace and (3) the initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of proposed construction or alterations of structures on the subject airspace.,

Part 77, Subpart C, establishes obstruction standards for the airspace around airports including approach zones, conical zones, transitional zones, and horizontal zones known as “imaginary surfaces.” (Attachment 2C). The FAA considers any objects penetrating these surfaces as obstructions to air navigation. Obstructions may occur without compromising safe air navigation, but they must be marked, lighted, and noted on aeronautical publications to ensure that pilots can see and avoid them.

Any proposed new construction or expansion of existing structures that would penetrate any of the FAR Part 77 imaginary surfaces for San Francisco International Airport, as adopted by the Airport Land Use Commission (C/CAG), is deemed to be an incompatible land use, unless either the FAA has determined that the proposed structure does not constitute a hazard to air navigation or the State Aeronautics Program has issued a permit to allow construction of the proposed structure.

Airspace Mapping – Maximum Compatible Building Height

Proposed structures penetrating “required obstacle clearance” areas would be constituted as hazards, as defined by the FAA. These required obstacle clearance surfaces are established by the FAA according to criteria published in FAA Order 8260.3B, U.S. Standard for Terminal Instrument Procedures (TERPS), and are typically referred to as TERPS surfaces.

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the SFO critical aeronautical surfaces map, or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study. (Refer to Attachment 2D for a depiction of the critical aeronautical surfaces in the Daly City area.)

Consistency Findings: Airspace Protection

The rezoning of the SamTrans project site will allow for high density residential uses with a typical height of three-four stories (per the Specific Plan’s description of the high density residential land use zone) built over structured parking. Although height limitations were not provided in the Administrative Draft Housing Element, an analysis of the site using SFO’s iALP Airspace Tool showed that the area is located below the lowest SFO critical aeronautical surface (approximately 250 feet), a penetration of which would be incompatible with the SFO ALUCP and also likely lead to a hazard determination through FAA’s obstruction evaluation/ airport airspace analysis (OE/AAA) process.

Although lacking detailed site specific information regarding the height limitation of the high density residential zoning of the Bart Area Specific Plan, it is estimated that the zoning

requirements would result in maximum structure heights of 40 to 70 feet at the SamTrans project site. Thus, ALUC staff is able to conclude that the maximum building heights would not penetrate the SFO critical aeronautical surfaces, and is therefore found consistent with the Airspace Protection Policies of the 2012 SFO ALUCP.

Due to the height of the terrain, future development on these sites may require FAA review to evaluate potential airspace impacts. The review process is initiated by the project sponsor, via a submittal to the FAA, before or at the time a development proposal is submitted to Daly City. (The FAA has established an on-line tool for the use of project sponsors in determining whether they must submit a “Notice of Proposed Construction or Alteration” to the FAA. Refer to page IV-35 of the SFO ALUCP for more information.) The larger issue of airspace protection, and airport land use compatibility in general, in Daly City should be addressed in the Land Use and Safety Elements of the General Plan.

(c) Policy Review

Policy HE-3, Implementation Task HE-3.1 states that within one year of the Housing Element adoption, the City shall establish a Commercial Mixed-Use (C-MU) zone and, as part of this task, explore increased building heights within the new zone. At the time of this review, the ALUC does not have complete information on the specific locations of the new zone, nor does it have information regarding height limitations allowed within the zone. Therefore, this ALUCP consistency determination does not include this component of the Housing Element’s future development. When information becomes available, the City shall submit the Zoning Amendment to the ALUC for airspace review and Consistency Findings before approval.

ATTACHMENTS

Attachment No. 1: Selected pages from the *Daly City Housing Element 2014-2022 Administrative Draft*

- Table HE-56 Summary of Regional Housing Need Allocation Compliance, Page 63
- Figure HE-8 Housing Site Location Map, Page 65

Attachment No. 2A: Graphic:
– Exhibit IV-3 Airport Influence Area B Northside – Land Use Policy Action/Project Referral Area, 2012 SFO ALUCP

Attachment No. 2B: Graphic:
– Exhibit IV-6 Noise Compatibility Zones for San Francisco International Airport, 2012 SFO ALUCP

Attachment No. 2C: Graphic:
– Exhibit IV-14 14 CFR Part 77 Airport Imaginary Surfaces, Northside, 2012 SFO ALUCP

Attachment No. 2D: Graphic:
– Exhibit IV-17 Critical Aeronautical Surfaces – Northwest Side, 2012 SFO ALUCP

Table HE-56 SUMMARY OF REGIONAL HOUSING NEED ALLOCATION COMPLIANCE

Site #	Reference Name (owner name)	Street Address/APN	General Plan Designation	Current Zoning	Existing Use	Entitlement Status	Site Size	Assumed Density (du/ac)	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total Development Capacity		
Approved as of January 1, 2014 (A)	1	Serramonte Condominiums (CA - Daley, LLC)	[no assigned address] (APN 091-247-080)	Residential High Density	Planned Development	Vacant land	Approved	4.00 ac	50 du/ac	10	30	20	80	60	200	
	2	KB Homes Residential Subdivision	387 Peoria Street (APN 003-211-310)	Residential Low Density	Planned Development	Vacant land	Approved	4.91 ac	11 du/ac	0	0	0	0	54	54	
	3	Mission Street Apartments (Mid-Peninsula Housing Coalition - The Farm)	6800 - 6834 Mission (APNs 003-172-240, -130, -140, -150, -160, -170, and -180)	Commercial Mixed-Use [†]	C-1 Light Commercial	Closed auto dealership and vacant office	Approved	0.77 ac	68 du/ac	6	32	13	1	0	52	
	4	Garden Valley Townhomes (Callan)	320 Third Avenue (006-392-050 thru -080; 006-393-080, -090, -170, -190 & -200)	Residential Medium Density	Planned Development	Vacant land	Approved	1.90 ac	26 du/ac	0	0	0	0	50	50	
	5	Christopher Highlands Residential Subdivision (Lennar)	60 Christopher Court (APN 008-345-020)	Residential Low Density	R-1 Single-Family Residential	Closed public elementary school	Approved	14.00 ac	6 du/ac	0	0	0	0	80	80	
	6	Point Martin Residential Subdivision (Carey)	1 Steve Courter Way (APN 005-042-020)	Residential Low Density	Planned Development	Vacant land	Approved	1.84 ac	9 du/ac	0	0	0	0	16	16	
	7	Annie Street Residential Subdivision (Carey)	1500 Annie Street (APNs 006-341-010, 006-341-020, and 006-188-030)	Commercial Mixed-Use	Residential Retail Commercial (C-R/R)	Existing home and contractor yard	Approved	2.60 ac	7 du/ac	0	0	0	0	17	17	
	8	Annie Street Residential Subdivision (Johnson)	1564 Annie Street (APN 006-341-030)	Commercial Mixed-Use	Residential Retail Commercial (C-R/R)	Greenhouse and existing home	Approved	0.34 ac	12 du/ac	0	0	0	0	4	4	
Sites Located In Zoning Districts Which Either Permit or Require Residential Land Uses (B)	Permitted density is 30 du/ac or more	9	Geneva Avenue bet. Pasadena/Castillo (Schembri/Waldman)	2321 and 2333 Geneva Avenue (APN 005-061-010 thru 070)	Commercial Mixed-Use [†]	C-1 Light Commercial	Vacant land	Zoned	0.37 ac	57 du/ac	1	3	2	8	6	21
		10	Geneva/Rio Verde NE Corner (Patel)	[no assigned address] (APNs 005-065-120, -130, -140, and -190)	Commercial Mixed-Use [†]	C-1 Light Commercial	Vacant land	Zoned	0.35 ac	57 du/ac	1	3	2	8	6	20
		11	Castle/Third Greenhouse Site	89 Second Avenue (APN 006-234-030)	Residential High Density	R-3 Multiple-Family Residential	Greenhouse and existing home	Zoned	0.46 ac	50 du/ac	1	3	2	9	7	23
		12	130 Station Avenue (Uniacke)	130 Station Avenue	Residential High Density	R-3 Multiple-Family Residential	Vacant land	Zoned	0.23 ac	50 du/ac	1	2	1	5	3	12
		13	Brunswick Street across from Chelsea Court (Mormon Church)	[no assigned address] (APN 003-210-260)	Commercial Mixed-Use [†]	C-2 Heavy Commercial	Vacant land	Zoned	1.15 ac	43 du/ac	3	8	5	20	15	50
		14	E. Market between Mission Street and First Street (Garibaldi)	[no assigned address] (APNs 006-251-210, -220, and -230)	Commercial Mixed-Use [†]	C-1 Light Commercial	Office building and vacant land	Zoned	0.74 ac	40 du/ac	1	4	3	12	9	30
		15	Serramonte Del Rey (JUHSD)	[no assigned address] (APN 091-211-230)	Office Commercial	Planned Development	Closed high school site (vacant portion)	Zoned	4.97 ac	35 du/ac	9	26	18	70	53	175
		16	Samoan Church Property	[no assigned address] (APN 005 067 210 and 220)	Residential Medium Density	R-2 Two-Family Residential	Parking lot	Zoned	0.57 ac	35 du/ac	1	3	2	8	6	20
		17	St. Francis Court Condominiums (Skyline Heights Partners)	1050 St. Francis Boulevard (APN 091-211-340)	Residential Medium Density	Planned Development	Vacant land	Zoned	2.49 ac	35 du/ac	4	13	9	35	26	87
	18	Bryant Street Apartments	1698 Bryant Street (APN 006-346-140)	Commercial Mixed-Use	Residential Retail Commercial (C-R/R)	Auto repair (operational)	Zoned	1.38 ac	35 du/ac	2	7	5	19	14	48	
	Permitted density is 29 du/ac or less	19	First Avenue Greenhouses (Alioto)	169 First Avenue (APN 006-252-080)	Residential Medium-Low Density	R-3 Multiple-Family Residential	Greenhouses	Zoned	1.00 ac	20 du/ac	0	0	0	0	20	20
		20	Washington/Bryant Greenhouse Site	[no assigned address] (APN 006-345-070)	Commercial Mix-Use	Residential Retail Commercial (C-R/R)	Nursery (no structures)	Zoned	0.34 ac	15 du/ac	0	0	0	0	5	5
		21	Edgeworth Greenhouse Site (Shimamoto)	[no assigned address] (APN 006-346-170)	Residential Retail Commercial (C-R/R)	Residential Retail Commercial (C-R/R)	Greenhouse	Zoned	0.17 ac	15 du/ac	0	0	0	0	3	3
		22	Edgeworth/Washington Greenhouse Site	[no assigned address] (APNs 006-344-020 and -160)	Residential Retail Commercial (C-R/R)	Residential Retail Commercial (C-R/R)	Greenhouse	Zoned	1.02 ac	15 du/ac	0	0	0	0	15	24
		23	Calgary Street/Rio Verde single family (Baldini)	55 Calgary Street (APNs 005-064-260 and -280)	Retail/Office Commercial [†]	Planned Development	Vacant land	Zoned	0.34 ac	23 du/ac	0	0	0	0	8	8
		24	Rio Verde greenhouses (Perlite)	[no assigned address] (APN 005-064-210)	Residential Medium-Low Density	R-1 Single-Family Residential	Greenhouse	Zoned	0.40 ac	20 du/ac	0	0	0	0	7	7
		25	Lisbon Street Greenhouse Site (Podesta)	640 Lisbon Street (APN 006-453-020)	Residential Medium-Low Density	R-1 Single-Family Residential	Greenhouse	Zoned	0.27 ac	15 du/ac	0	0	0	0	4	4
	Subtotal	Sites Approved for Residential Development as of January 1, 2014 - (A)									16	62	33	81	281	473
Sites Located In Zoning Districts Which Either Permit or Require Residential Land Uses - (B)									24	73	49	194	146	485		
2014-2022 Regional Housing Need Allocation (RHNA) - (C)									200	200	188	221	541	1350		
Remaining Housing Need Before Rezoning/GP Changes = (A) plus (B) minus (C)									-160	-65	-106	54	-114	-392		
Zoning/General Plan Changes (D)	26	SamTrans Park and Ride Lot	3501 Junipero Serra Boulevard (APNs 008-131-010 through 040, and 008-132-010 and 020)	Retail/Office Commercial [†]	BART Office/ Convenience Retail	Surplused BART Park and Ride lot	Proposed for Redesignation	8.70 ac	30 du/ac	13	39	26	104	78	261	
	27	Carter/Martin Intersection site	[no assigned address] (APN 005-050-240)	Retail/Office Commercial [†]	C-2 Heavy Commercial	Vacant land	Proposed for Redesignation	12.14 ac	12 du/ac	0	0	0	0	146	134	
	28	Brunswick Street across from Chelsea Court - (Mormon Church) - ADDITIONAL UNITS	[no assigned address] (APN 003-210-260)	Residential High Density	R-3 Multiple-Family Residential	Vacant land	Proposed for Redesignation	1.15 ac	50 du/ac	1	1	1	3	2	8	
Remaining Housing Need After Rezoning/GP Changes = (A) plus (B) minus (C) plus (D)									-146	-25	-80	162	-34	11		

[†] Properties within the Commercial Mixed-Use General Plan Land Use designation on Mission Street or Geneva Avenue are not subject to density limitations; project densities for the properties reflect recent development trends for proposed and/or completed mixed-use projects within the same zone.

CITY OF DALY CITY HOUSING ELEMENT 2014-2022

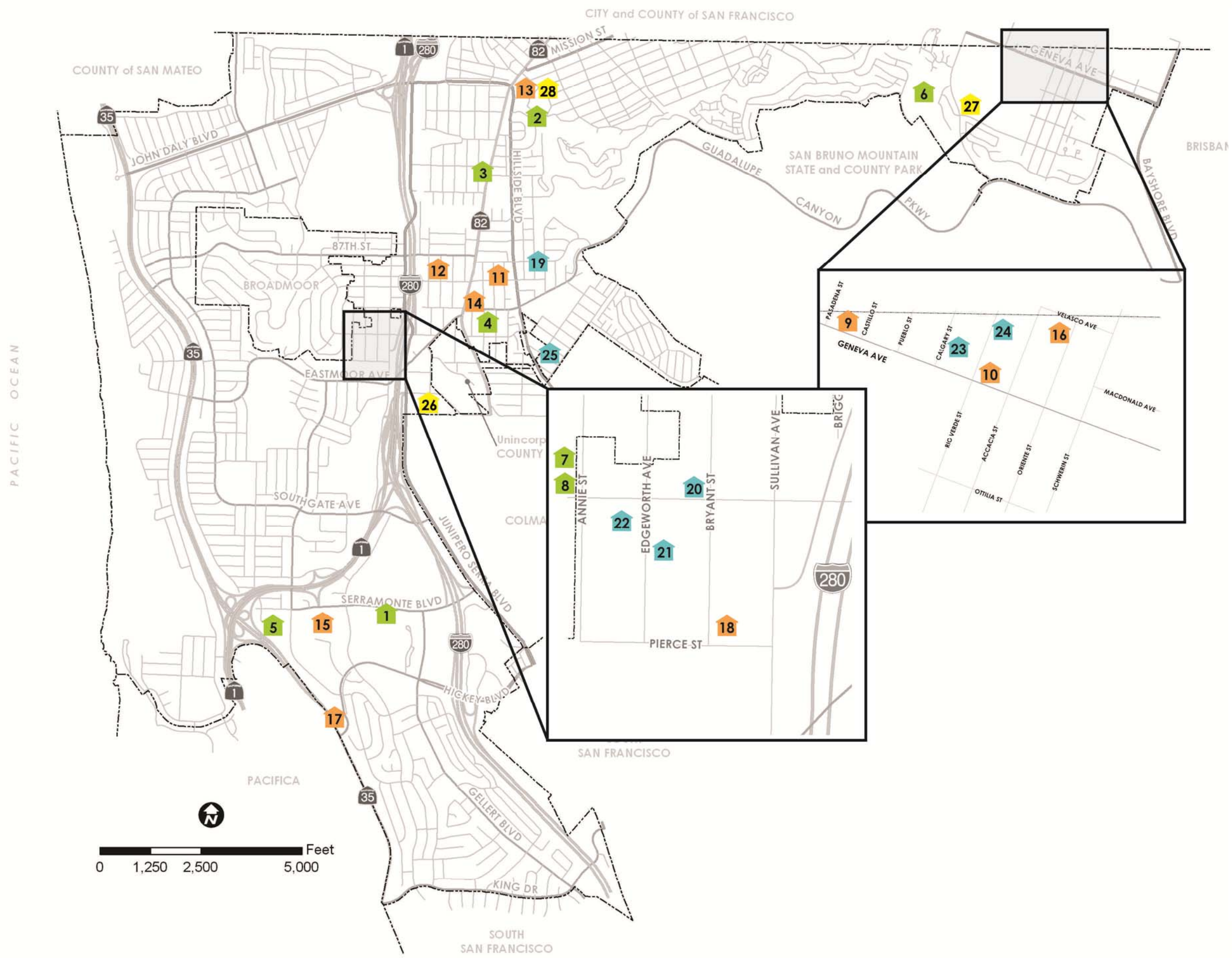




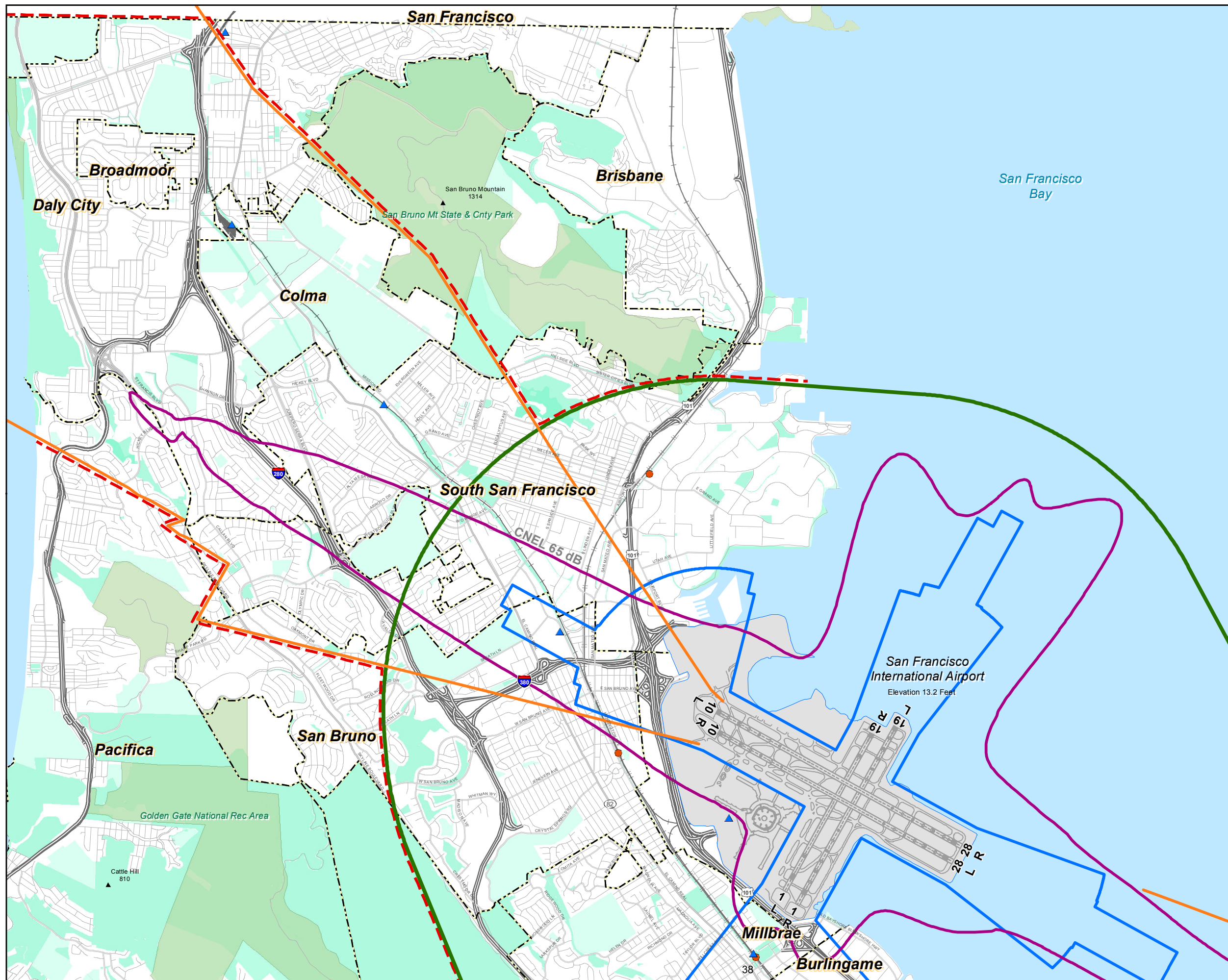


Figure HE-8
**HOUSING SITE
 LOCATION MAP**

-  Approved
-  Residential Required
(greater than 30 du/ac permitted)
-  Residential Required
(less than 30 du/ac permitted)
-  Zoning/General Plan
Changes Necessary

CITY OF DALY CITY
**HOUSING ELEMENT
 2014-2022**



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

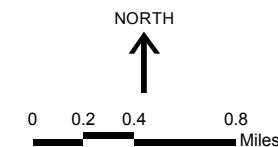
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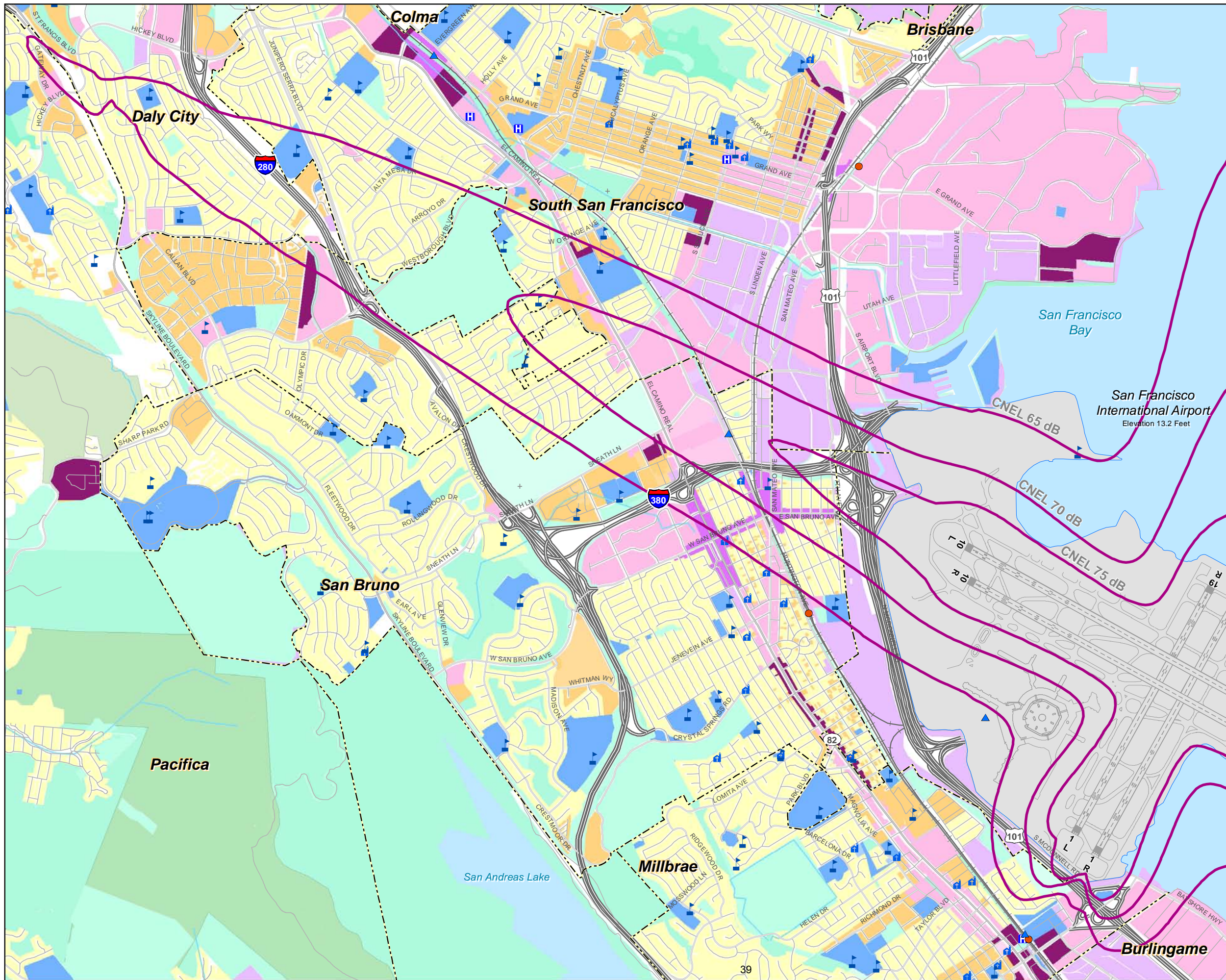
100:1 FAA Notification Zone: Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR Part 77, Subpart B, Section 77.9.

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

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

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





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:

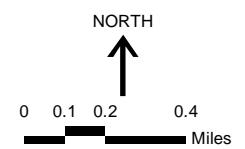
- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

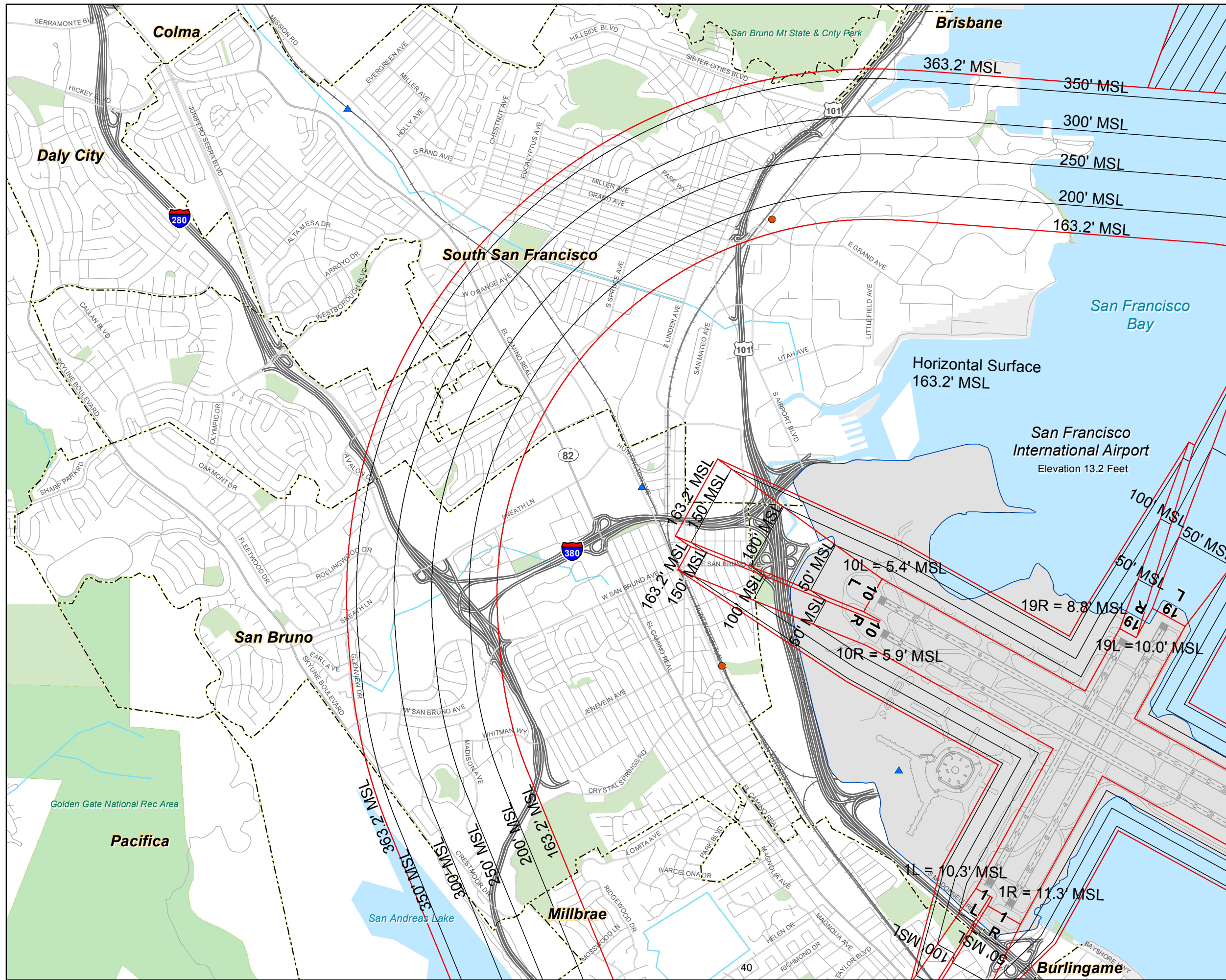
Sources:

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

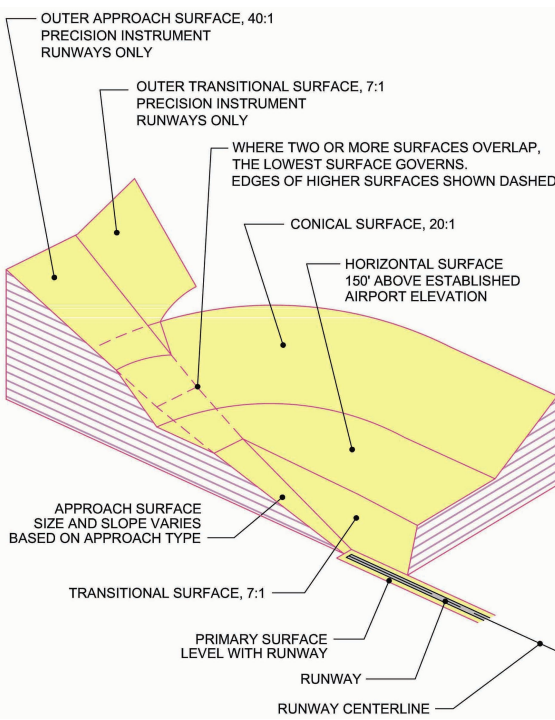
Local Plans:
 - Burlingame Bayfront Specific Area Plan, August 2006
 - Burlingame Downtown Specific Plan, January 2009
 - Burlingame General Map, September 1984
 - North Burlingame/ Rollins Road Specific Plan, February 2007
 - Colma Municipal Code Zoning Maps, December 2003
 - Daly City General Plan 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



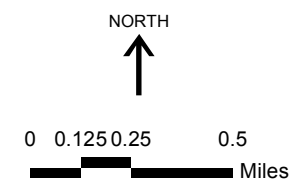


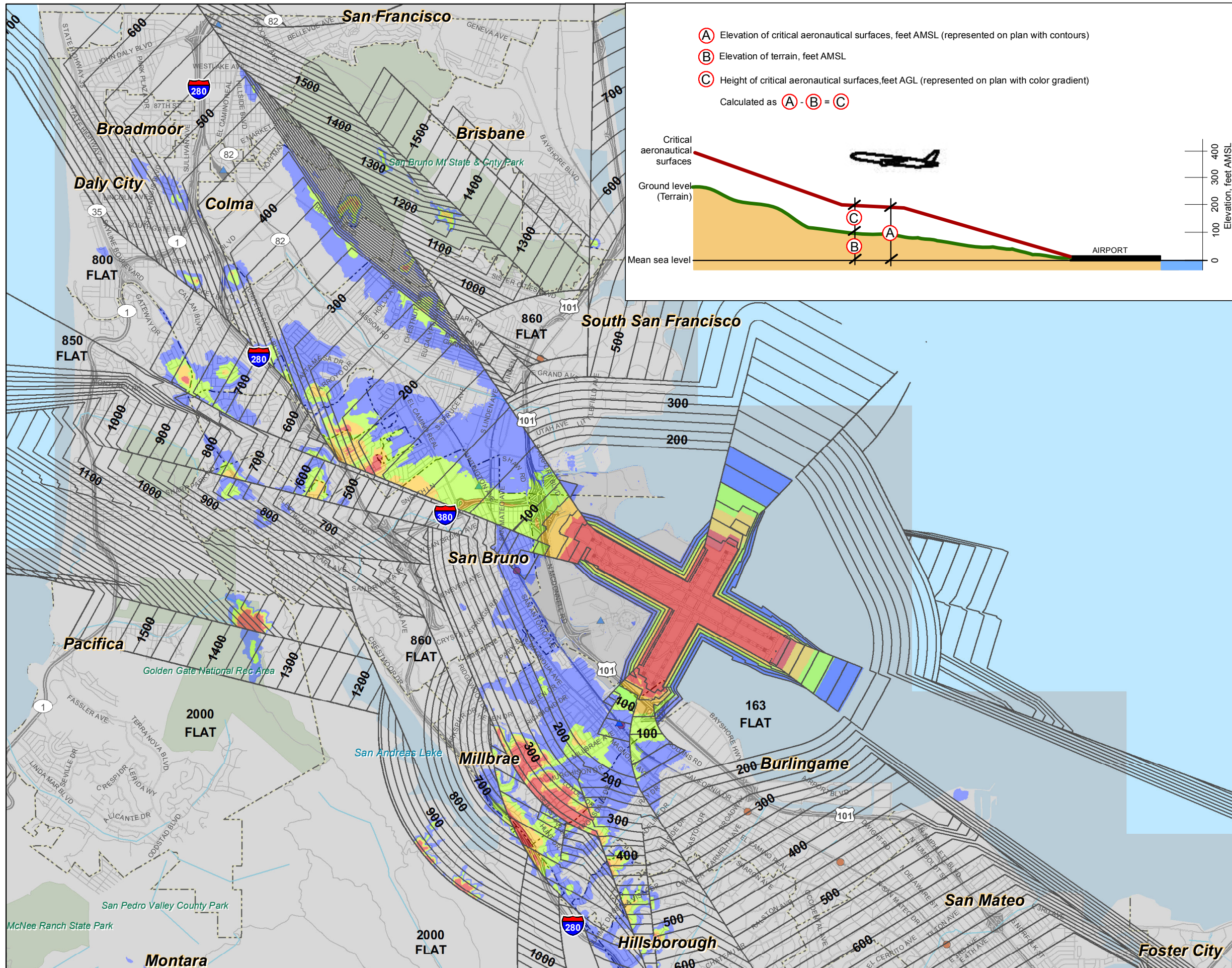
- LEGEND**
- 14 CFR Part 77 Civil Airport Imaginary Surfaces
 - 100' MSL Elevation Contour, feet AMSL
 - ▲ BART Stations
 - CALTRAIN Stations
 - Regional Park or Recreation Area
 - Municipal Boundary
 - Railroads
 - Freeways
 - Roads

Isometric Drawing of 14 CFR Part 77, Section 77.19 Civil Airport Imaginary Surfaces

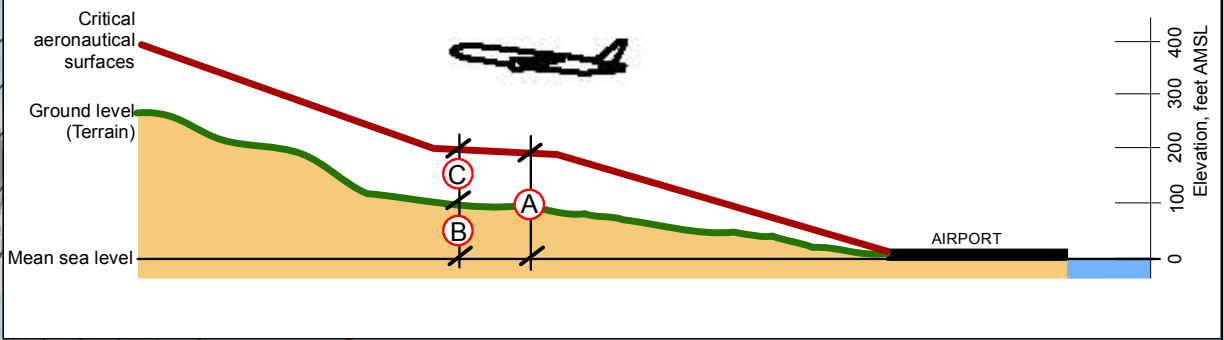


Sources:
 14 CFR Part 77 Surfaces: City and County of San Francisco, Ricondo & Associates, Inc., 2010





- (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

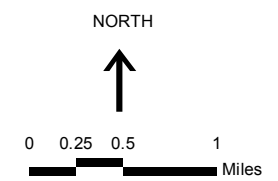


Exhibit IV-17
CRITICAL AERONAUTICAL SURFACES -- NORTHWEST SIDE
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
CICAG
 City/County Association of Governments
 of San Mateo County, California