

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

AIRPORT LAND USE COMMITTEE (ALUC)

AGENDA

Date: Thursday, March 26, 2015

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 January 22, 2015 ALUC Meeting | Action
(Newman) | Pages 1-2 |
| 4. | SFO Comprehensive Airport Land Use Compatibility
Plan Consistency Review – City of Pacifica Housing
Element 2015-2023 (Draft 2/25/15) | Action
(Madalena) | Pages 3-8 |
| 5. | SFO Comprehensive Airport Land Use Compatibility
Plan Consistency Review – City of Millbrae Housing
Element 2015-2023 (Public Review Draft, January
2015) | Action
(Madalena) | Pages 9-17 |
| 6. | Half Moon Bay Airport and SFO Comprehensive
Airport Land Use Compatibility Plan Consistency
Review – San Mateo County 2014-2022 Draft Housing
Element | Action
(Madalena) | No materials |
| 7. | Member Communications | Information
(Newman) | |
| 8. | Adjournment | Action
(Newman) | |

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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 Mima Guilles at 650 599-1406, five working days prior to the meeting date.

Airport Land Use Committee (ALUC)
Meeting Minutes
January 22, 2015

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, Ricardo Ortiz, Steve Okamoto, Robert Gottschalk, Cameron Johnson, Liza Normandy

Staff/Guests Attending:

Sandy Wong, Tom Madalena, John Bergener

Chair Newman mentioned the passing of George Auld, a longtime member of the ALUC. He extended his condolences to the Half Moon Bay Pilots Association and community.

2. Public Comment On Items Not On The Agenda

None

3. Minutes of the November 20, 2014 Meeting

Motion: Member Gottschalk motioned and member O’Connell seconded the motion for the approval of the November 20, 2014 minutes with a clarification to remove the word ”both” from items 5 and 6 in the minutes. Motion carried unanimously with member Okamoto abstaining.

4. Election of ALUC Officers for Calendar Year 2015.

Member Ortiz nominated and member O’Connell seconded the nomination for Rich Newman for Chair. Chair Newman was elected as Chair unanimously. Member Gottschalk nominated and member Okamoto seconded the nomination for member Ortiz for Vice-Chair. Member Ortiz was elected as Vice-Chair unanimously.

5. San Carlos Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of San Carlos Housing Element (Preliminary Draft 2015-2023)

Tom Madalena, C/CAG staff, presented this consistency determination on the City of San Carlos Housing Element. Member Ortiz motioned and member O’Connell seconded the motion to accept the staff recommendation to recommend that the C/CAG Board of Directors find the Housing Element conditionally consistent with the San Carlos Airport Comprehensive Airport Land Use Plan with one revision to section III changing “Belmont” to “San Carlos”. Motion carried unanimously.

6. San Carlos Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of Belmont Housing Element 2015-2023 (December 2014 Draft)

Tom Madalena presented this consistency determination on the City of Belmont Housing Element. Member Johnson motioned and member O’Connell seconded the motion to accept the staff recommendation to recommend that the C/CAG Board of Directors find the Housing Element conditionally consistent with the San Carlos Airport Comprehensive Airport Land Use Plan. Motion carried unanimously.

7. SFO Comprehensive Airport Land Use Compatibility Plan (ALUCP) Consistency Review – City of South San Francisco Downtown Station Area Specific Plan

Tom Madalena presented this consistency determination on the City of South San Francisco Downtown Station Area Specific Plan. Member Ortiz motioned and member Okamoto seconded the motion to accept the staff recommendation to recommend that the C/CAG Board of Directors find the City of South San Francisco Downtown Station Area Specific Plan consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP). Motion carried unanimously.

8. Member Communications

Member Seybert mentioned that we should obtain a clarification on when project sponsors need to file with the Federal Aviation Administration (FAA) for a determination as to hazards to air navigation.

9. Adjournment

The meeting was adjourned at 4:43 pm.

C/CAG AGENDA REPORT

Date: March 26, 2015
To: Airport Land Use Committee (ALUC)
From: Tom Madalena
Subject: SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of Pacifica Housing Element 2015-2023 (Draft 2/25/15)

(For further information or response to questions, contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the City of Pacifica Housing Element (Preliminary Draft 2015-2023) is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

FISCAL IMPACT

None

SOURCE OF FUNDS

Funding for the consistency determinations is derived from the C/CAG general fund.

BACKGROUND

The State of California requires each city, county, or 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 element and a 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.

The City of Pacifica has referred its Housing Element 2015-2023 to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the SFO CLUP. The Housing Element is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b).

The City of Pacifica Housing Element 2015-2023 (Public Review Draft, January 2015) is a policy document that identifies goals, policies, programs, and other city actions to address existing and projected housing needs in the city. The Association of Bay Area Governments (ABAG) allocated housing unit production needs for each county within the Bay Area and, with the exception of San Mateo County, also allocated housing unit production need to the city level. In the case of San Mateo County, the county

formed a subregion in partnership with all twenty cities in its jurisdiction for the purposes of conducting the Regional Housing Needs Allocation (RHNA), as allowed by State law. The San Mateo subregion designated the C/CAG as the entity responsible for coordinating and implementing the subregional RHNA process. The countywide RHNA process determined a need for 413 housing units in Pacifica between January 1, 2014 and October 31, 2022. According to the Housing Element, the City of Pacifica's analysis of housing opportunity sites indicates the potential to develop 434 units of new housing during the current planning period. Please see attachment 1 for a map of the potential housing sites in Pacifica.

DISCUSSION

I. ALUCP Consistency Evaluation

There are three airport/land use compatibility issues addressed in SFO ALUCP that relate to the proposed general plan amendment. These include: (a) consistency with noise compatibility policies, (b) safety criteria, and (c) airspace compatibility criteria. The following sections address each issue.

(a) Noise Policy Consistency Analysis

The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the state and federal threshold for aircraft noise-sensitive land use impacts. This is the threshold used by the SFO ALUCP. The City of Pacifica housing opportunity sites are located outside the 65 dB CNEL aircraft noise exposure contour for San Francisco International Airport as shown in the SFO ALUCP. Therefore, the Pacifica Housing Element 2015-2023 is consistent with the SFO ALUCP noise policies.

(b) Safety Criteria

The California Airport Land Use Planning Handbook requires airport land use compatibility plans to include safety zones for each runway end. The SFO ALUCP includes safety zones and related land use compatibility policies and criteria. However, the City of Pacifica Housing Element 2015-2023 is consistent with the SFO ALUCP safety policies as none of the housing sites fall within the safety zones for the San Francisco International Airport (SFO).

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

The SFO ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), "Objects Affecting Navigable Airspace," as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Francisco International Airport. The regulations contain three key elements: (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 Federal Aviation Administration (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.

A small portion City of Pacifica is located inside of the 14 CFR Part 77 Outer Boundary of TERPS Approach and OEI Departure Surfaces contour. Please see attachment 2 that displays the portion of Pacifica that falls within the Outer Boundary of TERPS Approach and OEI Departure Surfaces contour. Only one of the identified housing sites is located inside of this critical airspace contour. The zoning in Pacifica allows for heights up to 35 feet. The SFO Planning Staff, using SFO's iALP

Airspace Tool, provided an analysis of the obstruction height for the Pacifica housing opportunity site within the critical airspace contour. This analysis determined that this housing opportunity site would not obstruct the TERPS approach/OEI departure surface at 58 feet based upon the identified zoning and allowable maximum heights of structures at 35 feet for the parcel. Therefore, based upon analysis of airspace and zoning height limits, all of the proposed housing opportunity sites are consistent with the SFO ALUCP airspace compatibility policies. The Pacifica Housing Element would be consistent with the critical airspace compatibility policies in the SFO ALUCP.

Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. The city should notify project sponsors of proposed projects at the earliest opportunity to file form 7460-1 *Notice of Proposed Construction or Alteration*, if required, with the Federal Aviation Administration (FAA) to determine whether a project will constitute a hazard to air navigation. Subpart B of 14 CFR Part 77 provides guidance on determining when this form should be filed. The FAA has also developed an online tool for project sponsors to use when determining whether they are required to file the *Notice of Proposed Construction or Alteration*. Sponsors of proposed projects are urged to refer to this website to determine whether they are required to file Form 7460-1 with the FAA:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

II. Real Estate Disclosure

This section is included to reinforce the concept that real estate disclosure exists per State law and it is part of the real estate transaction process. This would occur during a real estate transaction and is outside of the responsibility for the City of Pacifica.

California Public Utilities Code PUC Section 21670 (a and b) states the following:

“(a) The Legislature hereby finds and declares that:

(1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports.....

(b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline, but is operated for the benefit of the general public, shall establish an airport land use commission....”

The California Business and Professional Code, Section 11010(b.13) (A and B) states the following:

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

Notice of Airport in Vicinity:

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

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

Chapter 496, Statutes of 2002 (formerly AB 2776 (Simitian)) affects all sales of real property that may occur within an airport influence area (AIA) boundary. It requires a statement (notice) to be included in the property transfer documents that (1) indicates the subject property is located within an AIA boundary and (2) that the property may be subject to certain impacts from airport/aircraft operations.

III. Compliance with California Government Code Section 65302.3

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 compatibility criteria in the relevant adopted ALUCP. The City of Pacifica Housing Element 2015-2023 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 the SFO ALUCP.

ATTACHMENTS

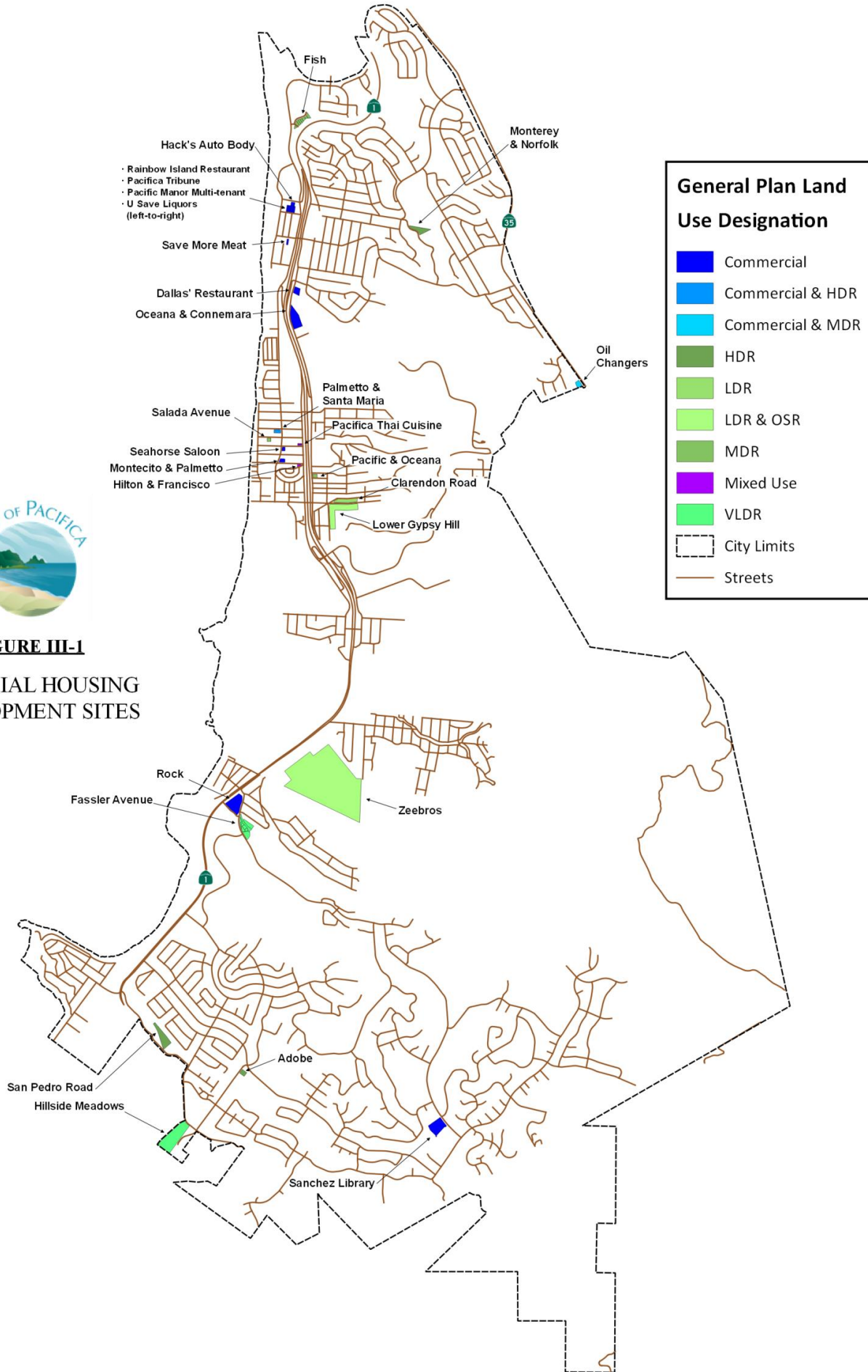
- Attachment 1 - Map of Pacifica Housing Opportunity Sites from Housing Element 2015-2023
- Attachment 2 - SFO Airport Noise, Safety, and Airspace Protection Zones.

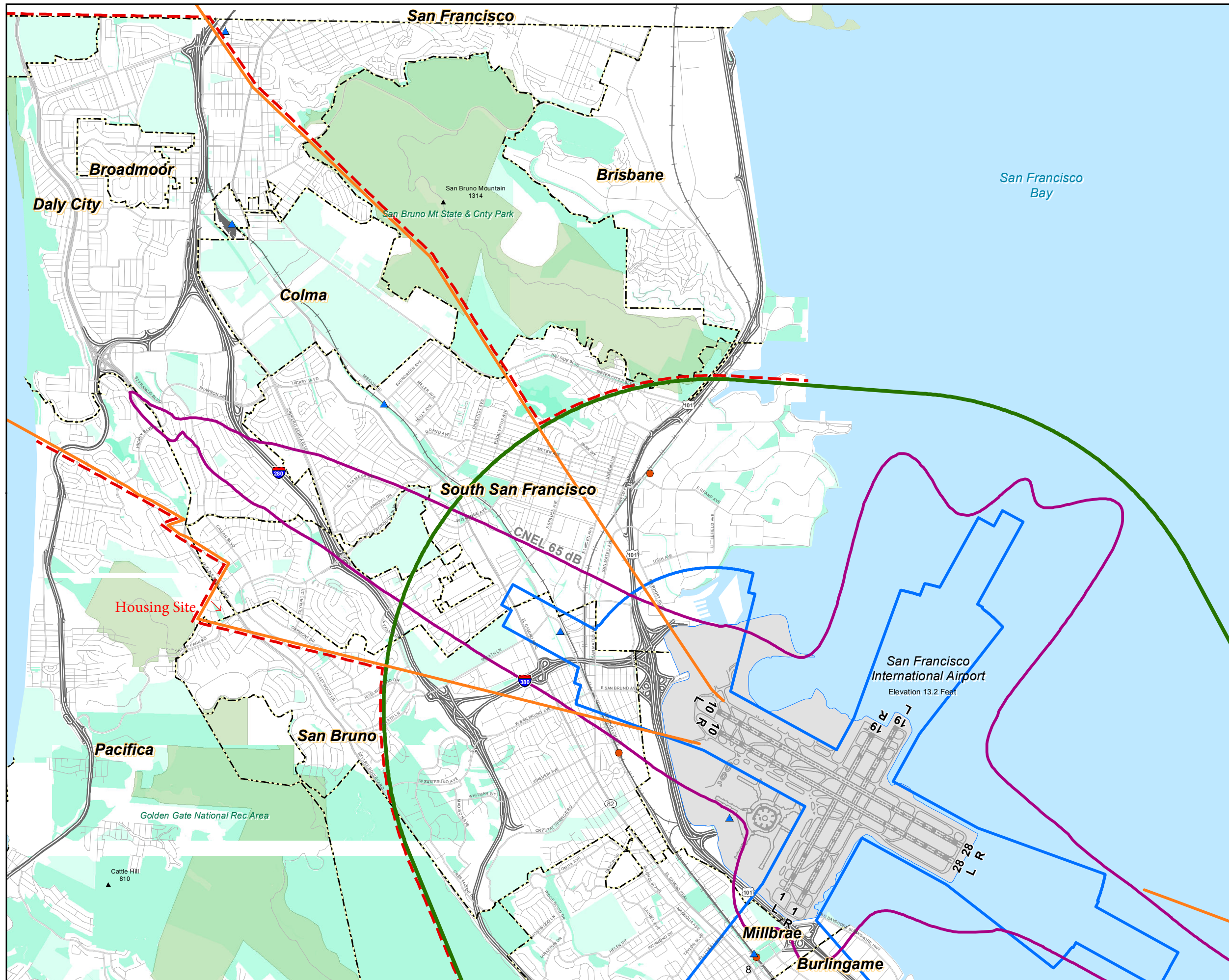
Attachment 1



FIGURE III-1

POTENTIAL HOUSING DEVELOPMENT SITES





LEGEND

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

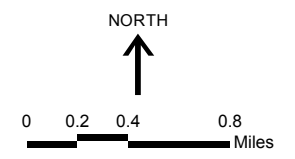
Sources:

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

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

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

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



C/CAG AGENDA REPORT

Date: March 26, 2015
To: Airport Land Use Committee (ALUC)
From: Tom Madalena
Subject: SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of Millbrae Housing Element 2015-2023 (Public Review Draft, January 2015)

(For further information or response to questions, contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the City of Millbrae Housing Element is conditionally consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP). The Draft Housing Element would become fully consistent with the SFO ALUCP if the following conditions are met:

Airspace Protection

The Draft Housing Element is conditionally consistent with the airspace protection policies of the ALUCP, provided the following policy is adhered to in implementation of the 2015-2023 Housing Element:

- 1) Compliance with 14 CFR Part 77, Subpart B, Notice of Proposed Construction or Alteration

Any proposed new construction or expansion of existing structures that would penetrate any of the FAR Part 77 imaginary surfaces for the San Francisco International Airport, as adopted by the San Mateo County 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 and/or the Caltrans Aeronautics Program staff has issued a permit to allow construction of the proposed structure. The configuration of the FAR part 77 imaginary surfaces for the San Francisco International Airport is shown on Exhibit IV-13 on page IV-43.

Page 23 of the Draft Housing Element

Policy H3.21 for Airport Development Restrictions shall reference the “Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport” as the document for the policy.

FISCAL IMPACT

None

SOURCE OF FUNDS

Funding for the consistency determinations is derived from the C/CAG general fund.

BACKGROUND

The State of California requires each city, county, or 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 element and a 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.

The City of Millbrae has referred its Housing Element 2015-2023 to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the SFO ALUCP. The Housing Element is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b).

The City of Millbrae Housing Element 2015-2023 (Public Review Draft, January 2015) is a policy document that identifies goals, policies, programs, and other city actions to address existing and projected housing needs in the city. The Association of Bay Area Governments (ABAG) allocated housing unit production needs for each county within the Bay Area and, with the exception of San Mateo County, also allocated housing unit production need to the city level. In the case of San Mateo County, the county formed a subregion in partnership with all twenty cities in its jurisdiction for the purposes of conducting the Regional Housing Needs Allocation (RHNA), as allowed by State law. The San Mateo subregion designated the C/CAG as the entity responsible for coordinating and implementing the subregional RHNA process. The countywide RHNA process determined a need for 663 housing units in Millbrae between January 1, 2014 and October 31, 2022. According to the Housing Element, the City of Millbrae's analysis of housing opportunity sites indicates the potential to develop 1081 units of new housing during the current planning period. Compared against the RHNA, the City's housing opportunity sites offer a development capacity that exceeds the needs determination by more than 400 units

DISCUSSION

I. ALUCP Consistency Evaluation

There are three airport/land use compatibility issues addressed in SFO ALUCP that relate to the proposed general plan housing element amendment. These include: (a) consistency with noise compatibility policies, (b) safety criteria, and (c) airspace compatibility criteria. The following sections address each issue.

(a) Noise Policy Consistency Analysis

The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the state and federal threshold for aircraft noise-sensitive land use impacts. This is the threshold used by the SFO ALUCP. Portions of Millbrae are located inside of the 65 dB CNEL aircraft noise exposure contour for San Francisco International Airport as shown in the SFO ALUCP depicted on attachment 1.

However, the City of Millbrae housing opportunity sites are all located outside of the 65 dB CNEL noise exposure contour boundaries established in the SFO ALUCP.

Therefore, the City of Millbrae Housing Element 2015-2023 (Public Review Draft, January 2015) is consistent with the SFO ALUCP noise policies.

(b) Safety Criteria

The California Airport/Land Use Planning Handbook requires airport land use compatibility plans to include safety zones for each runway end. The SFO ALUCP includes safety zones and related land use compatibility policies and criteria. The City of Millbrae housing opportunity sites are located inside the safety zone configurations established for the SFO ALUCP. Please see attachment 2 for the safety compatible zone configuration in Millbrae. There are parcels in both Safety Zone 2 (Inner Approach/Departure Zone) and Safety Zone 3 (Inner Turning Zone). Housing is considered to be a compatible use in Safety Zone 2 and Safety Zone 3. There are two sites mapped that fall within Safety Zone 1 (Runway Protection Zone and Object Free Area). All new structures are considered incompatible in Safety Zone 1. However, these two sites are not considered for housing per City of Millbrae Community Development Department staff.

Therefore, the City of Millbrae Housing Element 2015-2023 is consistent with the SFO ALUCP safety policies.

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

The SFO ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), "Objects Affecting Navigable Airspace," as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Francisco International Airport. The regulations contain three key elements: (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 Federal Aviation Administration (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 the proposed construction or alterations of structures on the subject airspace.

There are housing opportunity sites in the Housing Element which are located within the 14 CFR Part 77 Approach surface and the Horizontal Surface. The SFO Planning Staff, using SFO's iALP Airspace Tool, provided an analysis of the obstruction height for the general area surrounding the potential housing opportunity sites within the critical airspace contour. The lowest critical aeronautical surface in this area that cannot be exceeded by a structure is approximately 78.3 feet above ground level. The maximum height currently allowed in the station area is 75 feet. The maximum height that is allowed in the downtown is 40 feet. Please see attachment 3 for the map of the critical aeronautical surfaces that affect the City of Millbrae and attachment 4 for the approximate location of the housing opportunity sites. In order for the Housing Element to be compatible with the airspace protection policies the development of the potential housing sites must be in compliance with 14 CFR Part 77, Subpart B, Notice of Proposed Construction or Alteration during the implementation of the housing element.

The City of Millbrae Housing Element would be conditionally consistent with the SFO ALUCP airspace criteria provided the aeronautical studies are initiated with the FAA and a determination of no

hazard to air navigation is granted by the FAA and/or the Caltrans Aeronautics Program staff has issued a permit to allow construction of the proposed structure.

The City of Millbrae is currently underway with an update to the Millbrae Station Area Specific Plan and that plan may call for changes to the allowable heights or locations of sites in the specific plan area. C/CAG staff has coordinated with the City of Millbrae during the development of the new specific plan and that plan will also come before the Airport Land Use Commission for a consistency determination at the appropriate time.

Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. The city should notify project sponsors of proposed projects at the earliest opportunity to file form 7460-1 *Notice of Proposed Construction or Alteration*, if required, with the Federal Aviation Administration (FAA) to determine whether a project will constitute a hazard to air navigation. Subpart B of 14 CFR Part 77 provides guidance on determining when this form should be filed. The FAA has also developed an online tool for project sponsors to use when determining whether they are required to file the *Notice of Proposed Construction or Alteration*. Sponsors of proposed projects are urged to refer to this website to determine whether they are required to file Form 7460-1 with the FAA:

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II. Real Estate Disclosure

This section is included to reinforce the concept that real estate disclosure exists per state law and it is part of the real estate transaction process. This would occur during a real estate transaction and is outside of the Millbrae's responsibility.

California Public Utilities Code (PUC) Section 21670 (a and b) states the following:

“(a) The Legislature hereby finds and declares that:

(1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports...

(b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline, but is operated for the benefit of the general public, shall establish an airport land use commission.”

The California Business and Professional Code, Section 11010(b.13) (A and B) states the following:

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

Notice of Airport in Vicinity:

This property is presently located in the vicinity of an airport, within what is known as the airport influence area. For that reason, the property may be subject to some of the annoyances

or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

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

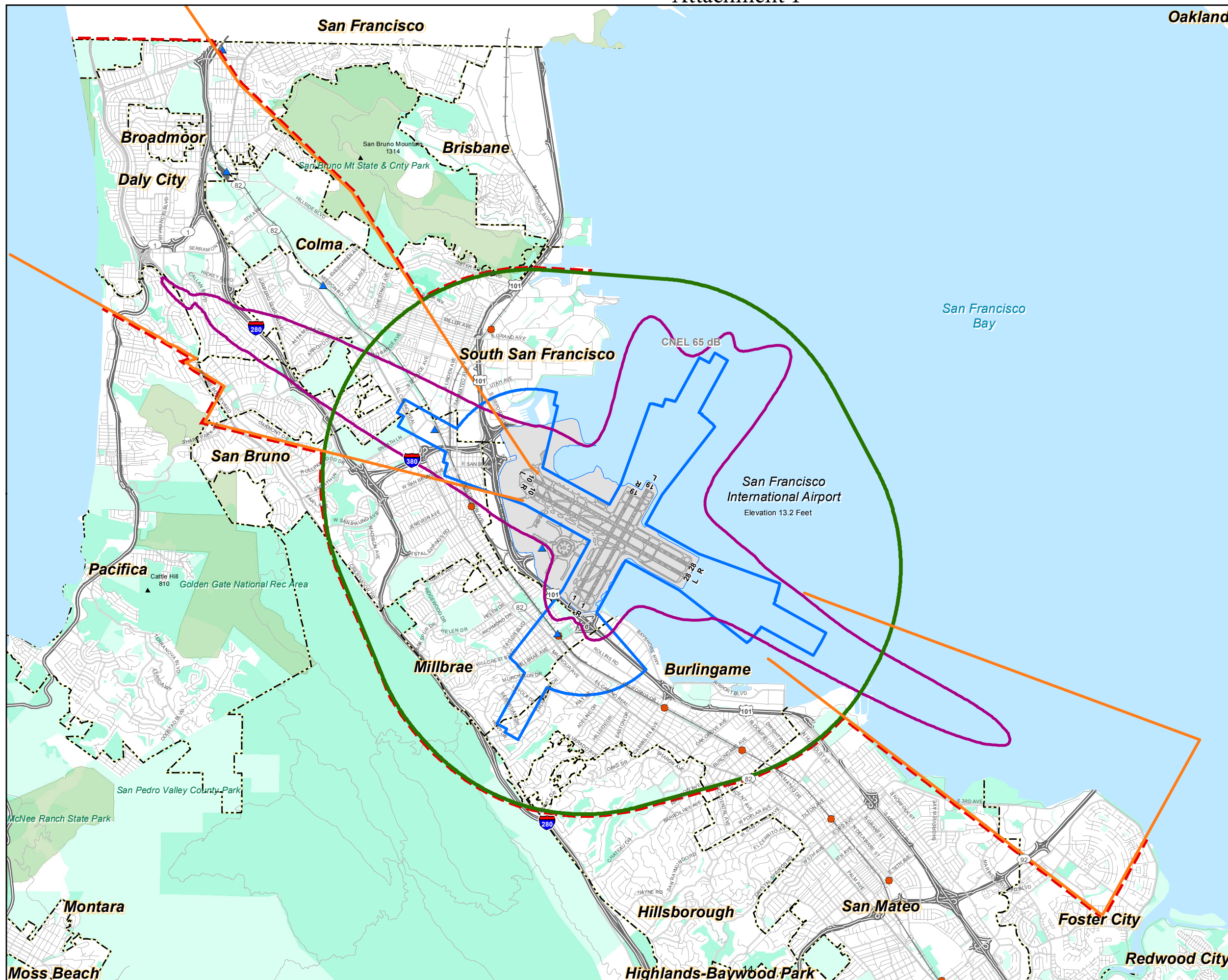
Chapter 496, Statutes of 2002 (formerly AB 2776 [Simitian]) affects all sales of real property that may occur within an airport influence area (AIA) boundary. It requires a statement (notice) to be included in the property transfer documents that (1) indicates the subject property is located within an AIA boundary and (2) that the property may be subject to certain impacts from airport/aircraft operations.

III. Compliance with California Government Code Section 65302.3

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 compatibility criteria in the relevant adopted ALUCP. The City of Millbrae Housing Element 2015-2023 (Public Review Draft, January 2015) 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 the SFO ALUCP.

ATTACHMENTS

- Attachment 1 – Exhibit IV- 2 Noise Contours, Airspace Contours and Safety Zones in the SFO ALUCP
- Attachment 2 – Exhibit IV-9 Safety Compatibility Zones
- Attachment 3 – Exhibit IV-17 – Critical Aeronautical Surfaces
- Attachment 4 – Millbrae Housing Element housing opportunity sites map



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

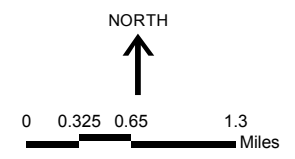
Sources:

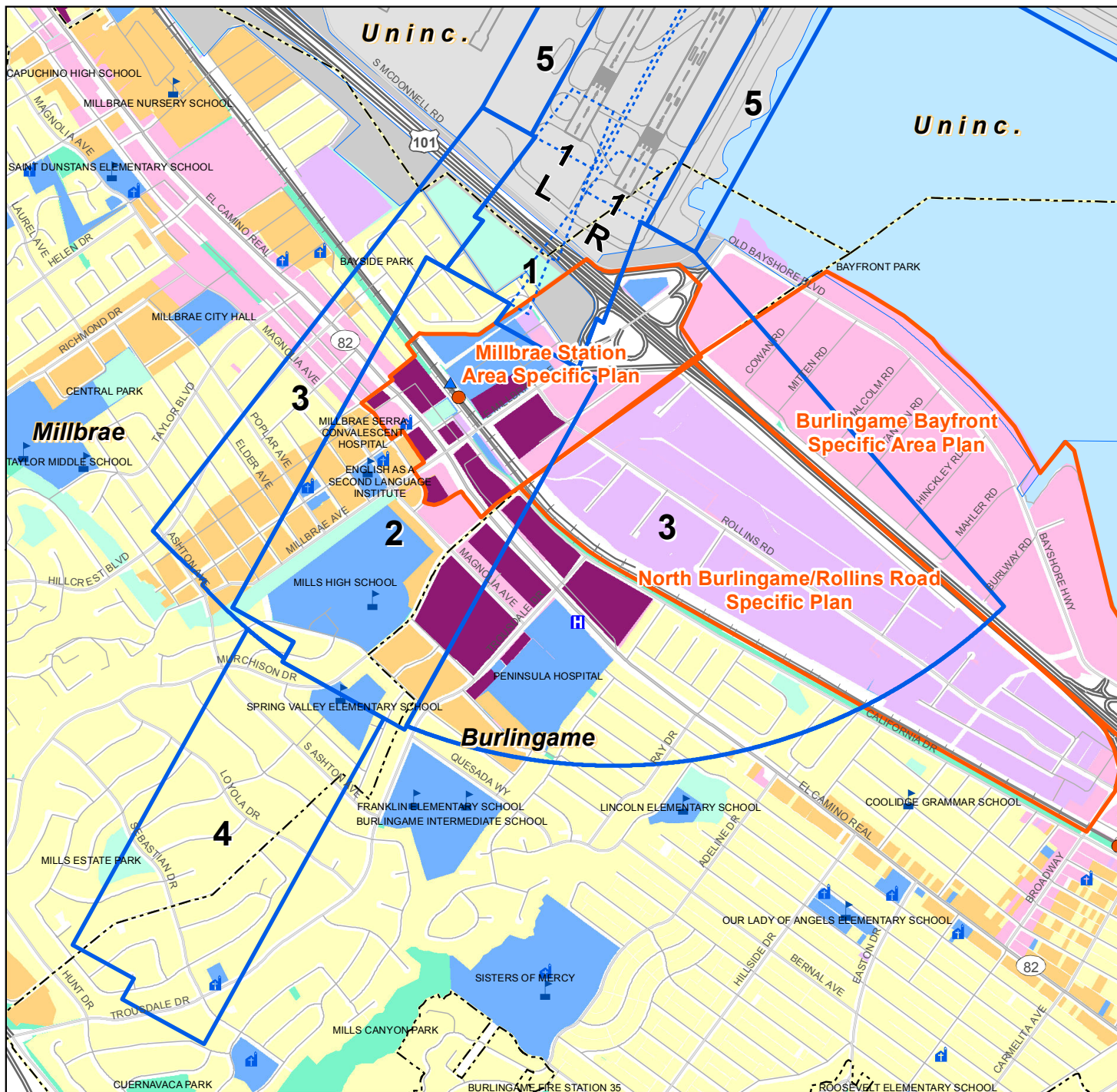
100:1 FAA Notification Zone: Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR Part 77, Subpart B, Section 77.9.

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

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

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





LEGEND

Safety Compatibility Zones

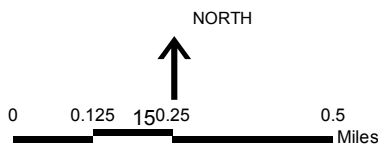
- 1 - Runway Protection Zone-Object Free Area
- 2 - Inner Approach/Departure Zone
- 3 - Inner Turning Zone
- 4 - Outer Approach/Departure Zone
- 5 - Sideline Zones
- Internal boundaries of ALP-defined areas
- Specific Plan Area
- Airport Property
- ▲ BART Station
- CALTRAIN Station
- 🏫 School
- 🕌 Place of Worship
- 🏥 Hospital
- Municipal Boundary
- Railroad
- Freeway
- Major Road
- Road

Planned Land Use Per General Plans

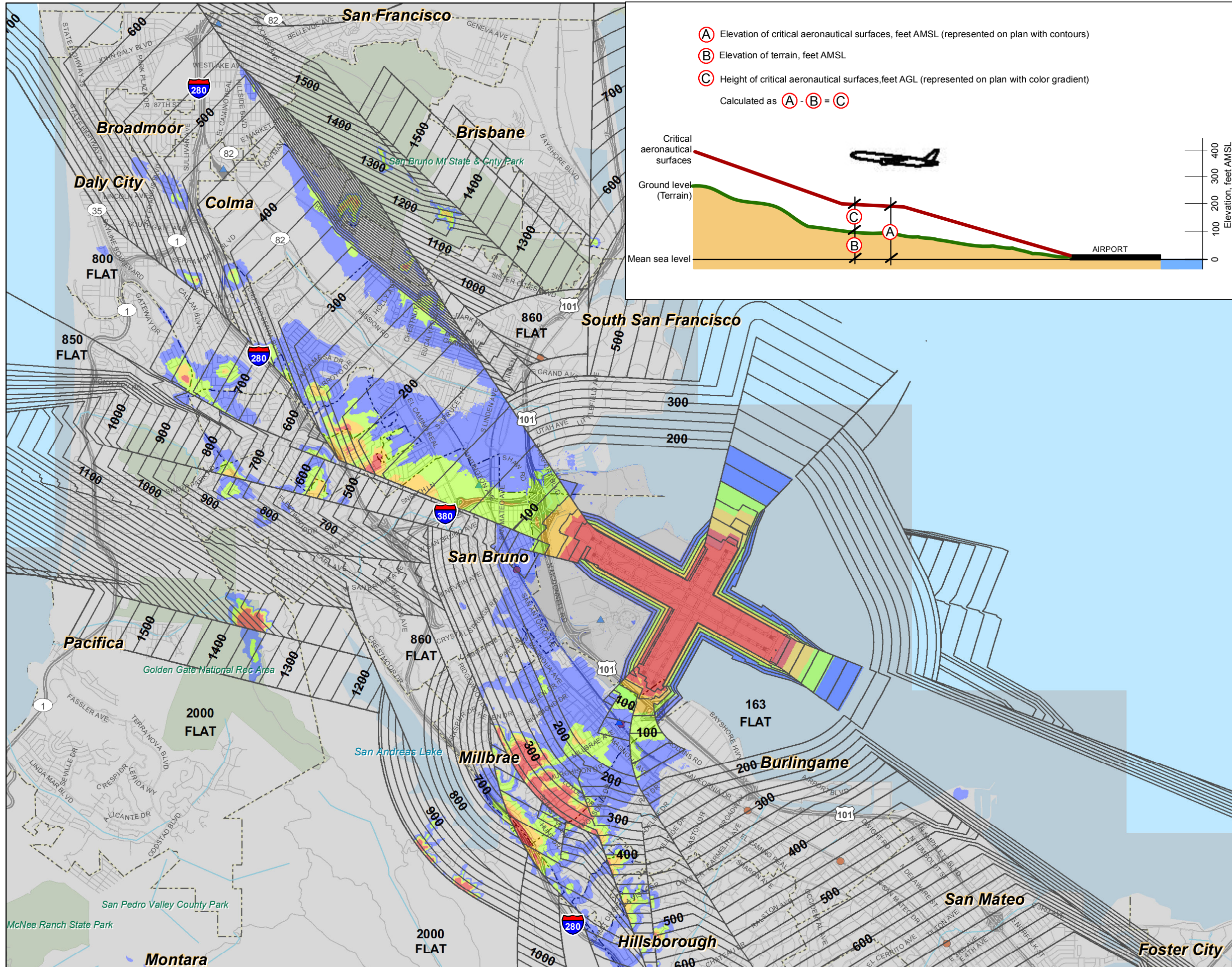
- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space

Sources:

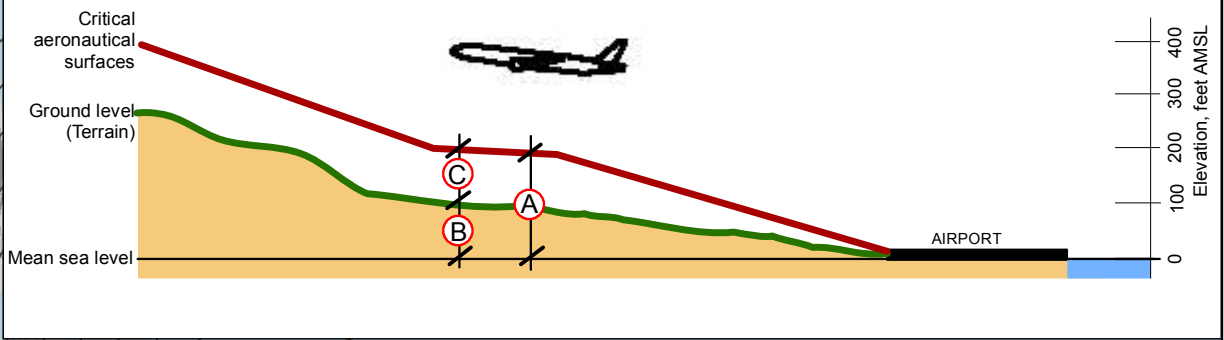
- Local Plans:**
- San Bruno General Plan, December 2008
 - South San Francisco General Plan, 1998



Attachment 3



- (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

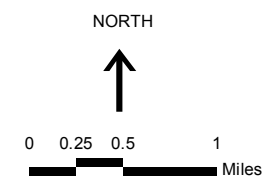
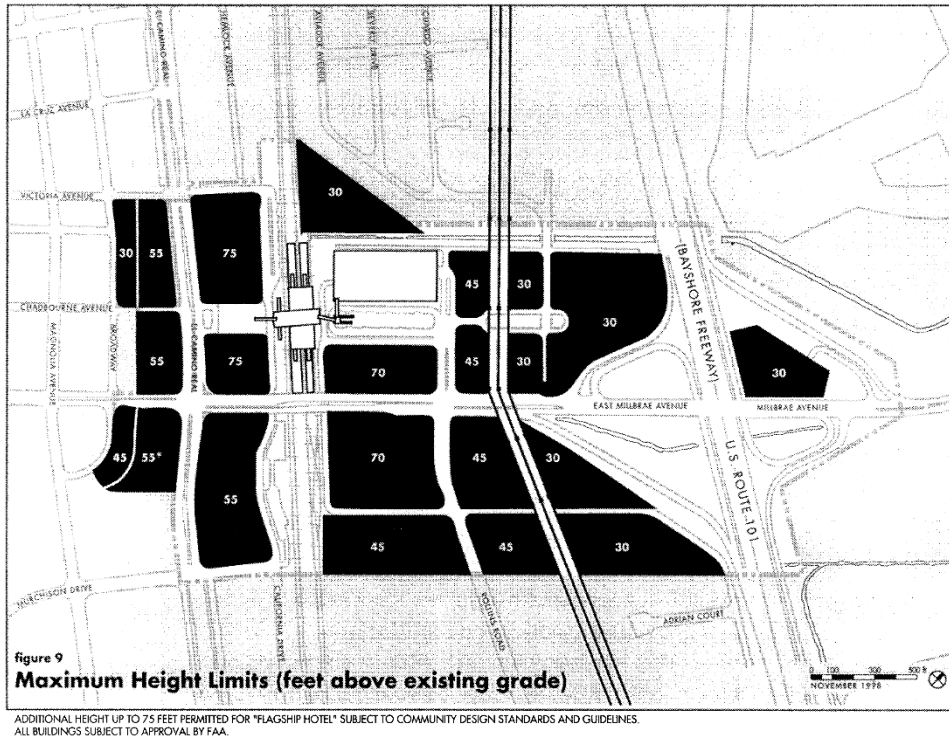


Exhibit IV-17
CRITICAL AERONAUTICAL SURFACES -- NORTHWEST SIDE
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
CICAG
 City/County Association of Governments
 of San Mateo County, California



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Millbrae Station Area Specific Plan – November 24, 1998

Downtown

Outside of the Millbrae Station Area, there is additional mixed-use development potential in the downtown area. This three-block area along Broadway and the west side of El Camino Real is characterized by a mix of one, two, and three-story buildings, some with upper floor apartments. Approximately 77 apartments currently exist in the area, and the downtown is considered to be a viable area for additional similar housing. Historically, market rate rental units are typically affordable to low and moderate income households, but in recent years this has become less true. The Downtown encompasses approximately eight acres. The 55 lots in the Downtown average about 5,000 square feet. City estimates are that 40 percent of the Downtown area sites, or 22 lots, could be reasonably developed with up to four units on second and/or third stories, for a total development capacity of 168 units.

Areas Likely to Redevelop

The City has identified a few keys sites as most likely to develop, based on their location, ownership, surrounding land use patterns, and current uses. The City does not know which sites will develop when and there are no specific proposals regarding any of these sites, except where noted.