

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AIRPORT LAND USE COMMITTEE (ALUC)

AGENDA

Date: Thursday, September 24, 2015

4:00 p.m.

Place: Burlingame Main Library
Lane Community Room
480 Primrose Road
Burlingame, California

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

- | | | | |
|----|--|---|-------------|
| 1. | Call To Order | Action
(Ortiz) | |
| 2. | Public Comment On Items Not On The Agenda | Limited to 3
minutes per
speaker. | |
| 3. | Minutes of the June 25, 2015 ALUC Meeting | Action
(Ortiz) | Pages 1-2 |
| 4. | SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of Millbrae, Millbrae Station Area Specific Plan (Public Review Draft, June 2015) | Action
(Madalena) | Pages 3-14 |
| 5. | San Carlos Airport Comprehensive Airport Land Use Plan Consistency Review – City of Belmont, Marriot Springhill Suites Hotel Project | Action
(Madalena) | Pages 15-19 |
| 6. | 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 San Carlos Airport | Action
(Madalena) | Pages 20-22 |
| 7. | Review and approval of a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the ALUCP for the Environs of San Carlos Airport | Action
(Madalena) | Pages 23-24 |

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

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

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
June 25, 2015**

1. Call to Order

Chair Ortiz called the Airport Land Use Committee (ALUC) Meeting to order at 4:10 pm.

Members Present:

Terry O'Connell, Steve Okamoto, Debbie Ruddock, John Seybert, Ron Collins

Staff/Guests Attending:

Sandy Wong, Tom Madalena, John Bergener, Adrian Jones

2. Public Comment On Items Not On The Agenda

None

3. Minutes of the January 22, 2015 Meeting

Motion: Member O'Connell motioned and member Okamoto seconded the motion for the approval of the January 22, 2015 minutes with a clarification to add member Seybert to the members present in the minutes. Motion carried unanimously.

4. Nominations and election of ALUC officer(s)

Member Okamoto nominated and member O'Connell seconded the nomination for member Ortiz for Chair. Member Ortiz was elected as Chair unanimously. Member Ortiz nominated and member Collins seconded the nomination for member Okamoto for Vice-Chair. Member Okamoto was elected as Vice-Chair unanimously.

5. Presentation on the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport and public hearing on the Draft Final ALUCP for the Environs of San Carlos Airport

Adrian Jones, ESA Airports staff, presented the Draft Final ALUCP for the Environs of San Carlos Airport. Chair Ortiz opened and closed the public hearing at 4:50 p.m. as there were no public comments.

6. Presentation on the Initial Study and Proposed Negative Declaration for the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport and public hearing on the Initial Study and Proposed Negative Declaration for the ALUCP for the Environs of San Carlos Airport

Adrian Jones, ESA Airports staff, presented the initial study and proposed negative declaration for the ALUCP for the Environs of San Carlos Airport. Chair Ortiz opened and closed the public hearing at 5:07 p.m. as there were no public comments.

7. SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of Daly City Planned Development Standards for the Serramonte Shopping Center

Tom Madalena presented this information item on a consistency determination for the City of Daly City Planned Development Standards for the Serramonte Shopping Center. The ALUC meeting in May was canceled. This item was brought forward to the Board without a recommendation from the ALUC due to the time sensitive nature of consistency determinations. The C/CAG Board had determined that the Planned Development Standards for the Serramonte Shopping Center were consistent with the SFO Comprehensive Airport Land Use Compatibility Plan at the June 11, 2015 C/CAG Board of Directors meeting.

8. Member Communications

None

9. Adjournment

The meeting was adjourned at 5:12 pm.

C/CAG AGENDA REPORT

Date: September 24, 2015
To: Airport Land Use Committee
From: Tom Madalena
Subject: SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of Millbrae, Millbrae Station Area Specific Plan (Public Review Draft, June 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 to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the City of Millbrae's Millbrae Station Area Specific Plan (MSASP) 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).

The Airport Land Use Commission recommends additions to the MSASP to enhance the clarity of the plan with regard to airport land use compatibility. The Airport Land Use Commission makes the following recommendations for future drafts of the MSASP:

- Provide a land use map for the specific plan area similar to MSASP Figure 5-1 that is overlaid with the SFO ALUCP noise compatibility contours.
- Add text to the land use regulations in MSASP Section 5.2 to specify that conference centers in Safety Compatibility Zone 2 shall not provide seating in excess of 300 people and that research and development facilities in Safety Compatibility Zone 2 shall not accommodate hazardous uses as defined by the SFO ALUCP, Policy SP-3 on pages IV-33 and IV-34.
- Describe the requirement for sponsors of projects in the airport environs to determine whether they must file Form 7460-1 *Notice of Proposed Construction or Alteration* with the Federal Aviation Administration (FAA), in accordance with ALUCP Policy AP-1.1 on page IV-55. The MSASP should also explain that project applicants who are required to submit a Form 7460-1 to the FAA must provide the local government permitting agency with a copy of the FAA's study findings with their applications for development approval, per ALUCP Policy AP-1.2 on page IV-55.
- Edit Figure 5-2 to clarify that the height limits depicted in the figure reflect height relative to ground level.
- Figure 5-2 should be revised to note that, in the area between California Drive and El Camino Real, south of Victoria Avenue and north of Millbrae Avenue, the maximum allowable building heights indicated on the map include all rooftop structures and appurtenances, including towers, antennas, air conditioners, elevator equipment enclosures, etc.
- The MSASP development standards should inform potential project sponsors that while the MSASP definition of building height may not, in all areas, include the height of additional objects (towers, antennas, air conditioners, elevator equipment enclosures, etc.) extending

above the main structure, these objects will be considered in airport land use compatibility airspace evaluations per Section 4.5.2 of the SFO ALUCP on page IV-34.

- In Section 8.3, provide text directing project sponsors to AC 150/5200-33B *Hazardous Wildlife Attractants on or Near Airports* for design measures to reduce the attractiveness of stormwater management features to wildlife, as cited in ALUCP Policy AP-4(f).

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). The City of Millbrae has referred the MSASP 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 MSASP is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b).

DISCUSSION

I. ALUCP Consistency Evaluation

Three sets of airport/land use compatibility policies in the SFO ALUCP relate to the MSASP: (a) noise compatibility policies and criteria, (b) safety policies and criteria, and (c) airspace protection policies. The following sections address each issue.

(a) Noise Policy Consistency Analysis

The Community Noise Equivalent Level (CNEL) 65 dB aircraft noise contour defines the threshold for aircraft noise impacts established in the SFO ALUCP. The SFO ALUCP CNEL 65 dB contour is depicted on Attachment 1. The MSASP proposes public facilities zones, a retail commercial zone, and an office zone within the CNEL 65 dB noise contour.

The MSASP describes the public facilities zones as areas reserved for public utilities and public services. Specific uses mentioned include a storage yard and parking. The retail commercial service zone is an area intended to foster highway oriented retail development, and the office zone is intended to accommodate professional offices as a transition area between light industrial uses to the south and the mix of residential, commercial, and public land uses in the remainder of the MSASP area to the north.

The airport noise/land use compatibility standards of the current ALUCP relevant to the MSASP are provided below in Table 1.

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

LAND USES PROPOSED IN MSASP	COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)			
	BELOW 65 dB	65-70 dB	70-75 dB	75 dB AND OVER
Commercial				
Offices, business and professional, general retail	Y	Y	Y	Y
Industrial and Production				
Utilities	Y	Y	Y	Y

Notes:

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

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

As indicated in Table 1, all uses proposed by the MSASP which would be exposed to noise of CNEL 65 dB or higher would be compatible without restrictions. Therefore, the City of Millbrae's MSASP is consistent with the SFO ALUCP noise policies.

It is recommended that the MSASP document provide a land use map for the specific plan area that is overlaid with the SFO ALUCP noise compatibility contours, much the way MSASP Figure 5-1 depicts the specific plan land uses overlaid with the SFO ALUCP safety compatibility zones, so that the relationship of the proposed land uses to the noise exposure contours can be readily discerned.

(b) Safety Policy Consistency Analysis

The SFO ALUCP includes five sets of safety zones and related land use compatibility policies and criteria. The MSASP area is intersected by the Runway Protection Zone (Safety Compatibility Zone 1), the Inner Approach/Departure Zone (Safety Compatibility Zone 2), and the Inner Turning Zone (Safety Compatibility Zone 3). Each of the safety compatibility zones has zone-specific safety compatibility policies. The relationship of the MSASP-proposed land use zones with the SFO ALUCP safety compatibility zones is depicted in Attachment 2. The implications for the land uses proposed by the MSASP in each safety zone are described below.

Safety Compatibility Zone 1

SFO Safety Compatibility Zone 1 intersects a MSASP public facilities zone and a portion of a transit-oriented development (TOD) zone. The compatibility policies associated with Safety Compatibility Zone 1 render any new structures incompatible (Policy SP-2 and Table IV-2, pages IV-27 – IV-32). Outdoor places of assembly, hazardous uses and critical public utilities are also incompatible in Safety Compatibility Zone 1.

Land uses that would be permitted and conditionally permitted according to the MSASP are listed in Table 5-1 of the MSASP. Note 1 of Table 5-1 indicates no new structures other than those serving specific aeronautical functions in compliance with FAA standards will be allowed in Safety Compatibility Zone 1. The notes in the table also reference the SFO ALUCP safety compatibility policies, stating that land uses within the safety compatibility zones are subject to the policies of the ALUCP and subject to ALUC review.

Safety Compatibility Zone 2

SFO Safety Compatibility Zone 2 intersects the MSASP TOD zones, residential mixed use zones, a public facilities zone within a residential overlay zone, and portions of a retail commercial zone and an office zone. The compatibility policies applicable in Safety Compatibility Zone 2 prohibit children's schools; child daycare centers serving 25 or more children, including employer sponsored childcare centers ancillary to a place of business; hospitals and nursing homes; hazardous uses; critical public utilities; theaters, meeting halls, and other places of assembly seating 300 or more people; and stadiums and arenas (Policy SP-2 and Table IV-2, pages IV-27 – IV-32).

None of the uses prohibited by the SFO ALUCP safety compatibility criteria would be specifically allowed by the MSASP land use regulations. Note 4 of MSASP Table 5-2 clarifies that employer sponsored childcare facilities ancillary to a place of business are not compatible within Safety Compatibility Zone 2 per the SFO ALUCP.

Conference centers would be permitted in the TOD, office, and retail commercial zones of the MSASP and would be conditionally permitted in the residential mixed use zone pending planning commission approval. While the MSASP notes that the Safety Compatibility Zone 2 prohibition on places of assembly seating more than 300 people applies to community centers, it should also explain that this prohibition would apply to conference centers as well. Also, research and development facilities would be permitted in office zones and conditionally permitted in TOD zones. Research and development facilities, as described in Section 5.4 of the MSASP,¹ could potentially include hazardous uses which are incompatible in Safety Compatibility Zone 2. The MSASP should clarify that, in Safety Compatibility Zone 2, hazardous uses are not permitted in association with research and development facilities.

Safety Compatibility Zone 3

SFO Safety Compatibility Zone 3 intersects a MSASP public facilities zone and portions of retail commercial and office zones. Land uses prohibited by SFO ALUCP safety compatibility policies and criteria applicable in Safety Compatibility Zone 3 include children's schools, child daycare facilities serving 15 or more children, hospitals and nursing homes, stadiums and arenas, and biosafety level 3 and 4 facilities (Policy SP-2 and Table IV-2, pages IV-27 – IV-32).

While childcare services would be conditionally permitted by the MSASP in the TOD and office zone designations, the MSASP acknowledges the SFO ALUCP prohibition on large childcare centers in Safety Compatibility Zone 3. No other uses prohibited by the SFO ALUCP would be permitted in this area according to the MSASP.

Conclusion

The MSASP presents no direct conflicts with the safety compatibility policies and criteria of the SFO ALUCP, and the MSASP explains that individual project sponsors' development proposals are subject to ALUC review.² Therefore, the MSASP is consistent with the SFO ALUCP safety policies. The MSASP should be revised, however, to clearly note that conference centers seating more than 300 people are incompatible in Safety Compatibility Zone 2 as are research and development facilities handling any materials which could be considered hazardous per Policy SP-3 of the ALUCP.

(c) Airspace Protection Policy Consistency Analysis

Federal Regulatory Requirements

The SFO ALUCP cites the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), "Safe, Efficient Use and Preservation of the Navigable Airspace," as amended, as an aid to establishing the airspace protection policies of the SFO ALUCP. The 14 CFR Part 77 regulations contain three key elements: (1) requirements for project sponsors to provide notice to the FAA of certain proposed construction or alteration of structures that may affect the navigable airspace (Subpart B), (2) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection (Subpart C), and (3) procedures for the conduct 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 (Subpart D).

Under Federal law, it is the responsibility of the project sponsor to comply with all notification requirements described in 14 CFR Part 77. The City should notify project sponsors of proposed

1 City of Millbrae, Millbrae Station Area Specific Plan Public Review Draft, June 24, 2015, P. 5.21.

2 City of Millbrae, Millbrae Station Area Specific Plan Public Review Draft, June 24, 2015, P. 5.6.

projects at the earliest opportunity of their responsibility to determine whether they need to file Form 7460-1 *Notice of Proposed Construction or Alteration*, with the FAA. Subpart B of 14 CFR Part 77 provides guidance on determining when this form should be filed. The FAA has 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>

There is no direct mention in the MSASP of the federal requirement to file Form 7460-1 with the FAA. It would be advisable to clarify that sponsors of proposed development in the plan area may be required to submit a Form 7460-1 to be consistent with ALUCP Policy AP-1.1 on page IV-55. Furthermore, the MSASP should also note that sponsors of proposed development projects that are required to submit a Form 7460-1 to the FAA must provide the local government permitting agency with a copy of the FAA's study findings with their applications for development approval, per ALUCP Policy AP-1.2 on page IV-55.

Maximum Height Limits in ALUCP

The SFO ALUCP requires new development to be constructed either not to exceed the heights depicted on the SFO critical aeronautical surfaces maps (Exhibits IV-17 and IV-18 of the ALUCP) or the maximum height determined by the FAA to not be a "hazard to air navigation" as determined through an aeronautical study, whichever is lower.³ Any proposed structure exceeding these either of these heights would be incompatible with the SFO ALUCP.

The maximum building heights depicted in the MSASP Figure 5-2 (see Attachment 3), are listed in feet. However, Figure 5.2 of the MSASP does not specify whether the maximum heights represent feet relative to mean sea level or ground level. The critical aeronautical surfaces in the SFO ALUCP are mapped relative to distance above mean sea level (see Attachment 4), so airspace surface elevations reflect feet above mean sea level (AMSL). In Section 5.3 of the MSASP, building or structure height is defined as "the measurement of the greatest vertical distance above the exterior finished grade to the highest point of the building immediately above, exclusive of antennas, chimneys or roof equipment."⁴ This definition indicates the maximum heights listed in Figure 5.2 are above ground level. To improve clarity, Figure 5.2 should be edited to note that building heights are expressed in feet above ground level.

A preliminary analysis of the allowable building heights established in the MSASP compared to what is allowed by the SFO ALUCP indicates there are some points in the specific plan area where proposed structures could penetrate critical aeronautical surfaces by up to several feet. The area of greatest concern is designated in the MSASP for maximum heights of 108 to 121 feet, between California Drive and El Camino Real, south of Victoria Avenue and north of Millbrae Avenue. In referring to Attachment 5, a map prepared by the SFO Planning Department which depicts the approximate height of the restricted airspace above the ground, it appears that the MSASP height limits for this area were established based the height of the restricted airspace above the existing ground elevation. Depending on the exact location on the site and any surface excavation, it appears that the maximum heights specified in the MSASP could be consistent with the ALUCP height limits, but only if objects such as antennas, chimneys and other rooftop structures were included in the consideration of the

3 San Mateo City/County Association of Governments, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, November 2012, Policy AP-3 Maximum Compatible Building Height, P. IV-59.

4 City of Millbrae, Millbrae Station Area Specific Plan Public Review Draft, June 24, 2015, P. 5.7.

allowable MSASP building heights. Thus, the MSASP should be revised to note that in the subject area, the maximum allowable building heights include all rooftop structures and appurtenances, including towers, antennas, air conditioners, elevator equipment enclosures, etc.

An area of secondary concern is south of the BART Parking Structure, north of Adrian Road, west of Rollins Road and east of the railroad lines, where maximum building heights in the MSASP are set at 100 feet. According to Attachment 5, the restricted airspace is approximately 95 to 125 feet above this area. Depending on the specific location in the area and the height of rooftop structures, buildings in this area could be restricted to heights of less than 100 feet, based on detailed analysis of a specific project proposal.

Because the MSASP notes that building heights must be compatible with the SFO ALUCP, it cannot be considered inconsistent with the airspace protection policies. Nevertheless, the MSASP should be revised to note that antennas, chimneys, and other appurtenances must be included in the structure height when determining compatibility with airspace protection policies. Because critical aeronautical surfaces reflect distances above mean sea level, the height of the finished grade would also need to be added to the height of the building to determine if the structure would penetrate an airspace protection surface. It would be helpful if this information was described in the development standards section of the MSASP.

Hazards to Flight

Regarding other potential hazards to flight incompatible with SFO ALUCP policies, the MSASP states development should incorporate green infrastructure such as “bioretention systems, swales, green roofs, and permeable pavers.”⁵ While these site features would not necessarily be incompatible with the policies of the SFO ALUCP, their presence in the airport environs could attract wildlife hazardous to planes in flight. The MSASP cites stormwater management requirements mandated by the State of California in Provision C.3 of the Municipal Regional Permit,⁶ and the SFO ALUCP does allow exceptions 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.”⁷ Therefore the stormwater management requirements of the MSASP are not incompatible with the SFO ALUCP. However, it is advisable for the MSASP to reference Section 2.3(b) of Advisory Circular 150/5200-33B *Hazardous Wildlife Attractants on or Near Airports*⁸ to inform project applicants of measures to deter hazardous wildlife when designing on-site stormwater management features.

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 City of Millbrae’s responsibility.

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

(a) The Legislature hereby finds and declares that:

5 City of Millbrae, Millbrae Station Area Specific Plan Public Review Draft, June 24, 2015, P. 6.13.

6 City of Millbrae, Millbrae Station Area Specific Plan Public Review Draft, June 24, 2015, P. 8.7.

7 San Mateo City/County Association of Governments, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, November 2012, P. IV-60.

8 Federal Aviation Administration, AC 150/5200-33B *Hazardous Wildlife Attractants on or Near Airports*, August 28, 2007, Section 2.3(b).

(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.

ATTACHMENTS

- Attachment 1 – Figure 4.10-1 SFO ALUCP 2014 Aircraft Noise Compatibility
- Attachment 2 – Figure 5-1 Planning and Overlay Zones
- Attachment 3 – Exhibit IV-17 – Critical Aeronautical Surfaces
- Attachment 4 – Figure 5-2 Height Limits
- Attachment 5 – Figure 1 Comparison of Existing Ground Elevation and Critical Air Surface Airport Land Use Compatibility Analysis San Francisco International Airport



NOISE

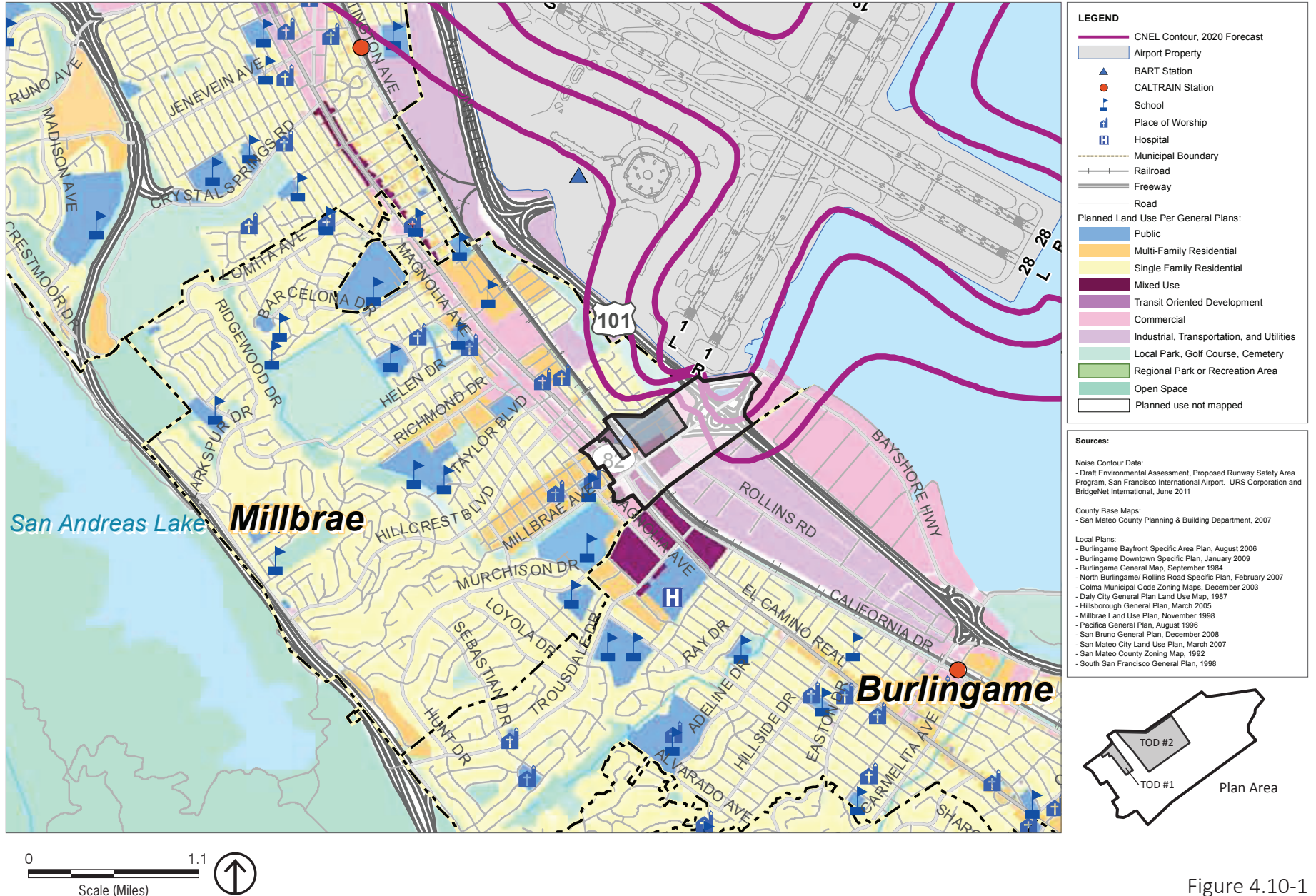


Figure 4.10-1

SFO ALUCP 2014 Aircraft Noise Compatibility

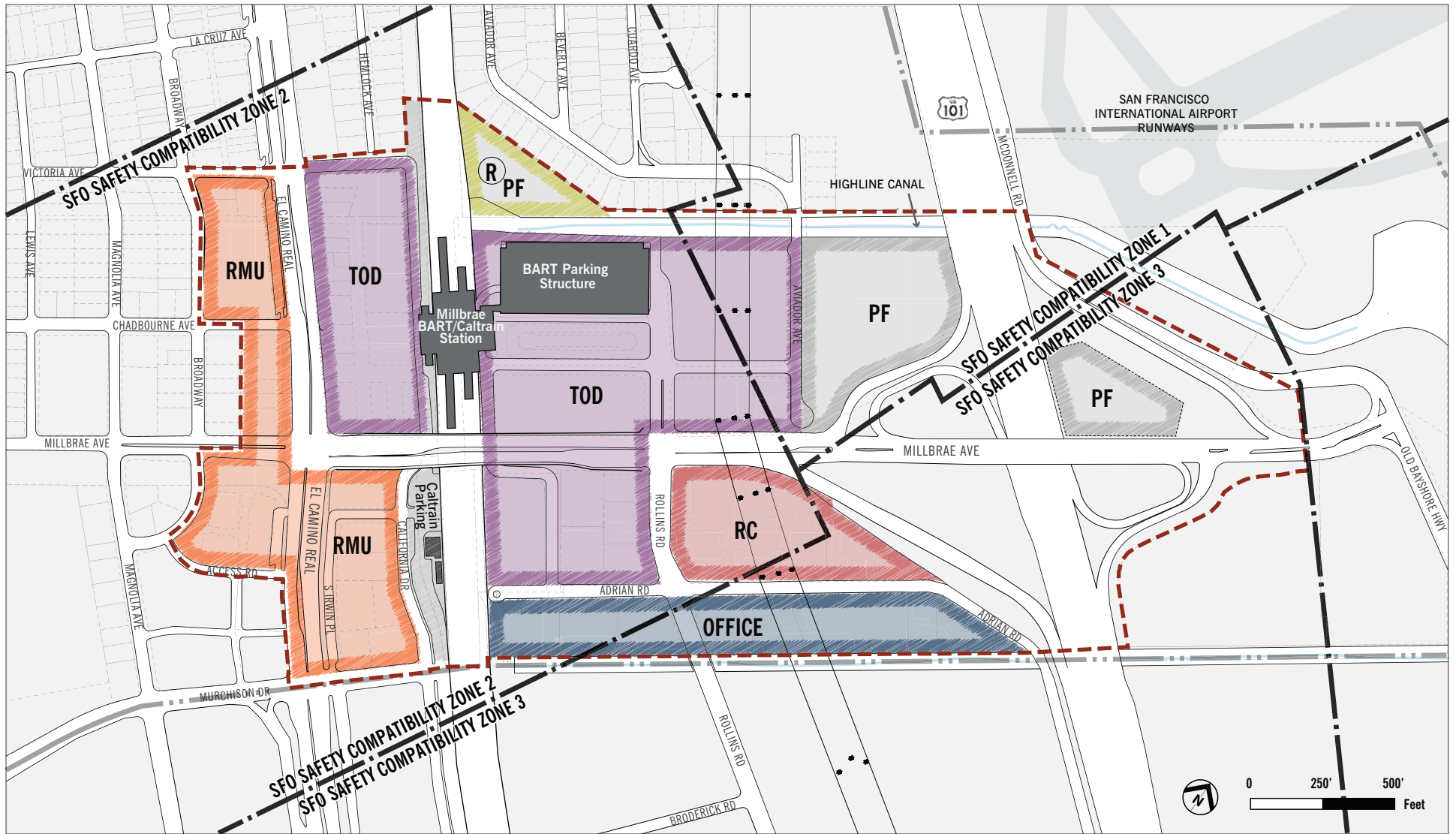
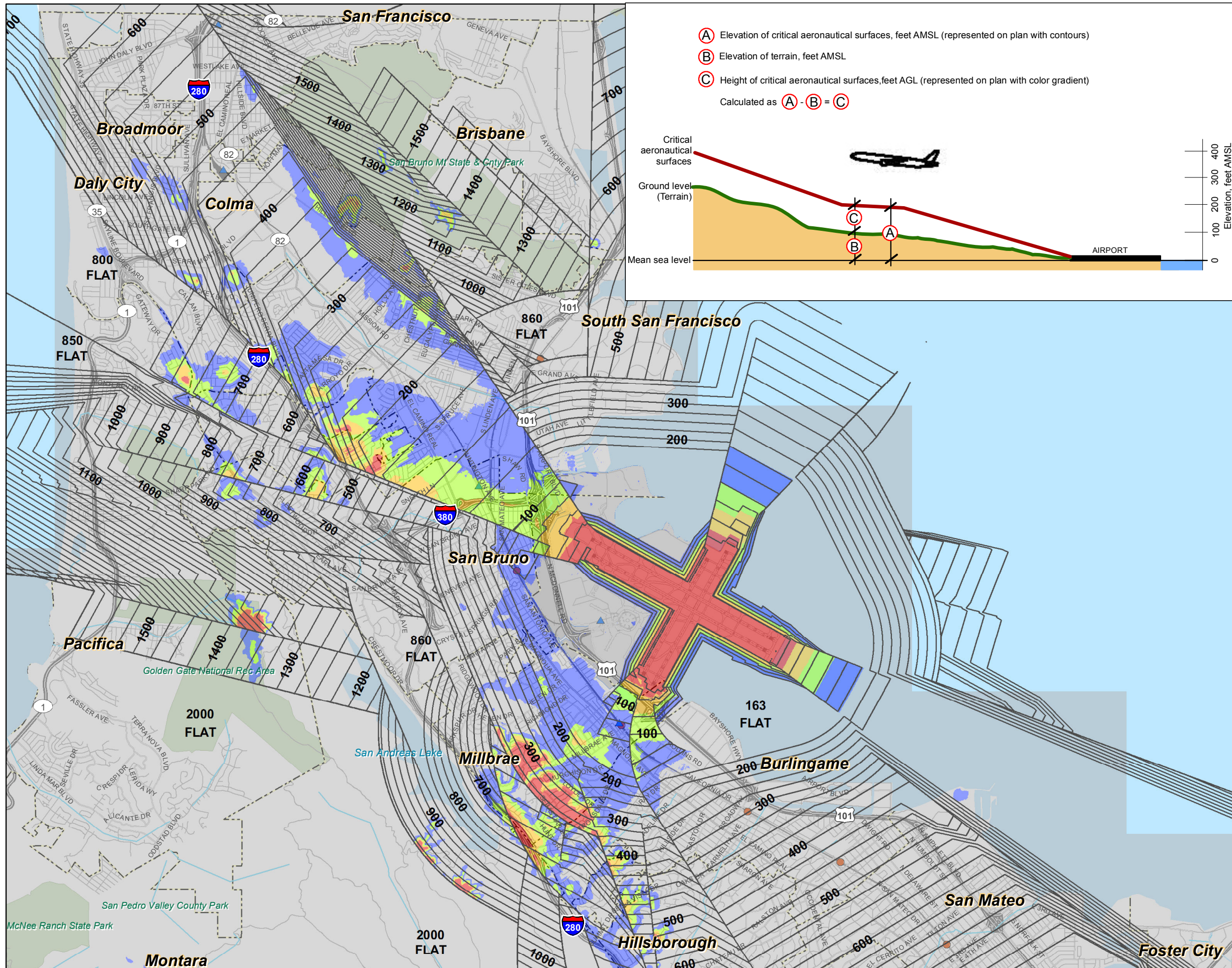
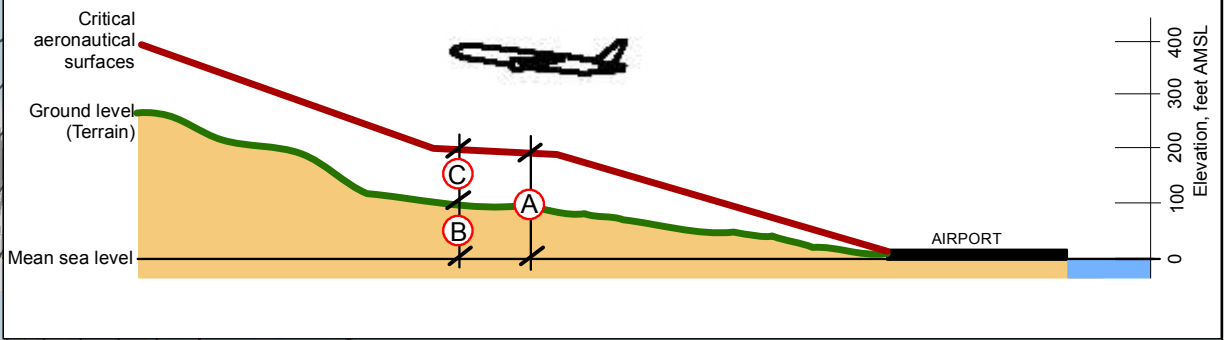


FIGURE 5-1. Planning and Overlay Zones

- | | | | |
|----------------|---|-----------------------------|---------------------------------|
| MSASP Boundary | Planning Zones | Retail Commercial (RC) Zone | Overlay Zone |
| City Boundary | Transit-Oriented Development (TOD) Zone | Public Facilities (PF) Zone | SFO Safety Compatibility Zones* |
| Power Lines | Residential Mixed Use (RMU) Zone | | |
| | Office Zone | | |
- * Subject to C/CAG review for land use compatibility



- (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

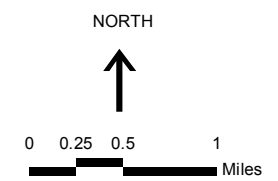


Exhibit IV-17
CRITICAL AERONAUTICAL SURFACES -- NORTHWEST SIDE
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
CICAG
 City/County Association of Governments
 of San Mateo County, California

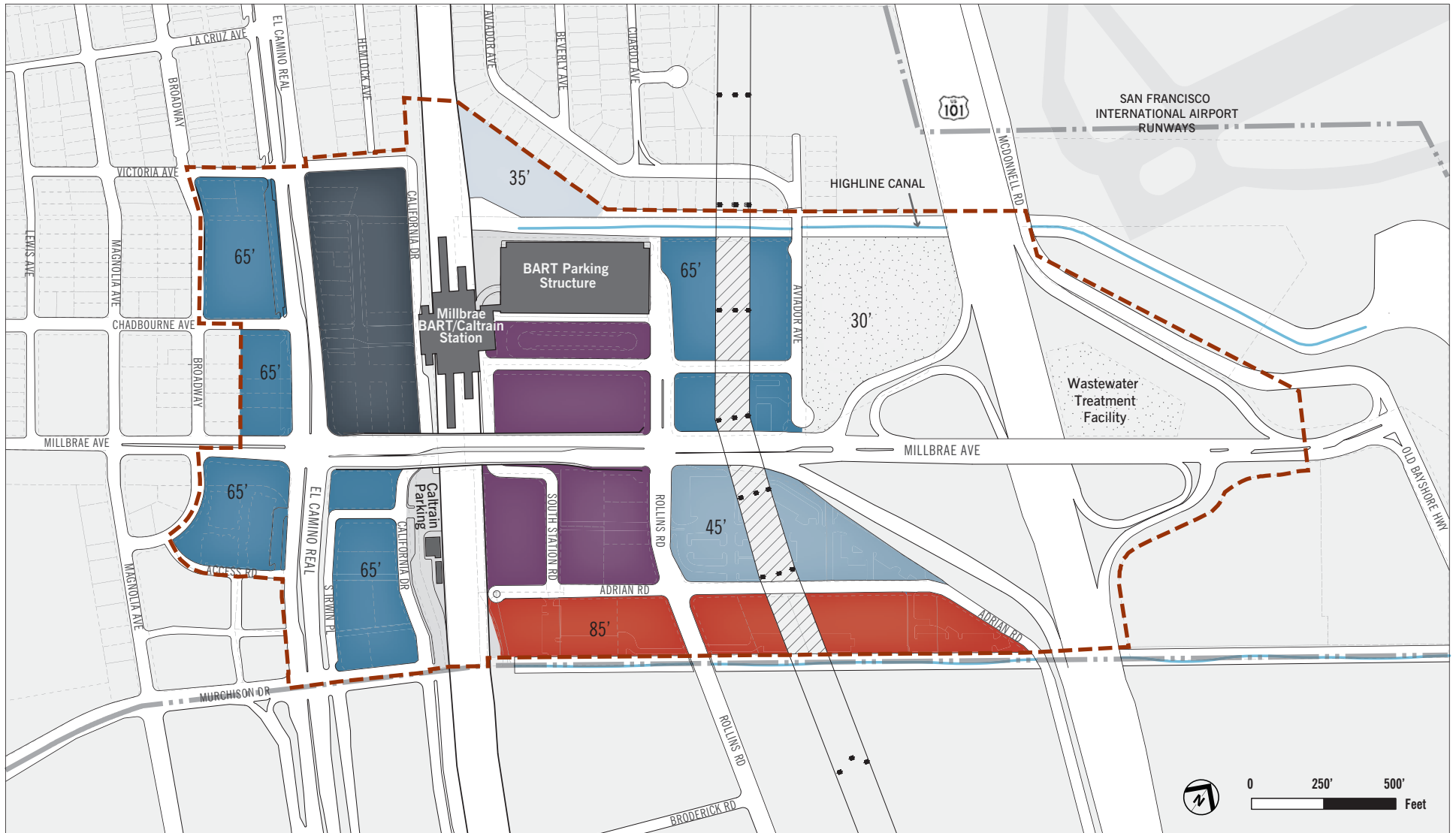
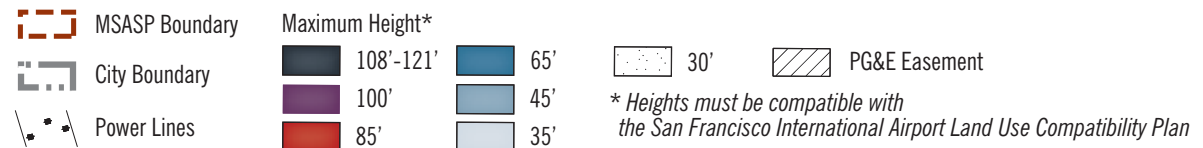
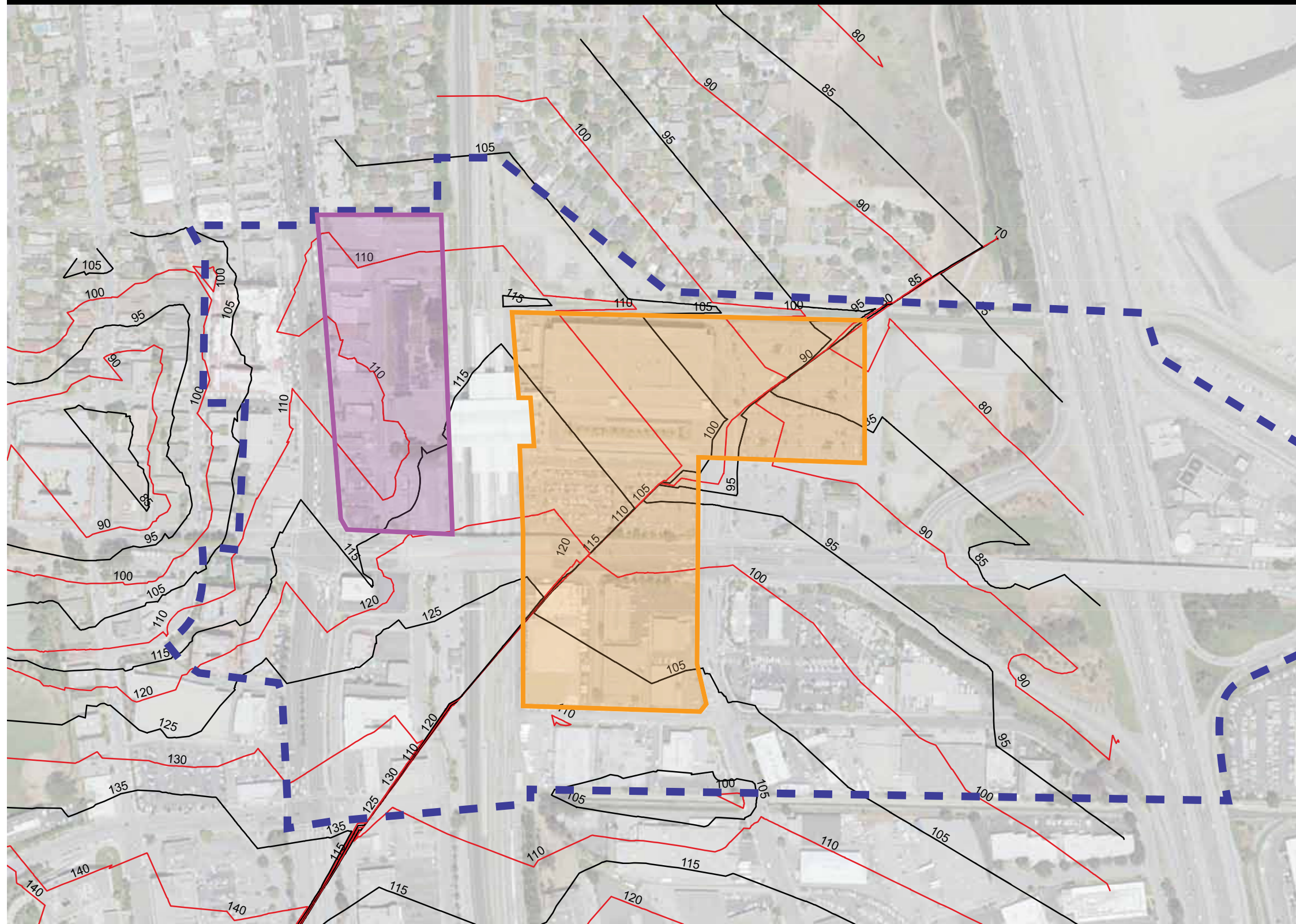


FIGURE 5-2. Height Limits



DIFFERENCE BETWEEN EXISTING GROUND ELEVATION AND LOWEST CRITICAL AERONAUTICAL SURFACE



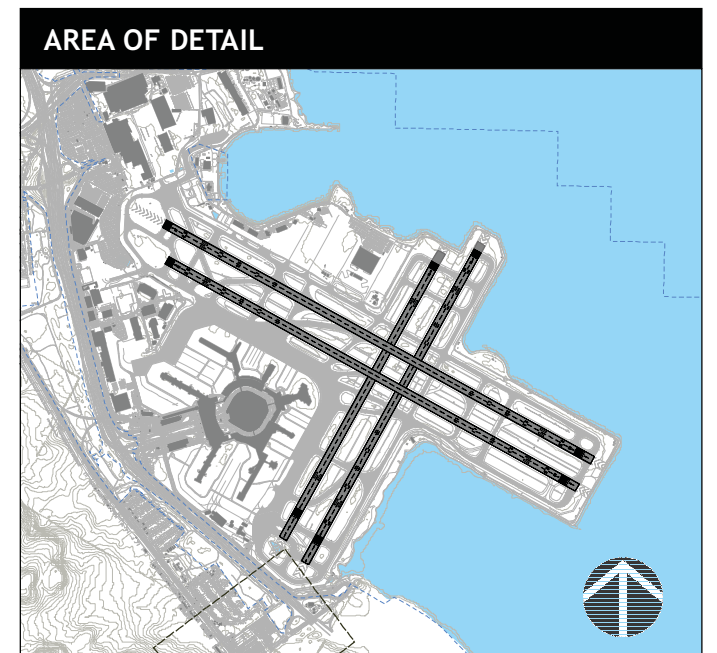
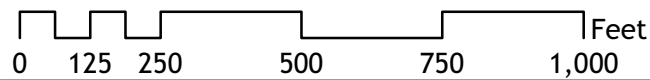
LEGEND

Difference Contours

- Every 5 feet
- Every 10 feet

Millbrae Station Area Specific Plan

- - - Specific Plan Boundary
- TOD#1 Site
- TOD#2 Site



SOURCES: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community; FAA OE/AAA; Millbrae Station Area Specific Plan Update draft; SFO Bureau of Planning and Environmental Affairs, July 2015.

FIGURE 1
Comparison of Existing Ground Elevation and Critical Air Surface
Airport Land Use Compatibility Analysis
San Francisco International Airport

C/CAG AGENDA REPORT

DATE: September 24, 2015
TO: Airport Land Use Committee
FROM: Tom Madalena
SUBJECT: San Carlos Airport Comprehensive Airport Land Use Plan Consistency Review – City of Belmont, Marriot Springhill Suites Hotel Project

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the City of Belmont Marriot Springhill Suites Hotel Project is consistent with the applicable airport/land use policies and criteria contained in the 1996 *San Mateo County Comprehensive Airport Land Use Plan* for San Carlos Airport (SQL CLUP).

BACKGROUND

The City of Belmont has referred the Marriot Springhill Suites Hotel Project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the SQL CLUP. The project is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b).

The project includes the construction of a four-story 169-room hotel on a 3.39-acre lot located at the southeast corner of the intersection of Shoreway Road and Cormorant Drive. The hotel will include meeting room space, a lounge and bar, a buffet area, an exercise room, an outdoor swimming pool, and an outside patio. A surface parking lot for 169 vehicles is proposed for the hotel. Primary vehicular access to the site would be provided via a driveway along Cormorant Road directly across from the access point to the Nikon Precision, Inc. property. A second entrance would be provided at the northeast corner of the site from an existing parking aisle.

DISCUSSION

I. ALUCP Consistency Evaluation

There are three airport/land use compatibility issues addressed in SQL CLUP that relate to the proposed Marriot Springhill Suites Hotel Project. 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 SQL CLUP uses the CNEL (Community Noise Equivalent Level) 55 dB noise contours for determining land use compatibility. The Marriot Springhill Suites Hotel Project is located inside of

the CNEL 55 dB noise contour. However, the noise policies that apply to projects between the CNEL 55 dB and CNEL 60 dB noise contours do not apply to hotel/motel projects. Hotels/motels are considered compatible uses when located in noise contours that are less than CNEL 70 dB.

Based upon this analysis, the Marriot Springhill Suites Hotel Project is consistent with the SQL CLUP 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 SQL CLUP includes a safety zone (Approach Zone) and related land use compatibility policies and criteria. The safety zone configuration established for the SQL CLUP is located outside the municipal boundary of the City of Belmont. Therefore, the proposed Marriot Springhill Suites Hotel Project is consistent with the SQL CLUP safety policies.

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

The SQL CLUP 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 Carlos 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.

The City of Belmont is located inside of the 14 CFR Part 77 horizontal and conical imaginary surface contours. The parcel for the Marriot Springhill Suites Hotel Project is located within the horizontal surface contour. The height for the imaginary surface established for the horizontal contour is at 152 above mean sea level. The project parcel is located at 9-11 feet above mean sea level. The building will be constructed at a maximum height of 59 feet and with the addition of 11 feet the project will be at 70 above mean sea level which is well below the established imaginary surface of 152 feet above mean sea level. The Marriot Springhill Suites Hotel Project is consistent with the airspace criteria as established in the adopted SQL CLUP.

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>

ATTACHMENTS

- Attachment 1 – Marriot Springhill Suites Hotel Project Elevation
- Attachment 2 - San Carlos Airport Noise, Safety, and Airspace Protection Zones



West Elevation

Scale: 3/32" = 1'-0"

General Exterior Elevation Notes

1. Colors indicated on this drawing are approximate and will vary depending on printer/monitor display source. Refer to Colors and Materials Boards for true representation of all proposed finishes.
2. All landscaping indicated on this drawing is diagrammatic and intended only to convey a sense of general landscaped areas. Refer to actual Landscape Plan for all proposed landscaping.

Material/Finish Legend

Refer to Colors and Materials Boards for true representation of all proposed finishes.

- STC-2** Painted Smooth Stucco
- STC-2** Painted Smooth Stucco
- S-1** Stone Base
- GLZ-1** Glazing (Vision Glass)
- PS-1** Painted Metal
- CLP-1** Cementitious Lap Siding System
- CT-1** Ceramic Tile

Keynotes

Note: Not all keynotes listed apply to this particular sheet.

- 1** Porte Cochere.
- 2** Packaged Terminal Air Conditioning (PTAC) unit integral to window system. Color and finish to match aluminum windows.
- 3** Aluminum Metal Coping.
- 4** Internally Illuminated Channel Letter Signage.
- 5** Aluminum Storefront System.
- 6** Metal Awning
- 7** Spandrel Glass to Match Vision Glass



South Elevation

Scale: 3/32" = 1'-0"

- +59'-0" Stair
- +50'-9" T.O. PARAPET
- +36'-2" FOURTH FLOOR
- +25'-7" THIRD FLOOR
- +15'-0" SECOND FLOOR



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SPRINGHILL SUITES
BELMONT, California

JOB NO.
OT113
DATE
06/08/2015

DR-6



C/CAG AGENDA REPORT

DATE: September 24, 2015
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 San Carlos 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 San Carlos Airport.

FISCAL IMPACT

Funding for the preparation of the proposed Negative Declaration and Initial Study for the ALUCP for the environs of San Carlos 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 San Carlos 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 development. The displacement analysis revealed that there could be displacement of 447,891 square feet of retail space inside of Safety Zone 2 as a result of the implementation of the updated ALUCP for the Environs of San Carlos Airport. However, there is adequate land available outside of Safety Zone 2 to allow for this type of commercial development. Therefore this displacement would be considered a less than significant impact. 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 San Carlos 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 San Carlos Airport (state-mandated countywide plan) have been made available for public comment. Hard copies of the document were made available at the C/CAG office as well as the Redwood City, Foster City, Belmont and San Carlos libraries. 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://www.alucp-sancarlosairport.com/>). Staff published a legal notice on the availability of the document in the San Mateo County Times for the public hearings and published a second legal notice announcing the availability of the document for public review and comment which provided for a 30 day review period from August 17- September 15, 2015. The legal notice was also filed with the County clerk and posted to the project website.

Comments received on the proposed Negative Declaration and Initial Study:

Staff did not receive any comments on the proposed Negative Declaration and Initial Study during the public comment period.

A public hearing on the proposed Negative Declaration and Initial Study was held at the June 25, 2015 ALUC meeting and at the August 13, 2015 C/CAG Board of Directors meeting. Staff did not receive any comments from the public during the public hearing.

The final adoption of the ALUCP and the proposed Negative Declaration and Initial Study is scheduled for October 8, 2015.

ATTACHMENTS

- ALUCP Negative Declaration and Initial Study (available at <http://www.alucp-sancarlosairport.com/rpts.html>)

C/CAG AGENDA REPORT

DATE: September 24, 2015
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 San Carlos 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 ALUCP for the Environs of San Carlos Airport.

FISCAL IMPACT

Funding for the preparation of the ALUCP for the Environs of San Carlos 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) for the Environs of San Carlos 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 as well as the Redwood City, Foster City, Belmont and San Carlos libraries. The Draft Final document was also made available through the C/CAG website (www.ccag.ca.gov/) as well as the project website (<http://www.alucp-sancarlosairport.com/>). Staff published a legal notice on the availability of the document in the San Mateo County Times twice and posted it on the project website. The legal notice announced the availability of the document for public review and comment and provided for a 30 day review period from August 17- September 15, 2015.

A public hearing was held at the June 25, 2015 ALUC meeting and the August 13, 2015 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 San Carlos 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 San Carlos environs, baseline information about San Carlos 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 ALUCP.

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 2010 ALP for San Carlos Airport that was prepared for the County of San Mateo Department of Public Works Airport Division.

Comments received on the Draft Final ALUCP:

The Draft Final ALUCP was reviewed by the Project Advisory Team, the Airport Land Use Committee (ALUC) and the C/CAG Board of Directors prior to the release of the Draft Final for the public comment period. Revisions based on comments received prior to the comment period were incorporated into the Draft Final version released to the public for the public comment period from August 17th - September 15th. During the public comment period one letter was received. Responses to comments received are detailed in the Public Outreach Summary included as an attachment to this report.

The final adoption of the ALUCP is scheduled for October 8, 2015.

ATTACHMENTS

- Public Outreach Summary (available at <http://www.alucp-sancarlosairport.com/rpts.html>)
- Final ALUCP for the Environs of San Carlos Airport (available at <http://www.alucp-sancarlosairport.com/rpts.html>)