

C/CAG

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AIRPORT LAND USE COMMITTEE (ALUC)

AGENDA

Please Note Revised
Meeting Location

Date: October 25, 2018
Time: 4:00 p.m.
Place: **Burlingame Main Library – Upper Level Meeting Room**
480 Primrose Road
Burlingame, California

- | | | |
|--|--|---------|
| 1. Call to Order/Roll Call | Action
(Ortiz) | |
| 2. Public Comment on Items not on the Agenda | Limited to 2
minutes per
speaker | |
| 3. Approval of Minutes – May 24, 2018 | Action
(Ortiz) | Page 1 |
| 4. San Francisco International Airport Comprehensive
Airport Land Use Compatibility Plan Consistency
Review – City of Burlingame General Plan Update | Action
(Kalkin) | Page 3 |
| 5. 2019 ALUC Meeting Calendar | Action
(Kalkin) | Page 21 |
| 6. Member Comments/Announcements | Information | |
| 7. Items from Staff | Information | |
| 8. Adjournment – <i>Next regular meeting – January 24,
2019</i> | | |

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

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

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC PARTICIPATION: Public comment is limited to two minutes per speaker. 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
May 24, 2018

1. Call to Order

Chair Ortiz called the Airport Land Use Committee (ALUC) Meeting to order at 4:09 pm. Attendance sheet is attached.

2. Public Comment On Items Not On The Agenda

None

3. Minutes of the April 26, 2018 Meeting

Motion: Member O’Connell moved, and member Davis seconded, approval of the April 26, 2018 minutes. Motion carried unanimously (7-0).

4. SFO Airport Land Use Compatibility Plan Consistency Review – New Mixed-Use Development Project at 10 Park Plaza, Daly City (Westlake Shopping Center), including associated amendments to the General Plan and PD Zoning.

Susy Kalkin, C/CAG staff, presented the staff report, requesting the ALUC recommend that the C/CAG Board, acting as the Airport Land Use Commission, determine that the new Mixed-Use development project at 10 Park Plaza, Daly City (Westlake Shopping Center), including associated amendments to the General Plan and PD Zoning, is consistent with the SFO ALUCP.

Michael Strahs, Kimco Realty, the developer of the project, thanked staff and the Committee for their review and consideration of the project, and noted he was available for questions. Vice-Chair Collins asked for clarification on the distance of the project from SFO, which was reported back to be five or more miles from the airport. As an aside, Committee member O’Connell commented on flooding in the parking lot of the shopping center, noting the developer should address these issues as the project moves forward.

Committee member Masur made a motion to approve staff’s recommendation. The motion was seconded by Committee member Oliva, and carried unanimously (7-0).

5. Items from Staff

Staff noted that at its last meeting the C/CAG Board unanimously approved the ALUC’s recommendation finding the 111 San Bruno Avenue project conditionally consistent with the SFO ALUCP.

6. Adjournment

Chair Ortiz adjourned the meeting at 4:18 pm.

2018 C/CAG Airport Land Use Committee Attendance Report

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

X - Committee Member Attended
 Y – Designated Alternate Attended

Staff and guests in attendance for the May 24, 2018 meeting: Susy Kalkin, Sara Muse, Richard Newman, Project Applicant Michael Strahs (Kimco Realty), Bert Ganoung (Aircraft Noise Abatement Office Manager)

C/CAG AGENDA REPORT

Date: October 25, 2018
To: Airport Land Use Committee
From: Susy Kalkin
Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of Burlingame General Plan Update

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

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 proposed policies and provisions contained in the City of Burlingame General Plan Update are consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP) subject to the following conditions:

1. Amend language of the following draft General Plan Policies, as shown in double underline/strikeout, to more clearly reflect the policies of the SFO ALUCP:

a. CS-4.9: Airport Disclosure Notices

~~Require that all new development within an airport defined over flight zone provide deed notices disclosing airport over flights and noise upon transfer of title to residents and property owners~~ comply with the real estate disclosure requirements of state law. Section 11010 of the Business and Professions Code requires people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property (Cal. Bus. and Prof. Code Section 110010(b)(13). The law requires that, if the property is within an “airport influence area” designated by the airport land use commission, the following statement must be included in the notice of intention to offer the property for sale:

Notice of Airport in Vicinity

This property is presently located in the vicinity of an airport, within what is known as an 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. CS-8.3 Airport Land Use Commission Review
Ensure all applicable plans, ordinances, and development applications are reviewed by the City/County Association of Governments Board of Directors, acting as the ~~for~~ San Mateo County's Airport Land Use Commission, for a determination of consistency with the most current Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, as required by State law.
2. **Add a new policy to the Community Safety Element Noise Section to reflect the requirements of SFO ALUCP Policy NP-3 Grant of Avigation Easement, specifically acknowledging the applicability, timing and content of an avigation easement.**
3. **Amend Policy CS-5.4 to reflect adherence to the requirements of SFO ALUCP Policy AP-4 Other Flight Hazards.**

BACKGROUND

The City of Burlingame has recently completed a draft General Plan update. Since the entire city is located within Airport Influence Area (AIA) B for San Francisco International Airport, the area subject to formal CCAG/ALUC review, consistent with the requirements of California Public Utilities Code Section 21676(b), the City of Burlingame has referred its General Plan Update to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

DISCUSSION

SFO ALUCP Consistency Evaluation

The SFO ALUCP includes policies regarding establishment of: A) an Airport Influence Area, with related real estate disclosure requirements and Airport Land Use Commission review authority; B) noise compatibility policies and criteria; C) safety policies and criteria; and D) airspace protection policies. The following sections briefly summarize these policies and describe how the Burlingame General Plan addresses each.

- A) **Airport Influence Area** – The SFO ALUCP contains policies related to two Airport Influence Areas (AIAs), Area A and Area B. AIA A identifies an area where real estate disclosure requirements exist to identify proximity to SFO and potential annoyances or inconveniences that may result. AIA B is the project referral area, requiring formal action by the Airport Land Use Commission.

The draft Burlingame General Plan includes the following related policies:

“CS-4.9: Airport Disclosure Notices

Require that all new development within an airport-defined over-flight zone provide deed notices disclosing airport over-flights and noise upon transfer of title to residents and property owners.”

“CS-8.3: Airport Land Use Commission Review

Ensure all applicable plans, ordinances, and development applications are reviewed by the City/County Association of Governments for San Mateo County’s Airport Land Use Commission, as required by State law.”

CCAG/ALUC staff, in consultation with SFO Planning Staff and City of Burlingame staff, recommends the following language edits (shown in double underline/strikeout) to these draft policies to more clearly reflect the policies of the SFO ALUCP:

CS-4.9: Airport Disclosure Notices

Require that all new development ~~within an airport defined over-flight zone provide deed notices disclosing airport over-flights and noise upon transfer of title to residents and property owners~~ comply with the real estate disclosure requirements of state law. Section 11010 of the Business and Professions Code requires people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property (Cal. Bus. and Prof. Code Section 110010(b)(13). The law requires that, if the property is within an “airport influence area” designated by the airport land use commission, the following statement must be included in the notice of intention to offer the property for sale:

Notice of Airport in Vicinity

This property is presently located in the vicinity of an airport, within what is known as an 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.

CS-8.3 Airport Land Use Commission Review

Ensure all applicable plans, ordinances, and development applications are reviewed by the City/County Association of Governments Board of Directors, acting as the for San Mateo County’s Airport Land Use Commission, for a determination of consistency with the most current Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, as required by State law.

- B) Noise Policy Consistency Analysis** – The SFO ALUCP contains Noise Compatibility Policies, which establish noise compatibility zones (defined by the CNEL 65, 70 and 75 dB contours), define land use compatibility criteria within these zones, and determine circumstances where the granting of an aviation easement is required.

The draft Burlingame General Plan includes the following airport noise related policies:

CS-4.7: Airport and Heliport Noise

Monitor noise impacts from aircraft operations at San Francisco International Airport and Mills-Peninsula Medical Center, and implement applicable noise abatement policies and procedures as outlined in the Airport Noise Ordinance and Airport Land Use Compatibility Plan.

CS-4.8: Airport Noise Evaluation and Mitigation

Require project applicants to evaluate potential airport noise impacts if the project is located within the 60 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan). All projects shall be required to mitigate impacts to comply with the interior and exterior noise standards established by the Airport Land Use Compatibility Plan

These policies, together with the revised policy CS-8.3 generally address the Noise Compatibility Policies of the SFO ALUCP. However, since the General Plan is proposing a new land use designation, Live/Work, a portion of which is impacted by the 65dB CNEL noise contour (as shown on Attachment 3), it is recommended that a specific policy be added to address Avigation Easement requirements, as follows:

Add a new policy to the Community Safety Element Noise Section to reflect the requirements of SFO ALUCP Policy NP-3 Grant of Avigation Easement, specifically acknowledging the applicability, timing and content of an avigation easement.

C) Safety Policy Consistency Analysis – The SFO ALUCP includes five sets of safety zones and sets forth compatibility criteria for each of these zones. As shown on Attachment 4, portions of Burlingame lie within Safety Zones 2, 3 and 4.

The draft Burlingame General Plan contains the following policy broadly addressing both safety and air space protection:

“CS-8.1: Land Use Safety Compatibility and Airspace Protection Criteria

Consider all applicable Federal statutes (including 49 U.S.C. 47107), Federal regulations (including 14 Code of Federal Regulations 77 et seq.), the Federal Aviation Administration (FAA) Airport Compliance Manual, FAA Advisory Circulars, other forms of written guidance, and State law with respect to criteria related to land use safety and airspace protection when evaluating development applications within the Airport Influence Area of the San Francisco International Airport and Mill-Peninsula Medical Center helipad.”

D) Airspace Protection Policy Consistency Analysis – 14 Code of Federal Regulations (CFR) Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*, governs the FAA’s review of proposed construction exceeding certain height limits, defines airspace obstruction criteria, and provides for FAA aeronautical studies of proposed construction. Airspace Protection policies in the SFO ALUCP require compliance with these requirements.

As noted above, the draft Burlingame General Plan includes Policy CS-8.1, which specifically cites these requirements.

The SFO ALUCP also contains an additional policy to reflect the need to review land uses with specific characteristics that might affect aircraft operations.

AP-4 OTHER FLIGHT HAZARDS ARE INCOMPATIBLE

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

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

(f) Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, *Waste Disposal Sites On or Near Airports*, FAA Advisory Circular 150.5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, and any successor or replacement orders or advisory circulars. Exceptions to this policy are acceptable for wetlands or other environmental mitigation projects required by ordinance, statute, court order, or Record of Decision issued by a federal agency under the National Environmental Policy Act.

The draft Burlingame General Plan contains the following policy, that as written may conflict with policy AP-4.

Policy CS-5.4: Wetland Buffer

Identify setback areas and parklands suitable for creation of a wetland buffer, and require new developments in the Bayfront area to assist in restoring wetlands areas.

Therefore, it is recommended that Policy CS-5.4 be amended to reflect the additional need to comply with the requirements of SFO ALUCP Policy AP-4 Other Flight Hazards.

Subject to the recommended language modifications and additions, the draft Burlingame General Plan would be consistent with the provisions of the SFO ALUCP.

ATTACHMENTS

1. Application materials from Burlingame
2. Comment letter from SFO Planning Director
3. Land Use Plan w/ Noise contour
4. SFO ALUCP Exh IV-9 Safety Zones



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

APPLICANT INFORMATION

Agency: **City of Burlingame**

Project Name: **General Plan Update**

Address: **Citywide**

APN: **N/A**

City: **Burlingame**

State: **CA**

ZIP Code: **94010**

Staff Contact: **Kevin Gardiner**

Phone: **650-558-7253**

Email: **kgardiner@burlingame.org**

PROJECT DESCRIPTION

Comprehensive update of the City of Burlingame General Plan.

The Draft General Plan may be downloaded at www.burlingame.org/generalplan.

REQUIRED PROJECT INFORMATION

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

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

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

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

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

Additional information For Development Projects:

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

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

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

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

**Application for Land Use Consistency Determination
City of Burlingame General Plan Update
Required Project Information**

- 1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):**

A number of goals, policies and programs applicable to Noise, Safety, and Airspace Protection are included in the Draft General Plan Community Safety Element:

Goal CS-4: Protect residents and visitors to Burlingame from excessive noise and disruptive ground vibration.

Policy CS-4.7: Airport and Heliport Noise

Monitor noise impacts from aircraft operations at San Francisco International Airport and Mills-Peninsula Medical Center, and implement applicable noise abatement policies and procedures as outlined in the Airport Noise Ordinance and Airport Land Use Compatibility Plan.

Policy CS-4.8: Airport Noise Evaluation and Mitigation

Require project applicants to evaluate potential airport noise impacts if the project is located within the 60 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan). All projects shall be required to mitigate impacts to comply with the interior and exterior noise standards established by the Airport Land Use Compatibility Plan.

Policy CS-4.9: Airport Disclosure Notices

Require that all new development within an airport-defined over-flight zone provide deed notices disclosing airport over-flights and noise upon transfer of title to residents and property owners.

Goal CS-8: Minimize the community's exposure to aircraft safety hazards associated with San Francisco International Airport and Mills-Peninsula Medical Center.

CS-8.1: Land Use Safety Compatibility and Airspace Protection Criteria

Consider all applicable Federal statutes (including 49 U.S.C. 47107), Federal regulations (including 14 Code of Federal Regulations 77 et seq.), the Federal Aviation Administration (FAA) Airport Compliance Manual, FAA Advisory Circulars, other forms of written guidance, and State law with respect to criteria related to land use safety and airspace protection when evaluating development applications within the Airport Influence Area of the San Francisco International Airport and Mill-Peninsula Medical Center helipad.

CS-8.2: Airport Land Use Compatibility Plan

Require development projects within the Airport Influence Area designated in the Airport Land Use Compatibility Plan of the San Francisco International Airport to comply with all applicable Federal statutes (including 49 U.S.C. 47107), Federal regulations (including 14 Code of Federal Regulations 77 et seq.), the FAA's Airport Compliance Manual, FAA Advisory Circulars, other forms of written guidance, and State law with respect to criteria related to land use safety and airspace protection.

CS-8.3: Airport Land Use Commission Review

Ensure all applicable plans, ordinances, and development applications are reviewed by the City/County Association of Governments for San Mateo County's Airport Land Use Commission, as required by State law.

2. Real Estate Disclosure requirements related to airport proximity

Draft General Plan Policy CS-4.9 (Airport Disclosure Notices) requires that all new development within an airport-defined over-flight zone provide deed notices disclosing airport over-flights and noise upon transfer of title to residents and property owners.

3. Any related environmental documentation (electronic copy preferred)

A Draft Environmental Impact Report (DEIR) has been prepared for the Draft General Plan. The DEIR may be downloaded at https://www.envisionburlingame.org/app_pages/view/17.

Airport-related environmental issues are addressed in:

- Chapter 11 – Hazards and Hazardous Materials, pages 11-2 through 11-13
- Chapter 14 – Land Use and Planning, page 14-10
- Chapter 15 – Noise and Vibration, pages 15-6, pages 15-15 through 15-21, and pages 15-49 through 15-50.

future noise contours for Burlingame and key areas were noise is anticipated to be an issue currently or in the future.

Vibration concerns are like noise concerns because excessive or prolonged exposure to vibration can result in adverse health impacts. In Burlingame, train operations produce vibrations that affect properties along the rail line.

The following goal and policies aim to minimize human exposure to excessive noise by evaluating noise exposure risks, planning placement of new land uses in consideration of the noise environment, and incorporating appropriate mitigation measures on a project-by-project basis.

Goal CS-4: Protect residents and visitors to Burlingame from excessive noise and disruptive ground vibration.

CS-4.1: Locating Noise-sensitive Uses

Locate noise-sensitive uses such as homes, schools, hospitals, libraries, religious institutions and convalescent homes away from major sources of noise. [DR]

CS-4.2: Residential Noise Standards

Require the design of new residential development to comply with the following noise standards:

- The maximum acceptable interior noise level for all new residential units (single-family, duplex, mobile home, multi-family, and mixed use units) shall be an Ldn of 45 dB with windows closed.
- For project locations that are primarily exposed to noise from aircraft, Caltrain, and BART operations, the maximum instantaneous noise level in bedrooms shall not exceed 50dB(A) at night (10:00 P.M. to 7:00 A.M.), and the maximum instantaneous

noise level in all interior rooms shall not exceed 55dB(A) during the day (7:00 am to 10:00 pm) with windows closed.

CS-4.3: Office Noise Level Standards

Require the design of new office developments and similar uses to achieve a maximum interior noise standard of 45dBA Leq (peak hour). [DR]

CS-4.4: Motel, Hotel, Nursing Home and Hospital Noise Standards

Require the design of new motels, hotels, nursing homes, hospitals and other similar uses to comply with the following noise standards:

- The maximum acceptable interior noise level for sleeping areas shall be an Ldn of 45 dB with windows closed.
- For project locations that are primarily exposed to aircraft, Caltrain and BART noise, the maximum instantaneous noise level in sleeping areas shall not exceed 50dB(A) at night (10:00 P.M. to 7:00 A.M.) and 55dB(A) during the day (7:00 A.M. to 10:00 P.M.) with windows closed. [DR]

CS-4.5: Noise Mitigation and Urban Design

Consider the visual impact of noise mitigation measures; require solutions that do not conflict with urban design goals and policies included in the General Plan. [DR]

CS-4.6: Freeway Sound Walls

Coordinate with Caltrans to ensure new sound walls and landscaping strips are attractive along State Route 101 to protect adjacent areas from excessive freeway noise in conjunction with any new freeway project. [AC]

CS-4.7: Airport and Heliport Noise

Monitor noise impacts from aircraft operations at San Francisco International Airport and Mills-Peninsula Medical Center, and implement applicable noise abatement policies and procedures as outlined in the

Airport Noise Ordinance and Airport Land Use Compatibility Plan.
[AC/DR]

CS-4.8: Airport Noise Evaluation and Mitigation

Require project applicants to evaluate potential airport noise impacts if the project is located within the 60 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan). All projects shall be required to mitigate impacts to comply with the interior and exterior noise standards established by the Airport Land Use Compatibility Plan. [AC/DR]

CS-4.9: Airport Disclosure Notices

Require that all new development within an airport-defined over-flight zone provide deed notices disclosing airport over-flights and noise upon transfer of title to residents and property owners. [DR]

CS-4.10: Construction Noise Study

Require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on those uses consistent with Municipal Code provisions. [DR]

CS-4.11: Train Noise

Require that all new development within 1,000 feet of the rail line to provide deed notices disclosing noise impacts upon transfer of title to residents and property owners. [DR]

CS-4.12: Vibration Impact Assessment

Require a vibration impact assessment for proposed projects in which heavy-duty construction equipment would be used (e.g., pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, require all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur. [DR]

The following goal and policies address airport and heliport safety, land use compatibility, and interagency coordination related to aircraft operations.

Goal CS-8: Minimize the community’s exposure to aircraft safety hazards associated with San Francisco International Airport and Mills-Peninsula Medical Center,

CS-8.1: Land Use Safety Compatibility and Airspace Protection Criteria

Consider all applicable Federal statutes (including 49 U.S.C. 47107), Federal regulations (including 14 Code of Federal Regulations 77 et seq.), the Federal Aviation Administration (FAA) Airport Compliance Manual, FAA Advisory Circulars, other forms of written guidance, and State law with respect to criteria related to land use safety and airspace protection when evaluating development applications within the Airport Influence Area of the San Francisco International Airport and Mill-Peninsula Medical Center helipad. [DR]

CS-8.2: Airport Land Use Compatibility Plan

Require development projects within the Airport Influence Area designated in the Airport Land Use Compatibility Plan of the San Francisco International Airport to comply with all applicable Federal statutes (including 49 U.S.C. 47107), Federal regulations (including 14 Code of Federal Regulations 77 et seq.), the FAA’s Airport Compliance Manual, FAA Advisory Circulars, other forms of written guidance, and State law with respect to criteria related to land use safety and airspace protection. [AC/DR]

CS-8.3: Airport Land Use Commission Review

Ensure all applicable plans, ordinances, and development applications are reviewed by the City/County Association of Governments for San Mateo County’s Airport Land Use Commission, as required by State law. [AC/MP/DR]

San Francisco International Airport

October 16, 2018

Susy Kalkin, Transportation Program Specialist
 C/CAG – City/County Association of Governments of San Mateo County
 555 County Center, Fifth Floor
 Redwood City, CA 94063

Subject: City of Burlingame Application for Land Use Consistency Determination for Envision Burlingame- Burlingame General Plan Update

Dear Ms. Kalkin:

San Francisco International Airport (Airport) appreciates the opportunity to review and comment on the City of Burlingame's application for Land Use Consistency Determination for Envision Burlingame – Burlingame General Plan Update (Draft, August 2017), submitted to the City/County Association of Governments of San Mateo County (C/CAG) acting in its capacity as the Airport Land Use Commission (ALUC). There are three policies in the Community Safety Element of the General Plan Update that as proposed are inconsistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (CALUCP, October 2012).

Policy CS-4.9 Airport Disclosure Notices

Require that all new development within an airport-defined over-flight zone provide deed notices disclosing airport over-flights and noise upon transfer of title to residents and property owners.

The Airport recommends that Policy CS-4-9, to be consistent with Airport Influence Area (AIA) IP-1 Airport Influence Area A – Real Estate Disclosure Area, of the CALUCP, should read:

Require that all new development, the real estate disclosure requirements of state law apply. Section 11010 of the Business and Professions Code requires people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property (Cal. Bus. And Prof. Code Section 11010(b)(13). The law requires that, if the property is within an "airport influence area" designated by the airport land use commission, the following statement must be included in the notice of intention to offer the property for sale:

Notice of Airport in Vicinity

This property is presently located in the vicinity of an airport, within what is known as an airport influence areas. 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.

Policy CS-5.4: Wetland Buffer

Identify setback areas and parklands suitable for creation of a wetland buffer, and require new developments in the Bayfront area to assist in restoring wetlands areas.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

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IVAR C. SATERO
AIRPORT DIRECTOR

Wetlands are attractive to many types of wildlife, including many which rank high on the list of species that pose a hazard to safe aircraft operations at Airports. Locating new wetlands in close proximity to the Airport poses wildlife hazards to arriving and departing aircraft. A policy recommending creation of wetlands would be inconsistent with the CALUCP, AP-4 Other Flight Hazards are Incompatible, which states, "...(f) Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, *Waste Disposal Sites On or Near Airports*, FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, and any successor or replacement orders or advisory circulars. Exceptions to this policy are acceptable for wetlands or other environmental mitigation projects required by ordinance, statute, court order, or Record of Decision issued by a federal agency under the National Environmental Policy Act. (CALUCP, Page IV-59, October 2012)

Policy CS-8.3: Airport Land Use Commission Review

Ensure all applicable plans, ordinances, and development applications are reviewed by the City/County Association of Governments for San Mateo County's Airport Land Use Commission as required by State law.

The Airport recommends that Policy CS-8.3 should be revised to clearly state that the Airport Land Use Commission review is to determine whether the proposed action is consistent or not consistent with the Airport Land Use Compatibility Plan (ALUCP), with the Airport Land Use Commission (C/CAG Board) Consistency Determination Process (CALUCP, GP- 12, page III-15, October 2012).

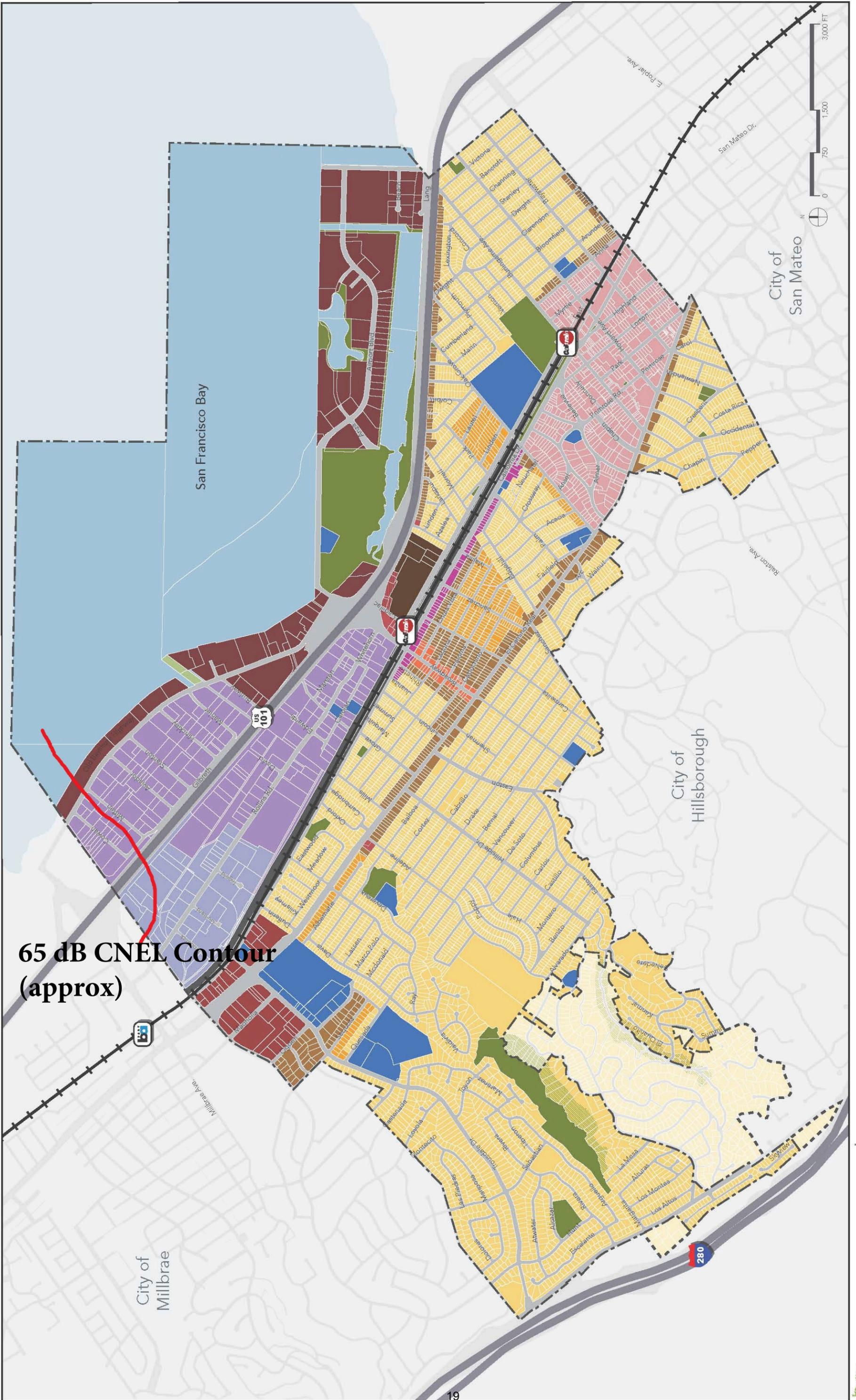
The Airport appreciates ALUC's consideration of these comments. If I can be of assistance as ALUC considers Burlingame's application for Land Use Consistency Determination for the Burlingame General Plan Update, please do not hesitate to contact me at (650) 821-7867 or at john.bergener@flysfso.com.

Sincerely,



John Bergener
Airport Planning Director
San Francisco International Airport
Bureau of Planning and Environmental Affairs

cc: Kevin Gardiner, Community Development Director, Burlingame
Nixon Lam, SFO BPEA, Environmental Affairs Manager



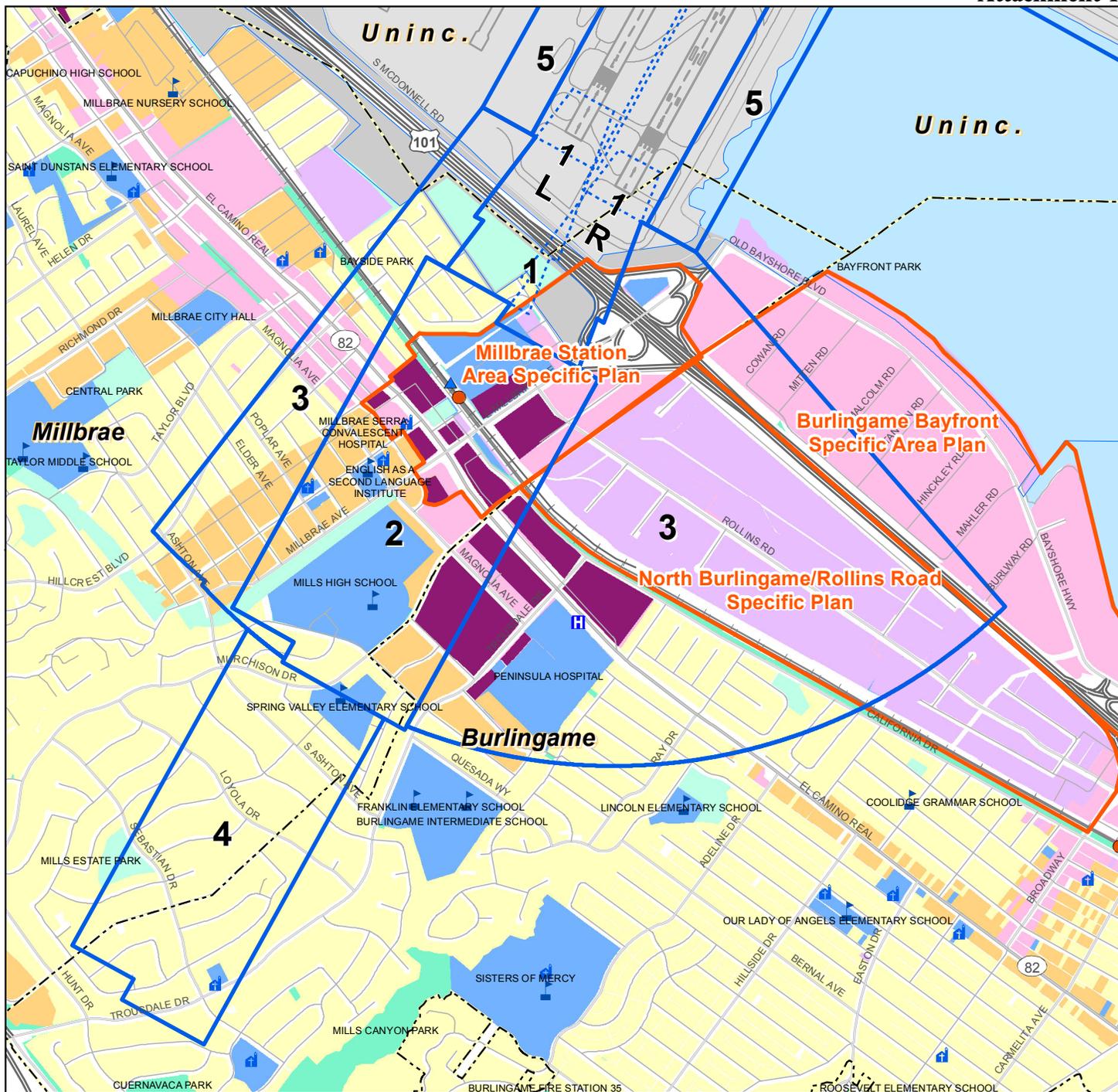
65 dB CNEL Contour (approx)

Burlingame General Plan
Division
Figure CC-1 Land Use Plan

- Low Density Residential
- Medium Density Residential
- High Density Residential
- California Mixed Use
- North Burlingame Mixed Use
- Broadway Mixed Use
- Downtown Specific Plan
- Live/Work
- Innovation Industrial
- Public/Institutional
- Baylands
- Rail Corridor
- Parks and Recreation
- Open Space Easement
- Open Space Easement-SOI
- Multi-family Residential
- Multi-family Residential Overlay
- SOI

City
 SOI

Scale: 0, 750, 1,500, 3,000 FT



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

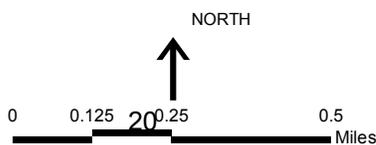
- Municipal Boundary
- Railroad
- Freeway
- Major Road
- Road

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



C/CAG AGENDA REPORT

DATE: October 25, 2018
TO: Airport Land Use Committee
FROM: Susy Kalkin
SUBJECT: Review and Approval of ALUC Meeting Calendar - 2019

RECOMMENDATION

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) review and approve the meeting calendar for 2019.

BACKGROUND/ DISCUSSION

The C/CAG Airport Land Use Committee (ALUC) annually considers and approves a meeting schedule for the year. Regular ALUC meetings are held on the fourth Thursday of the month, beginning at 4PM. The meetings have typically been held in the Burlingame Council Chambers, but staff has been unable to confirm the availability of the room as of the date of staff report distribution. Below is a tentative schedule for the Committee's consideration.

January 24, 2019
February 21, 2019
March 21, 2019
April 25, 2019
May 23, 2019
June 27, 2019
July 25, 2019
August 22, 2019
September 26, 2019
October 24, 2019
November – no mtg
December – no mtg

If needed, special meetings and workshops can be scheduled with appropriate special noticing.