

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

AIRPORT LAND USE COMMITTEE (ALUC)

AGENDA

Date: April 25, 2019
Time: 4:00 p.m.
Place: Burlingame City Hall - Council Chambers
501 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 – January 24, 2019 | Action
(Ortiz) | Page 1 |
| 4. | San Francisco International Airport Land Use Compatibility Plan Consistency Review – Mills Park Center, 601-799 El Camino Real, San Bruno, including Rezoning, Planned Development Permit and related entitlements to allow construction of two five-story mixed use commercial/residential buildings on a 5.38 acre parcel along the west side of El Camino Real, south of San Bruno Avenue. | Action
(Kalkin) | Page 5 |
| 5. | San Carlos Airport Land Use Compatibility Plan Consistency Review – Mixed Use Live/Work Zoning and General Plan Amendment, Redwood City | Action
(Kalkin) | Page 21 |
| 6. | Presentation on the Airport Development Plan for San Francisco International Airport | Information
(SFO Staff) | |
| 7. | Member Comments/Announcements | Information | |
| 8. | Items from Staff | Information | |
| 9. | Adjournment – <i>Next regular meeting – May 23, 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
January 24, 2019

1. Call to Order/Roll Call

As neither the Chair nor Vice-Chair was present, Committee member Masur called the meeting to order at 4:04 pm. With a quorum present, it was requested that the Committee select a Chair Pro Tem for the meeting. Motion: Member O'Connell moved, and member Ford seconded, selection of Committee member Masur as Chair Pro Tem. Motion carried unanimously (8-0).

Attendance sheet is attached.

2. Public Comment On Items Not On The Agenda

None

3. Minutes of the October 25, 2018 Meeting

Motion: Member O'Connell moved, and member Oliva seconded, approval of the October 25, 2018 minutes. Motion carried unanimously (8-0).

*Chair Ortiz arrived at 4:07 and assumed his position as chair.

4. San Francisco International Airport Land Use Compatibility Plan Consistency Review – City of San Bruno, 500 Sylvan Avenue Residential Development, including related Rezoning and Planned Development Permit.

Susy Kalkin, C/CAG staff, presented the staff report.

Committee members expressed concerns about noise impacts, noting the site is close to the 65 dB CNEL noise contour. They questioned whether an aviation easement would be required. Staff explained that the SFO ALUCP directed that aviation easements be required only where sites were located within the 65 dB CNEL contour, but that real estate disclosure would be required. Committee members discussed having staff send either a letter or note to San Bruno expressing their noise concerns.

Motion: Member Oliva moved, and member Masur seconded approval of the item subject to staff sending a memo to the City of San Bruno noting the Committee's concerns with noise impacts on future residents. Motion carried unanimously (9-0).

5. Election of Officers for Calendar Year 2019

Committee Member O'Connell made a motion to elect Member Ortiz as the Chair for 2019. Motion was seconded by Member Oliva, and carried unanimously (9-0).

Committee member O'Connell made a motion to elect Member Masur as Vice-Chair for

2019. Motion was seconded by Member Ford, and carried unanimously (9-0).

6. Member Comments/Announcement

Committee member O’Connell asked when the SFO ALUCP will be updated. Staff noted that it would likely be soon after SFO completed its Long Range Development Plan. John Bergener, SFO, noted that the plan was well underway, and was expected to be completed late 2019/early 2020. It was requested that Mr. Bergener present an overview of the Plan at the next ALUC meeting.

7. Items from Staff

None

8. Adjournment

The meeting was adjourned at 4:20 pm.

DRAFT

2019 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Jan 2019				
Terry O'Connell	City of Brisbane	X				
Ricardo Ortiz	City of Burlingame	X (arrived 4:07)				
Roderick Daus-Magbual	City of Daly City					
Sanjay Gehani	City of Foster City					
Adam Eisen	City of Half Moon Bay					
Ann Oliva	City of Millbrae	X				
Shelly Masur	City of Redwood City	X				
Laura Davis	City of San Bruno	X				
Adam Rak	City of San Carlos	Y				
Warren Slocum	County of San Mateo and Aviation Representative					
Mark Nagales	City of South San Francisco	X				
Carol Ford	Aviation Representative	X				
Dave Williams	Half Moon Bay Airport Pilots Association	X				

X - Committee Member Attended
Y – Designated Alternate Attended

Staff and guests in attendance for the Jan. 24, 2019 meeting: Susy Kalkin, Sara Muse, Richard Newman, John Bergener – SFO Planning, Brian Branscomb.

C/CAG AGENDA REPORT

Date: April 25, 2019

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review - Mills Park Center, 601-799 El Camino Real, San Bruno, including Rezoning, Planned Development Permit and related entitlements to allow construction of two five-story mixed use commercial/residential buildings on a 5.38 acre parcel along the west side of El Camino Real, south of San Bruno Avenue.

(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 Mills Park Center Project, including Rezoning, Planned Development Permit and related project entitlements, 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), subject to the following conditions:

1. Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA, and provide to the City of San Bruno an FAA determination of no hazard to air navigation.
2. The City of San Bruno shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.

DISCUSSION

The Mills Park Center Project (“Project”) includes the demolition of existing improvements on the project site at 601-799 El Camino Real, merger of 27 parcels totaling 5.38 acres into two lots, and construction of a five-story (70 ft. tall) mixed use building on each lot: Building A includes 41,600 sq. ft. of ground floor commercial and 182 residential units, and Building B includes 12,600 sq. ft. of ground floor commercial with 243 residential units above.

Among other project entitlements, the property is proposed to be rezoned from Low-Density Residential (R-2) to a Planned Development District (P-D). Additionally, in accordance with the City of San Bruno’s requirements, projects in a P-D District must be developed and utilized in accordance with an approved P-D Development Plan. Accordingly, a Planned Development Permit is required to ensure the proposed development conforms to the provision of that Development Plan.

California Government Code Section 65302.3 states that a local agency General Plan, Zoning Ordinance 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 San Bruno has referred the subject zoning amendment to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

I. ALUCP Consistency Evaluation

Three sets of airport/land use compatibility policies in the SFO ALUCP relate to the Project: (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, as depicted on Attachment 2. Since the Project is located outside of the 65dB CNEL noise contour, the noise policies would not apply, and therefore the Project would be consistent with the noise compatibility policies of the SFO ALUCP.

(b) Safety Policy Consistency Analysis

Runway Safety Zones - The SFO ALUCP includes five sets of safety zones and related land use compatibility policies and criteria. However, as shown on Attachment 3, the Project is located outside of the safety zones established in the SFO ALUCP, and therefore the safety policies and criteria do not apply to this proposed policy action.

(c) Airspace Protection Policy Consistency Analysis

Building Heights – Pursuant to the SFO ALUCP, airspace protection compatibility of proposed land uses within its Airport Influence Area (AIA) is evaluated in accordance with the following criteria: (1) 14 Code of Federal Regulations Part 77 (FAR Part 77) *Safe, Efficient Use and Preservation of the Navigable Airspace*, which establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces.

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the airspace protection surfaces map (FAR Part 77 map) or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

The Project includes two new structures, both of which are 70 feet tall, with architectural elements that may extend an additional 10 feet. With a ground elevation of approximately 41-48 feet above mean sea level (MSL), the overall height of the project is about 121-128’ above MSL. As shown on Attachment 4, the height for the imaginary surface established for the horizontal surface at the project location is 163.2 feet above MSL, so the structure heights would be well below the limit. Moreover, SFO Planning staff reviewed the proposal and with more refinement determined the

project to be 98 feet or more below the critical airspace. However, as shown on the Attachment 5, the Project is located in an area that requires FAA notification for projects greater than 30 feet tall. Accordingly, the following condition of approval is included:

- Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA, and provide to the City of San Bruno an FAA determination of no hazard to air navigation.

II. Airport Influence Area A – Real Estate Disclosure Area

(a) Overflight Notification

The Project site is located within the Airport Influence Area (AIA) of SFO, the real estate disclosure area. Pursuant to Policy IP-1, notification is required, prior to sale or lease of property located within the AIA, of the proximity of the airport and that therefore the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations.

As this disclosure requirement is not included in the application materials, the following condition is proposed:

- The City of San Bruno shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.

ATTACHMENTS

1. ALUCP application, together with related project description and plan set excerpts
2. SFO ALUCP Exh. IV-6 - Noise Compatibility Zones
3. SFO ALUCP Exh. IV-8 – Safety Compatibility Zones
4. SFO ALUCP Exh. IV-14 – 14 CFR Part 77 Airport Imaginary Surfaces - North
5. SFO ALUCP Exh IV-11 – FAA Notification Filing Requirements – North

Mills Park Center

Project Address: Mills Park Center (643 – 799 El Camino Real, 701- 751 Camino Plaza, 711 – 777 Kains Ave., 601 – 611 El Camino Real)

Assessor's Parcel Nos: 020-096-050, 020-096-060, 020-096-070, 020-096-080, 020-076-090, 020-076-100, 020-076-110, 020-076-120, 020-076-130, 020-076-160, 020-076-200, 020-076-220, 020-076-230, 020-076-240, 020-076-250, 020-076-260, 020-075-080, 020-075-090, 020-075-100, 020-075-110, 020-072-030, 020-072-040, 020-072-050, 020-072-060, 020-072-070, 020-072-320

Project Description: The applicant proposes to demolish the existing commercial shopping center known commonly as Mills Park Center and the adjacent vehicle storage lot located to the south of the site, and demolish the open vehicle storage lot located to the south of the shopping center and the commercial buildings located at 601 – 611 El Camino Real. The project would require the merger of 27 parcels into two lots, totaling 5.38 acres. Two five story, 70' tall mixed-use buildings would be constructed that would be separated by Kains Avenue. Total building square footage would amount to 904,252 gross square feet, which corresponds to a 3.86 FAR. The proposed site to the north is referred to as Parcel A and measures 2.42 acres. The site would be developed with Building A which would include 182 dwellings, made up of 12 studios, 117 one-bedroom units, and 53 two-bedroom units, an approximately 41,600 square foot grocery store, and 435 parking spaces. One hundred seventy of the parking spaces would be dedicated for the retail use. The proposed site to the south is Parcel B and measures 2.96 acres in area. The site would be developed with Building B which would include 243 dwelling units, made up of 20 studios, 154 one-bedroom units, and 69 two-bedroom units, approximately 12,600 sq. ft. of retail space divided among two commercial spaces on the corners, and 426 parking spaces. Fifty three of the parking spaces would be for the retail use. Residential parking for both buildings would be provided at 1 space per bedroom in the shared underground parking garage located beneath each building with direct access from El Camino Real (retail and apartments), Kains Avenue (apartments only), and White Way (apartments only).

The primary building entrances are located along the El Camino Real and San Bruno Avenue frontages. Private direct access is provided from all of the underground parking areas. The permanent on-site leasing office is located in Building B along its El Camino Real frontage near the retail corner.

The tallest portions of the buildings would be located along the major corridor streets of El Camino Real and San Bruno Avenue West, transitioning to a two- to three-story building along both White Way and Linden Avenues to address the abutting low-density residential neighborhood to the west. The portion of the project on Linden Avenue in Building B would have the appearance and scale of townhouses with a landscaped front yard.

The project proposes to realign Kains Avenue and install a new signal light at the

intersection of Kains Avenue and El Camino Real. A portion of the southern portion of White Way within Parcel B and the Camino Plaza right-of-way within Parcel A would both be abandoned. A new dedication for a White Way connection to El Camino Real and a new dedication to widen White Way at San Bruno Ave. W. for access to the new dialysis center would be provided. Additional public right-of-way would be dedicated to create a right hand turning lane at the intersection of San Bruno Ave. W. and El Camino Real.

Existing Conditions: The development site measures 5.38 acres in total area and is bounded by San Bruno Ave. W. to the north, Angus Avenue to the south, El Camino Real to the east, and White Way and Linden Avenue to the west. The project site is currently zoned C (General Commercial) but would be rezoned to P-D (Planned Development) that permits high-density, mixed-use buildings within close proximity to transit as specified within the Transit Oriented District (TOD) General Plan designation.

The development site consists of 27 parcels. The majority of the site is developed with the Mills Park Center, a retail shopping center with 45 tenant spaces in 110,000 square-feet of floor area. The shopping center has two streets and an alley running through it. Camino Plaza extends from San Bruno Ave. W. to Kains Ave. and provides interior vehicular access to the shopping center. Kains Avenue provides the only east/west vehicular access through the site. White Way is an alley the runs north/south through the site and provides service access to some of the businesses within the shopping center. There are several surface parking lots scattered throughout the shopping center that provide a total of 80 parking spaces. Also included within the development site is the motor vehicle sales lot located just south of the shopping center and the commercial buildings located at 601 and 611 El Camino Real.

The project site generally slopes from West to East, with White Way and Linden situated approximately 13' higher than El Camino Real, with an average slope of approximately 5%. There is an existing retaining wall along the East side of White Way, which accommodates a grade difference of 4 to 8 feet between the alley and the adjacent single-family lots above.

The project site is located within the Transit Corridors Plan (TCP) area which was adopted by the City in 2013 to promote development in downtown San Bruno near the two major transit stations. There are five character areas located throughout the TCP area. The development site is located within the El Camino Real Character Area which generally applies to parcels along the El Camino Real corridor. The El Camino Real character area allows building heights up to 70 feet and 5 stories, with an extra 10 feet of height for architectural encroachments. The proposed buildings would measure 70 feet in height above the average grade plane, and includes architectural encroachments that would extend above 70 feet.

Additional Application Information:

1a. The development site is not located within a noise exposure zone as identified within the SFO-ALUCP.

1b. The development site is not located within a safety zone as identified within the SFO-ALUCP.

1c. The development site appears to encroach into critical airspace area as identified within the SFO-ALUCP.

3. Environmental Review. The project is located within the Transit Corridors Plan (TCP) Specific Plan area. A Program Environmental Impact Report (EIR) and Mitigation Monitoring and Reporting Program was prepared for the TCP and was adopted by the City Council on February 12, 2013. Therefore, site specific, individual projects, such as the proposed project, can be evaluated using the Program EIR to decide if all potentially significant environmental impacts of the individual project:

-) Have been previously identified (are not new) and are not substantially more severe than those identified in the Program EIR;
-) Will be avoided or mitigated to the extent feasible as a result of the EIR; and
-) Have been examined in the EIR, site-specific project revisions, or the implementation of standards development standard regulations.

To determine if the above conditions are met, an Initial Study/Environmental Checklist must be prepared for the proposed project. The following studies/reports must be generated for the preparation of the Initial Study/Environmental Checklist: Tree Survey, Geotechnical Report, Phase 1 Environmental Site Assessment, Identify if any hazardous materials have ever been used on-site or will be used on-site, Asbestos Survey Report, FAA Notification or Exemption, Storm water treatment plan, Noise Assessment, Traffic Study and Feasibility Analysis, Transportation and Parking Demand Management Plan, and Estimates of water demand and wastewater generation. Staff is currently working with a consultant on the preparation of the Initial Study Checklist for the project.

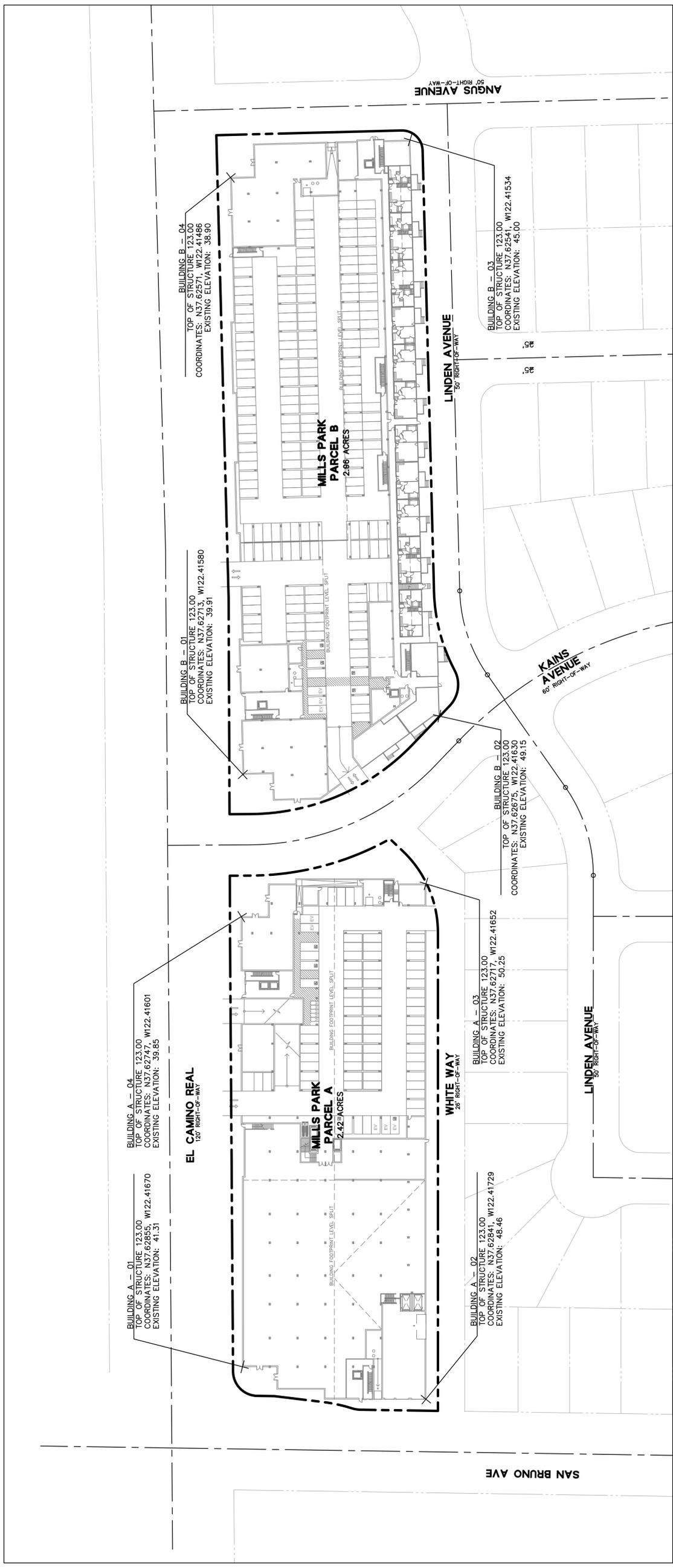
Additional Information for Development Projects:

An Electronic Copy of the Plans was uploaded to the City's Box Account and can be found here: <https://sanbruno.box.com/s/vwh8z6juxpkqqmhonf7r3ckp47xk9j2h>

- Latitude: W122.41486, Longitude: N 37.62571
- Building Height: 70'-0" + 10'-0" for appurtenances
- Site Elevation: 41'-0"
- Overall Building Height Above Mean Sea Level: 123'-0"

MILLS PARK FAA EXHIBIT

Revisions	No.	Date
		02/22/19
Design		
Drawn	JHD	
Approved		
Job No	20160157	



- NOTES:**
1. THE ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).
 2. LATITUDE AND LONGITUDE COORDINATES ARE BASED ON NAD83.
 3. BUILDING A AND BUILDING B ASSUME A SITE ELEVATION OF 41.0.
 4. TOTAL STRUCTURE HEIGHT ABOVE GROUND IS 82.0 ABOVE SITE ELEVATION. THE STRUCTURE HEIGHTS WERE PROVIDED BY KIGY.
 5. TOP OF STRUCTURE ELEVATIONS WERE DETERMINED BY ADDING THE TOTAL STRUCTURE HEIGHTS TO THE SITE ELEVATION OF 41.0. TOP OF STRUCTURE ELEVATION IS 123.00 FOR BOTH BUILDING A AND BUILDING B.



Architecture + Planning
 1814 Franklin Street, Ste. 400
 Oakland, CA 94612
 510.272.2910
 ktgy.com

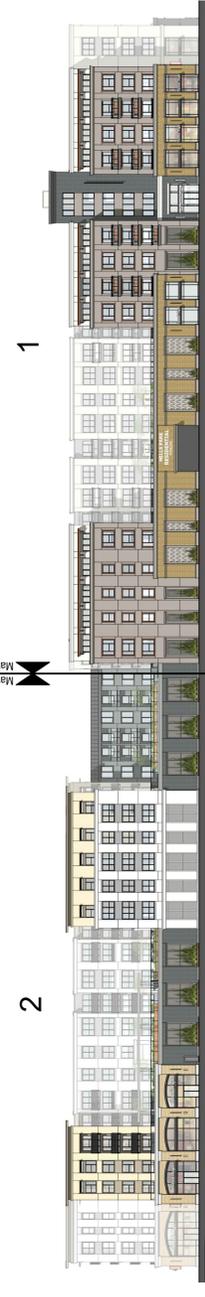
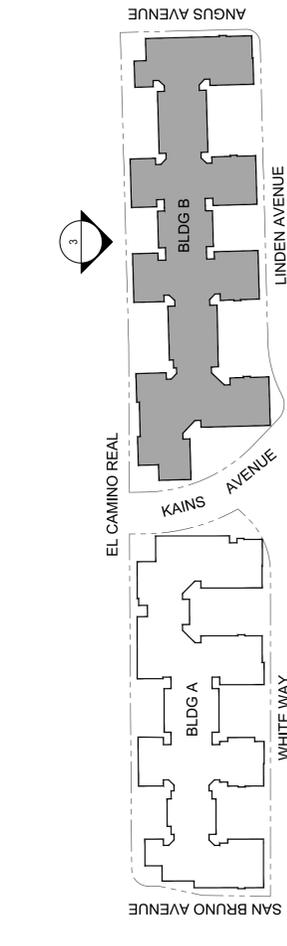
G.W. Williams Co. + Signature Development Group
 2335 Broadway Street, Ste.200
 Oakland, CA 94612

MILLS PARK
 SAN BRUNO, CA # 2016-0449

CITY SUBMITTAL #5
 FEBRUARY 22, 2019

COVER SHEET

A0.0



3. Key East Elevation n.t.s.



2. East Elevation Building B



1. East Elevation Building B

* Per California Building Code, building height limited to 60 feet measured from average grade plane to top of roof sheathing.
 ** Per Transit Corridors Plan, building height measured from average finished grade along the primary facade to the top of parapet



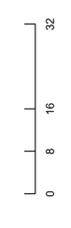
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 1814 Franklin Street, Ste. 400
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MILLS PARK
 RESIDENTIAL
 SAN BRUNO, CA # 2016-0449

CITY SUBMITTAL #5
 FEBRUARY 22, 2019

BUILDING B ELEVATIONS
 BUILDING B



A2.5

LEGEND

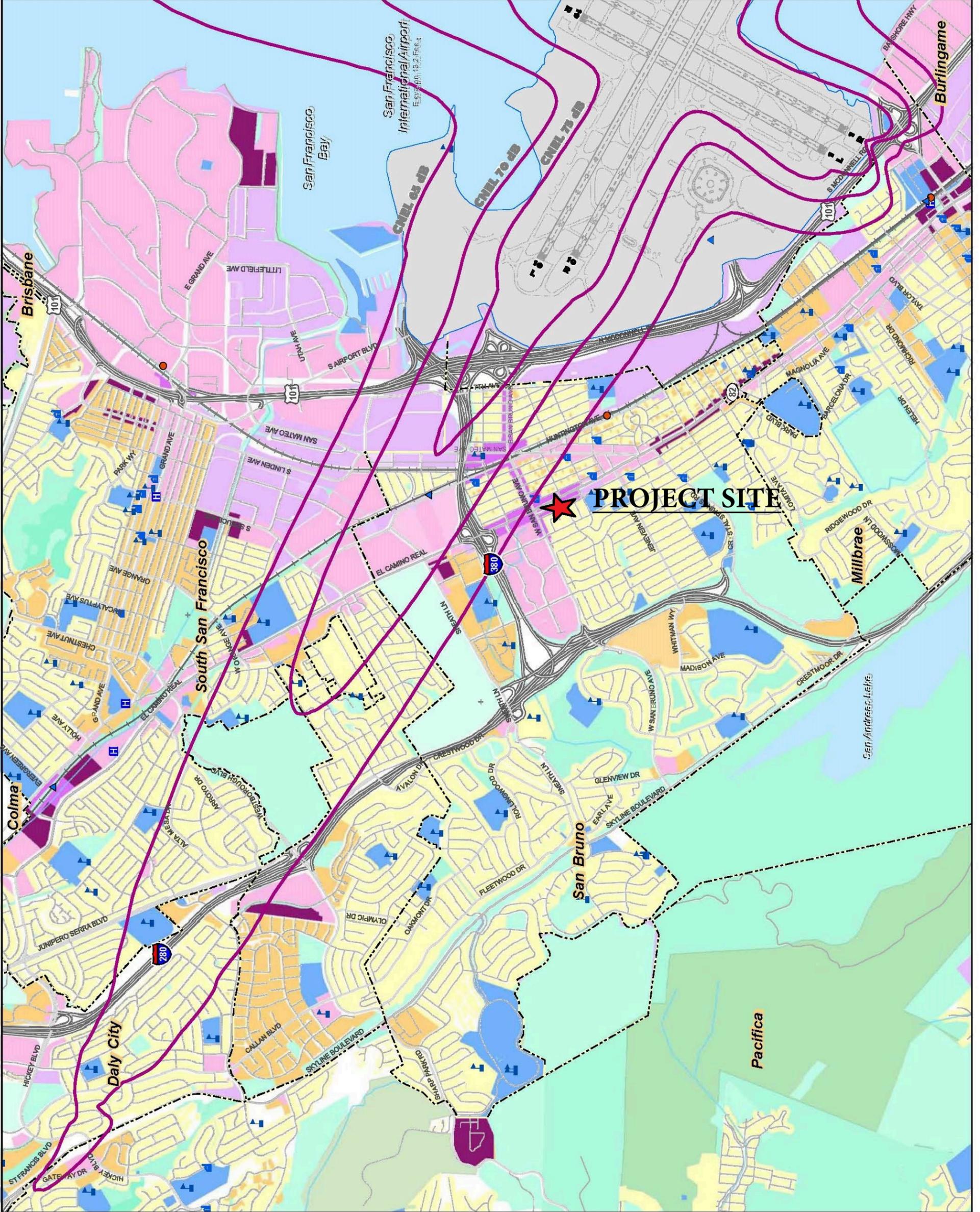
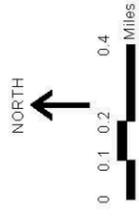
- CNEL Contour, 2020 Forecast
- Airport Property
- ▲ BART Station
- CALTRAIN Station
- ▲ School
- ▲ Place of Worship
- ▲ Hospital
- Municipal Boundary
- Railroad
- Freeway
- Road

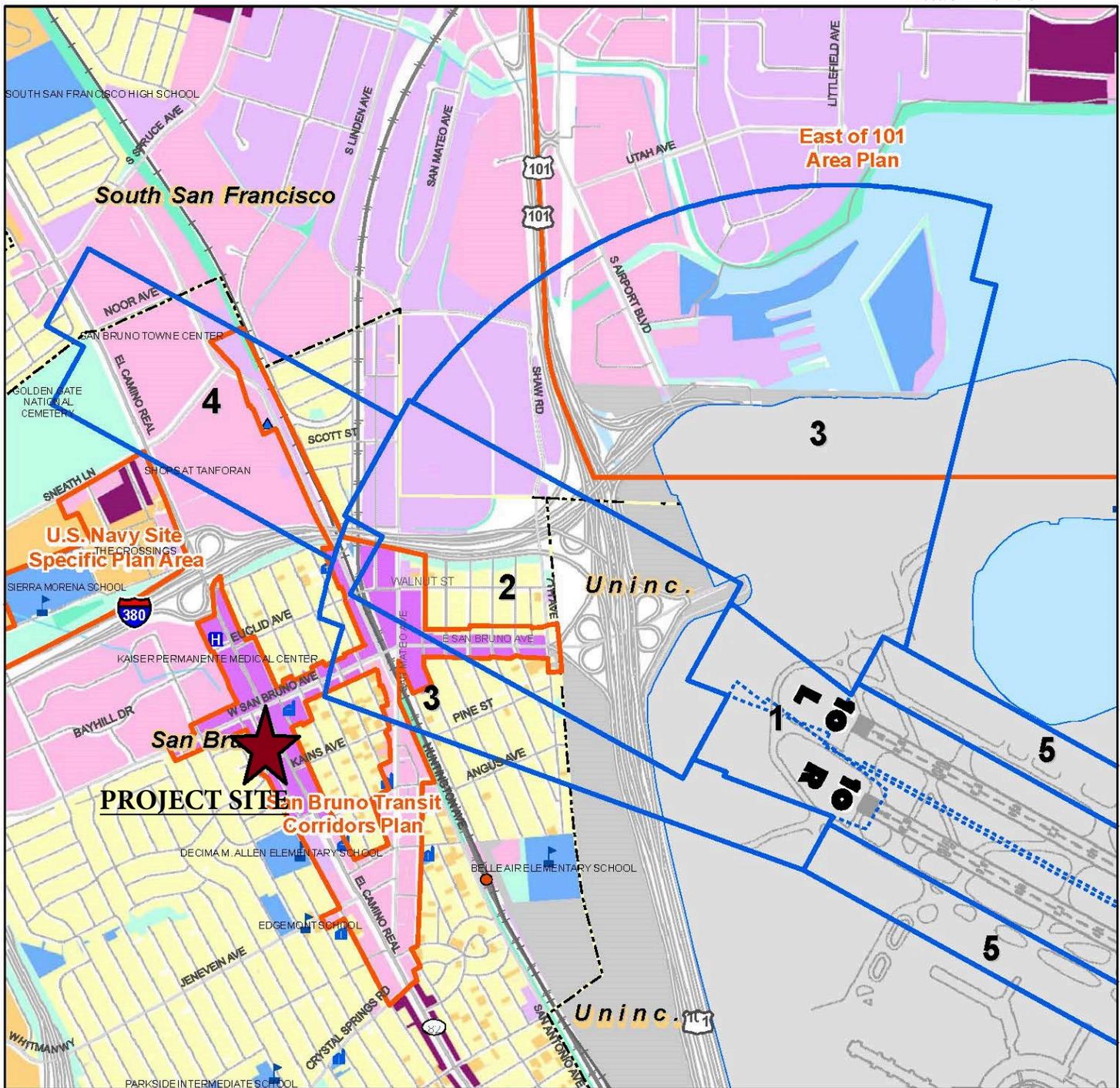
Planned Land Use Per General Plans:

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

Sources:

- Noise Contour Data:**
- Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport, URS Corporation and BridgeNet International, June 2011
- County Base Maps:**
- San Mateo County Planning & Building Department, 2007
- Local Plans:**
- Burlingame Bayfront Specific Area Plan, August 2006
 - Burlingame Downtown Specific Plan, January 2009
 - Burlingame General Map, September 1984
 - North Burlingame/Rollins Road Specific Plan, February 2007
 - Colma Municipal Code Zoning Maps, December 2003
 - Daly City General Plan Land Use Map, 1987
 - Hillsborough General Plan, March 2005
 - Millbrae Land Use Plan, November 1998
 - Pacifica General Plan, August 1996
 - San Bruno General Plan, December 2008
 - San Mateo City Land Use Plan, March 2007
 - San Mateo County Zoning Map, 1992
 - South San Francisco General Plan, 1998





LEGEND

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
- H 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

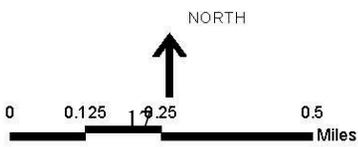
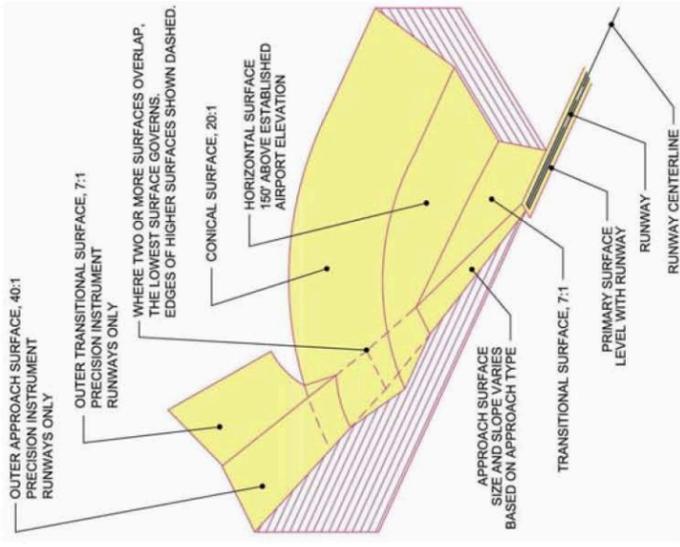


Exhibit IV-8
**SAFETY COMPATIBILITY ZONES
 IN THE CITIES OF SOUTH SAN FRANCISCO
 AND SAN BRUNO**
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
C/CAG
 City/County Association of Governments
 of San Mateo County, California

LEGEND

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

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

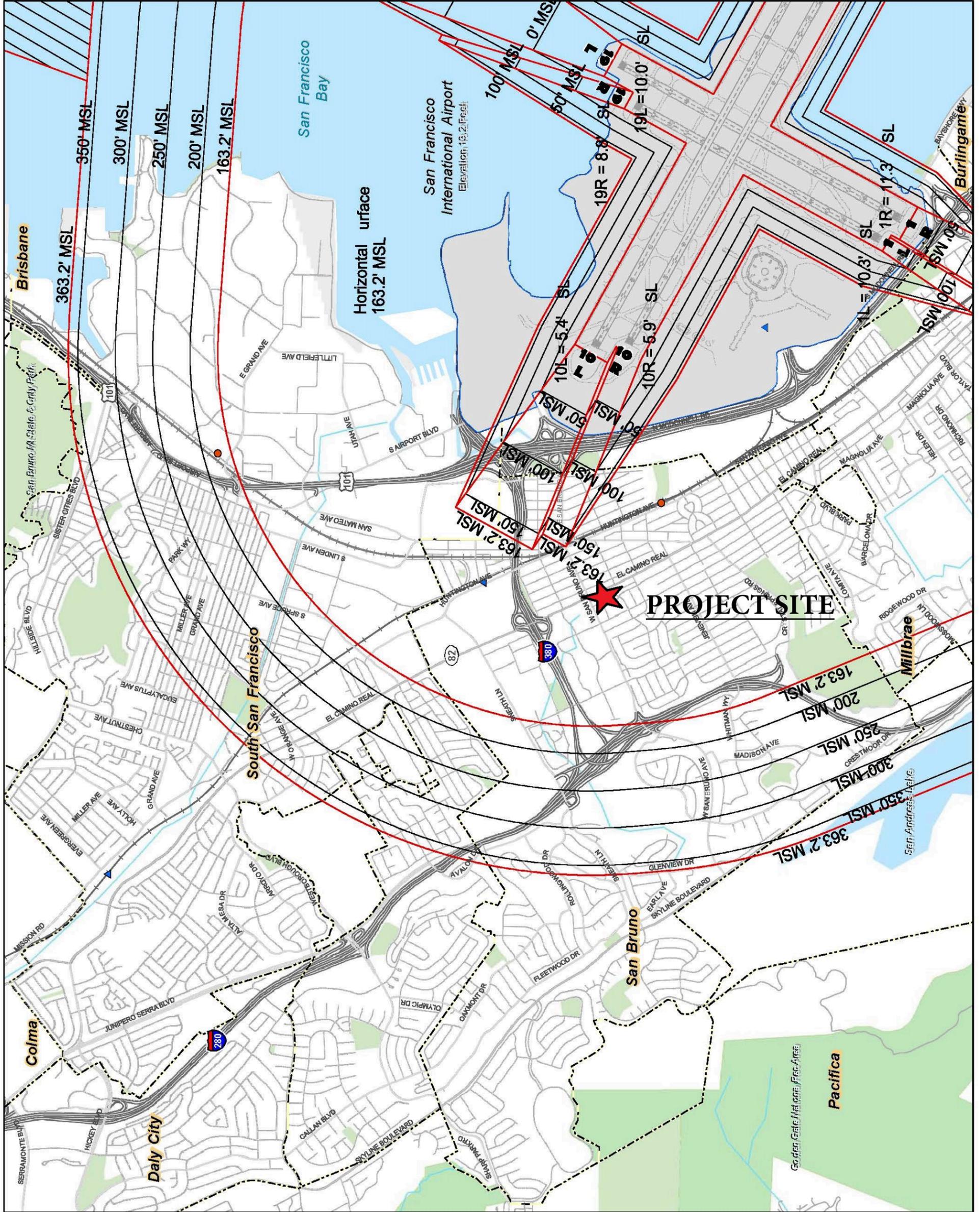


Sources:

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



Exhibit IV-14
 14 CFR PART 77 AIRPORT IMAGINARY SURFACES -- NORTH SIDE
 Comprehensive Airport Land Use Plan for the Environs of San Francisco International Airport
 City/County Association of Governments of San Mateo County, California
CICAG



FAA NOTIFICATION REQUIREMENTS

A structure proponent must file FAA Form 7460-1, Notice of Proposed Construction or Alteration, for any proposed construction or alteration that meets any of the following Notification Criteria described in 14 CFR part 77.9:

\$77.9(a) - A height more than 200 feet above ground level (AGL) at its site;

\$77.9(b) - within 20,000 feet of a runway more than 3,200 feet in length, and exceeding a 100:1 slope imaginary surface (i.e., a surface rising 1 foot vertically for every 100 feet horizontally) from the nearest point of the nearest runway. The 100:1 surface is shown as follows:

— 20,000 Feet Limit From Nearest Runway
 — 100 — Elevation Above Mean Sea Level

Heights of 100:1 Surface Above Ground (AGL)

- Terrain penetrations of Airspace Surface
- Less than 30
- 30-65
- 65-100
- 100-150
- 150-200
- 200 and more

\$77.9(c) - Roadways, railroads, and waterways are evaluated based on heights above surface providing for vehicles; by specified amounts or by the height of the highest mobile object normally traversing the transportation corridor;

\$77.9(d) - Any construction or alteration on any public-use or military airport (or heliport).

Structure proponents or their representatives may file via traditional paper forms via US mail, or online at the FAA's eE/AAA website, <http://oeaaa.faa.gov>

LEGEND

- BART Station
- CALTRAIN Station
- Municipal Boundary
- Railroad
- Freeway
- Road

Note:

per 14 CFR part 77, developers proposing structures taller than the indicated elevations must file Form 7460-1 with the FAA at least 30 days before the proposed construction. However, due to local requirements for a favorable FAA determination as a contingency for project approval, it is advisable to file the Form 7460-1 as soon as possible because the FAA can take several months to undertake aeronautical reviews.

Source:

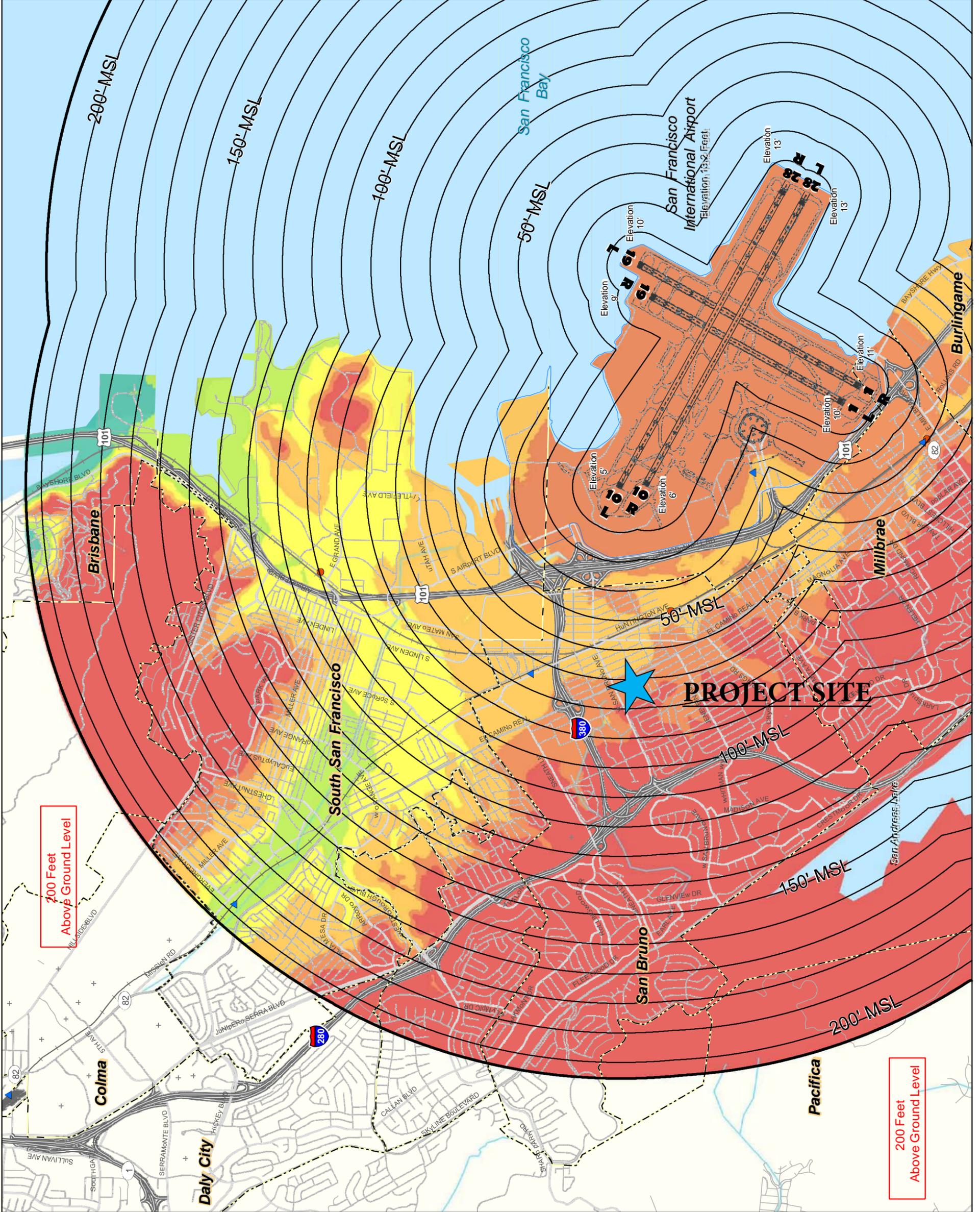
Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR part 77, Subpart B, Section 77.9.

Attachment 5

Exhibit IV-11
FAA NOTIFICATION FORM 7460-1
FILING REQUIREMENTS -- NORTH 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

North



C/CAG AGENDA REPORT

Date: April 25, 2019
To: Airport Land Use Committee
From: Susy Kalkin
Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Mixed Use Live/Work Zoning and General Plan Amendment, Redwood City

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

RECOMMENDATION

That the 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 Redwood City's proposed Mixed Use Live/Work Zoning and General Plan Amendment 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 Carlos Airport (San Carlos ALUCP).

BACKGROUND

The City of Redwood City proposes amendments to the MULW and MULW-S zoning districts to increase flexibility in land uses, promote live/work units, and simplify some zoning requirements. The amendment would also incorporate community benefit bonus provisions, which allows additional height or intensity in exchange for community benefits. Maximum heights would increase from 3 stories/40 ft. to 5 stories/60 ft. with the provision of community benefits. As shown on Attachment 2, while all of Redwood City falls within Airport Influence Area A (AIA A) only a relatively small area, the "Project Area", along Winslow and Arguello Streets, south of Whipple Avenue, falls within AIA B, the Project referral area.

California Government Code Section 65302.3 states that a local agency General Plan, Zoning Ordinance 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 Redwood City has referred the subject amendments to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos ALUCP.

DISCUSSION

I. ALUCP Consistency Evaluation

Three sets of airport/land use compatibility policies in the San Carlos ALUCP relate to the proposed Zoning and General Plan Amendment: (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

Pursuant to Noise Policy 1 of the San Carlos ALUCP, the projected 60dB CNEL contour defines the noise impact area for the San Carlos Airport. All land uses located outside this contour are deemed consistent with the noise compatibility policies of the ALUCP. As shown on Attachment 3, the Project Area is located well outside of the 60dB CNEL noise contour, and the project is therefore consistent with the noise compatibility policies of the San Carlos ALUCP.

(b) Safety Policy Consistency Analysis

Runway Safety Zones - The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on Attachment 4, the affected Project Area lies within Safety Zone 6, the Traffic Pattern Zone. In accordance with Safety Compatibility Criteria Table 4-4 and Policy 2e of the San Carlos Airport ALUCP, new residential and mixed use development are compatible and are not restricted for safety reasons in this Zone.

(c) Airspace Protection Policy Consistency Analysis

The San Carlos ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), “Objects Affecting Navigable Airspace,” as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San 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 the proposed construction or alteration of structures on the subject airspace.

The Project Area is located within the outer reaches of the FAR Part 77 airspace protection surfaces for San Carlos Airport (see Attachment 5). However, the maximum allowable building height of 60 feet is well below any heights of concern.

II. Airport Influence Area A – Real Estate Disclosure Area

The Project Area includes properties that are located within both the Airport Influence Area (AIA) A & B boundaries for San Carlos Airport. Within an AIA, the real estate disclosure requirements of state law apply. The law requires a statement to be included in the property transfer documents that (1) indicates the subject property is located within an airport influence area (AIA) boundary and (2) that the property may be subject to certain impacts from airport/aircraft operations. The statement reads as follows:

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – Redwood City, Mixed Use live/Work Zoning

Date: April 25, 2019

Page 3

“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, 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 if they are acceptable to you.”

Redwood City’s planning documents currently address these requirements, so future projects will be required to comply.

ATTACHMENTS

1. ALUCP application, together with related project description and exhibits.
2. Exh. 4-7 Airport Influence Area
3. Exh. 4-2 - San Carlos Airport ALUCP - Future Conditions (2035) Aircraft Noise Contours
4. Exh. 4-3 San Carlos Airport Safety Zones.
5. Exh 4-4 - Part 77 Airspace Protection Surfaces



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

APPLICANT INFORMATION

Agency: City of Redwood City			
Project Name: Mixed-Use Live/Work Zoning and General Plan Amendment			
Address: Mixed-Use Live/Work Zoned areas - 37.3 acres		APN: Mixed-Use Live/Work Zoned areas - 37.3 acres	
City: Redwood City	State: CA	ZIP Code: 94063	
Staff Contact: Lindy Chan, Senior Planner	Phone: 650-780-7237	Email: lchan@redwoodcity.org	

PROJECT DESCRIPTION

The City of Redwood City proposes amendments to the MULW and MULW-S zoning districts to increase flexibility in land uses, promote live/work units, improve the jobs/housing balance, and simplify the zoning. The amendment would also incorporate the community benefit bonus provisions, consistent with the other mixed-use zoning districts, which allows additional height or intensity in exchange for community benefits. Maximum heights would increase from 3 stories/40 ft. to 5 stories/60 ft. with the provision of community benefits. No change is proposed to heights on projects that do not provide community benefits.

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)

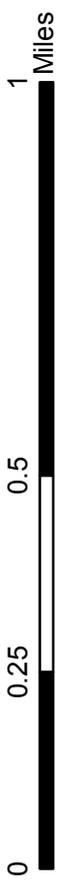
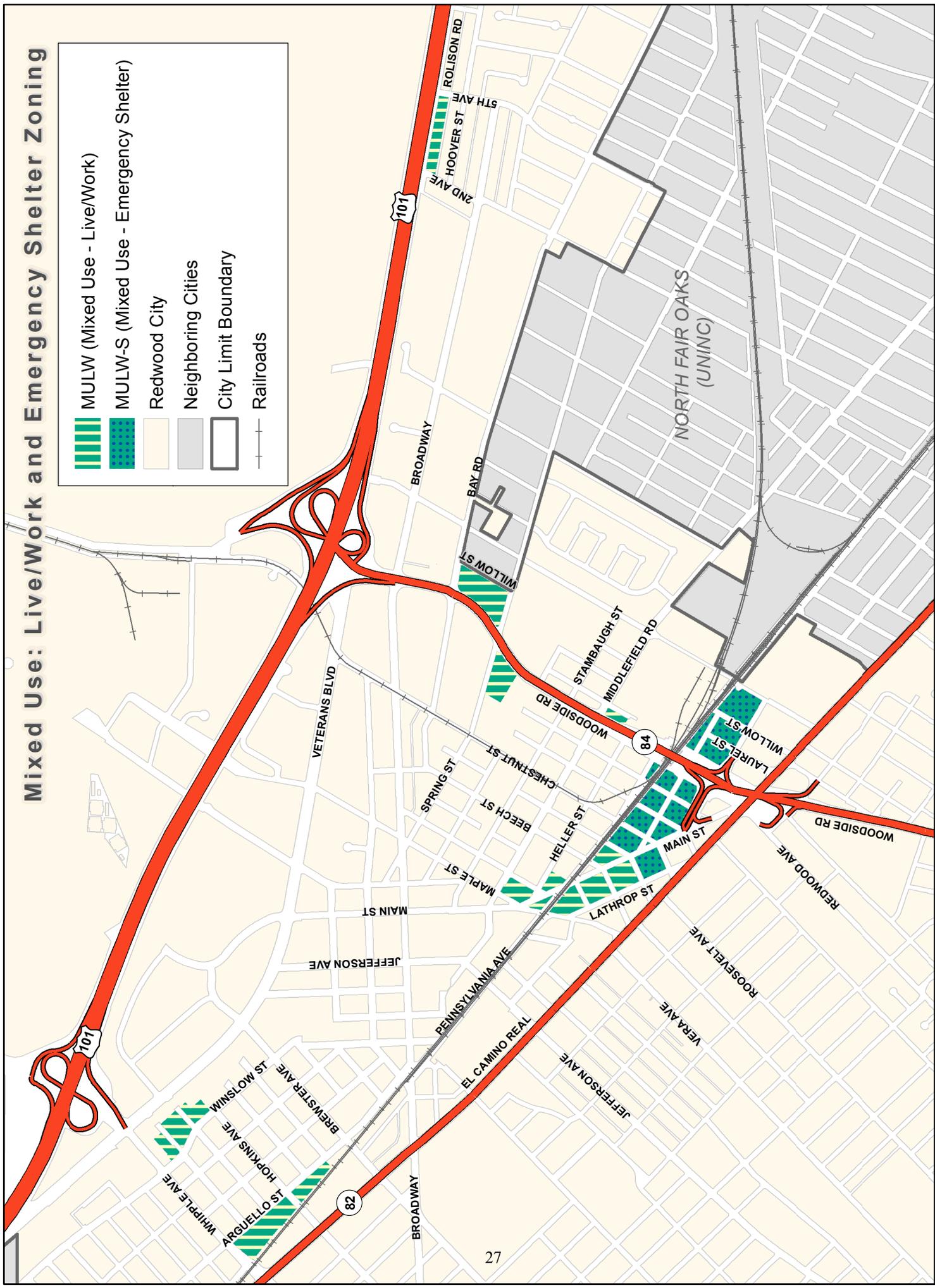
ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

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>

Mixed Use: Live/Work and Emergency Shelter Zoning

	MULW (Mixed Use - Live/Work)
	MULW-S (Mixed Use - Emergency Shelter)
	Redwood City
	Neighboring Cities
	City Limit Boundary
	Railroads



MULW Zoning Amendment –Proposal Overview

Goal

- ➔ Maintain MULW designation but remove zoning barriers.

Key Amendments

A. MULW Zoning District Amendments

- a. Maintain the height and FAR
- b. Maintain density at 20 du/ac
- c. Add community benefits bonus of up to 2 stories and 20 du/ac (tiered point system)
- d. Provide more use options

B. Other Zoning Amendments

- a. Move Live/Work standards to Special Uses ([Article 31](#))
 - i. Modify live/work standards to provide more flexibility
- b. Move Bicycle Parking provisions to Off-Street Parking ([Article 30](#))

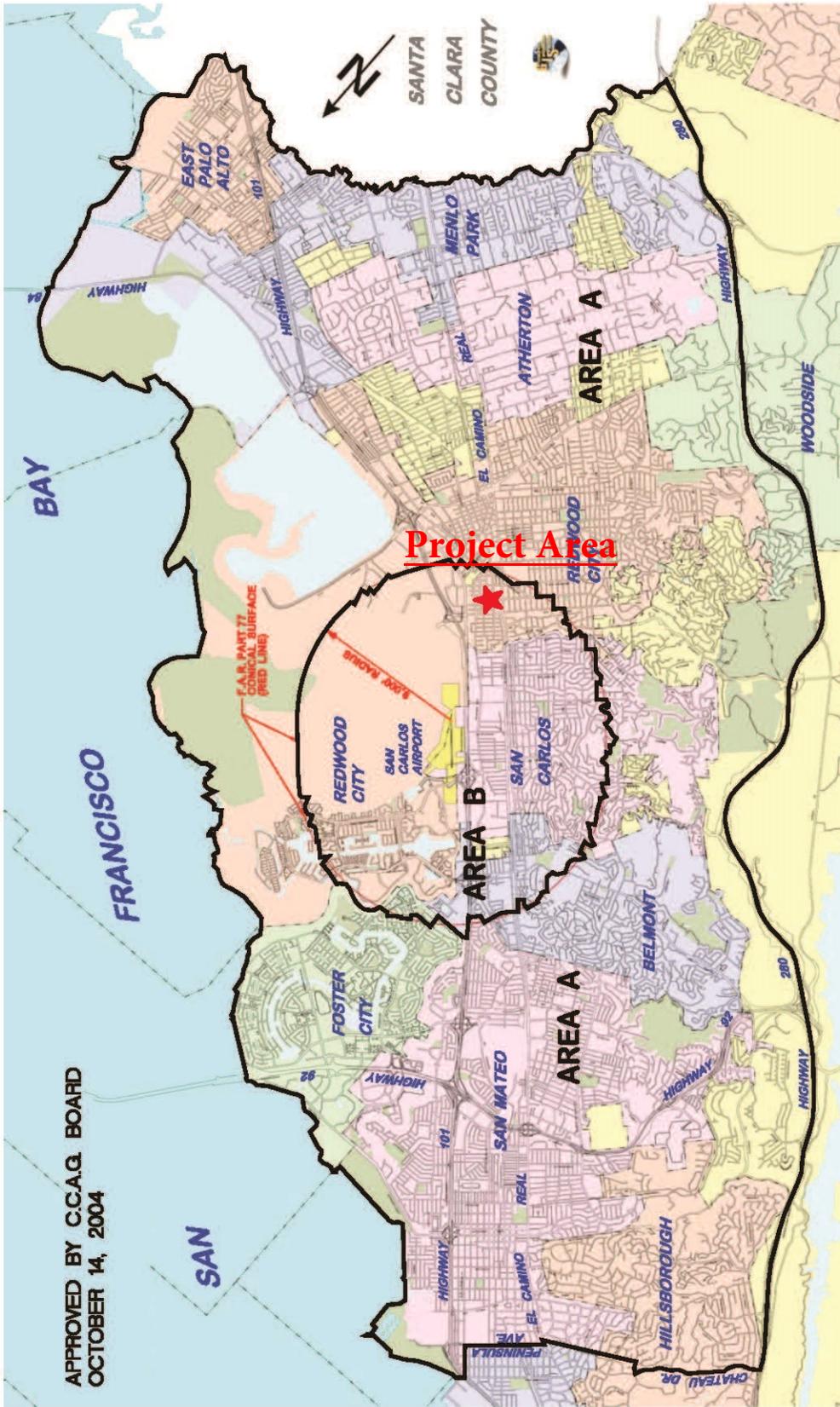
C. General Plan Amendments

- a. Update mixed-use live/work sections (map and narrative)

Mixed Use Live/Work		EXISTING Required	PROPOSED Required	PROPOSED Community Benefit	Additional Regulations
Floor Area Ratio		2.0	1.5	2.0	Floor area is calculated for commercial uses only and is exclusive of residential square footage.
Density		20 du/acre	20 du/acre	40 du/acre	Mixed-Use developments shall be subject to both maximum density and FAR requirements.
Stories	Residential	-	3 stories	4 stories	-
	Commercial	3 stories	3 stories	4 stories	-
	Mixed-Use	3 stories	4 stories	5 stories	-
Height	Residential	-	40 ft.	50 ft.	-
	Commercial	40 ft.	40 ft.	50 ft.	-
	Mixed-Use	40 ft.	50 ft.	60 ft.	-

Uses	MULW	Special Provisions
Residential & Specialty Housing		
Single Family Dwelling	<u>C</u>	
Two-Family Dwelling	<u>C</u>	
Multi-Family Dwelling	<u>P</u>	
Live/Work	<u>PE</u>	Sect. 31.4 Section 54.2.B.4
Mobile Home Parks	-	
Rooming House	<u>C</u>	
Retail & Services		
Drive-Through Retail or Service with a Drive Through	-	
Retail Sales, General	<u>P/C</u> > 2,500 <u>5K</u> sf max	
Retail Sales, Bulk Merchandise	-	
Financial Institution and Related Services	C	
Business, Wholesale	-	
Liquor Store	C	
Personal Services, General	P	
Personal Services, Studio	P	
Business Services	<u>P</u>	
Health/Fitness Club, Small	P	
Health/Fitness Club, Large	C	
Animal-Related Uses	<u>C</u>	
Check Cashing	-	
Vehicle/Equipment Service and Repair, Minor	C	All work shall occur within an enclosed building. Outdoor storage and work areas are prohibited. Used or damaged equipment removed from vehicles during the repair process shall be stored indoors or shall be deposited in an approved covered outdoor collection receptacle for appropriate off-site disposal. Service bays shall be screened from direct view from a public right-of-way and private properties. If service bays face a street, they shall be parallel to a secondary street or alley, or adequately screened by structures. Section 54.2.B.5
Vehicle/Equipment Rental and Sales and Leasing	-	
Vehicle Service Station	C	Article 35
Restaurant & Entertainment		

Uses	MULW	Special Provisions
Bars	<u>C</u> —	
Entertainment Establishment	<u>C</u> —	
Nightclub	—	
Restaurant, Sit-Down	P	
Restaurant, <u>with a Drive-Through</u>	—	
Recreation, Outdoor Commercial	<u>C</u>	
Office		
Office Business, Government, Professional	P/ C <u>>10K2,500sf</u>	
Research and Development, Office Type	P/C <u>> 5K</u>	
Office —Medical <u>Office</u>	<u>P/C ></u> 5K max	
Industry, Manufacturing & Processing, Warehousing Uses		
Handicraft/Custom Manufacturing	P	
Industrial, Limited	C	
Personal Storage (Mini-Storage)	—	
Research and Development, Laboratory	C	
Lodging		
Hotels/ <u>Motels</u>	<u>C</u> —	Article 31.5.
Long-Term Hotel <u>Hotel</u> (Extended Stay)	<u>C</u> —	Article 31.5.
Bed and Breakfast Inn	—	
Care Facilities		
Adult Day Programs	C	
Child Care Centers <u>—Not in conjunction with adjoining business</u>	<u>C</u> —	<u>Article 39</u>
Residential Care Facility, Small	C	
Residential Care Facility, Senior	—C	
Skilled Nursing Facility	C	
Civic		
Assembly/Meeting Facilities	C	<u>Located above first floor only.</u>
Cultural Institutions	C	
<u>Emergency Shelters</u>	<u>-/P</u>	<u>Permitted only in the “MULW-S district”</u>
<u>Funeral Homes</u>	<u>C</u>	
<u>Hospitals</u>	—	
Schools Public and Private	<u>C</u> —	

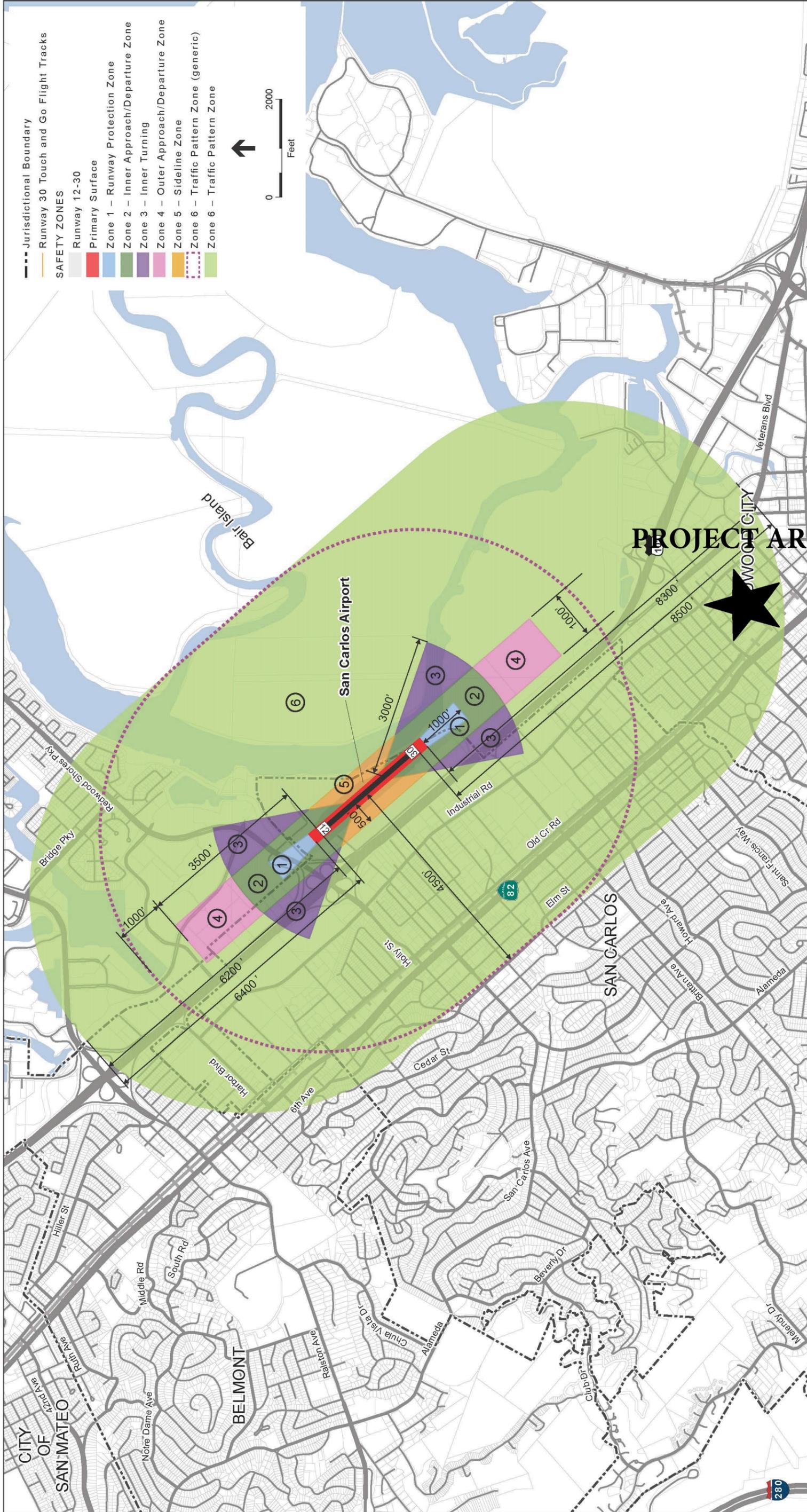


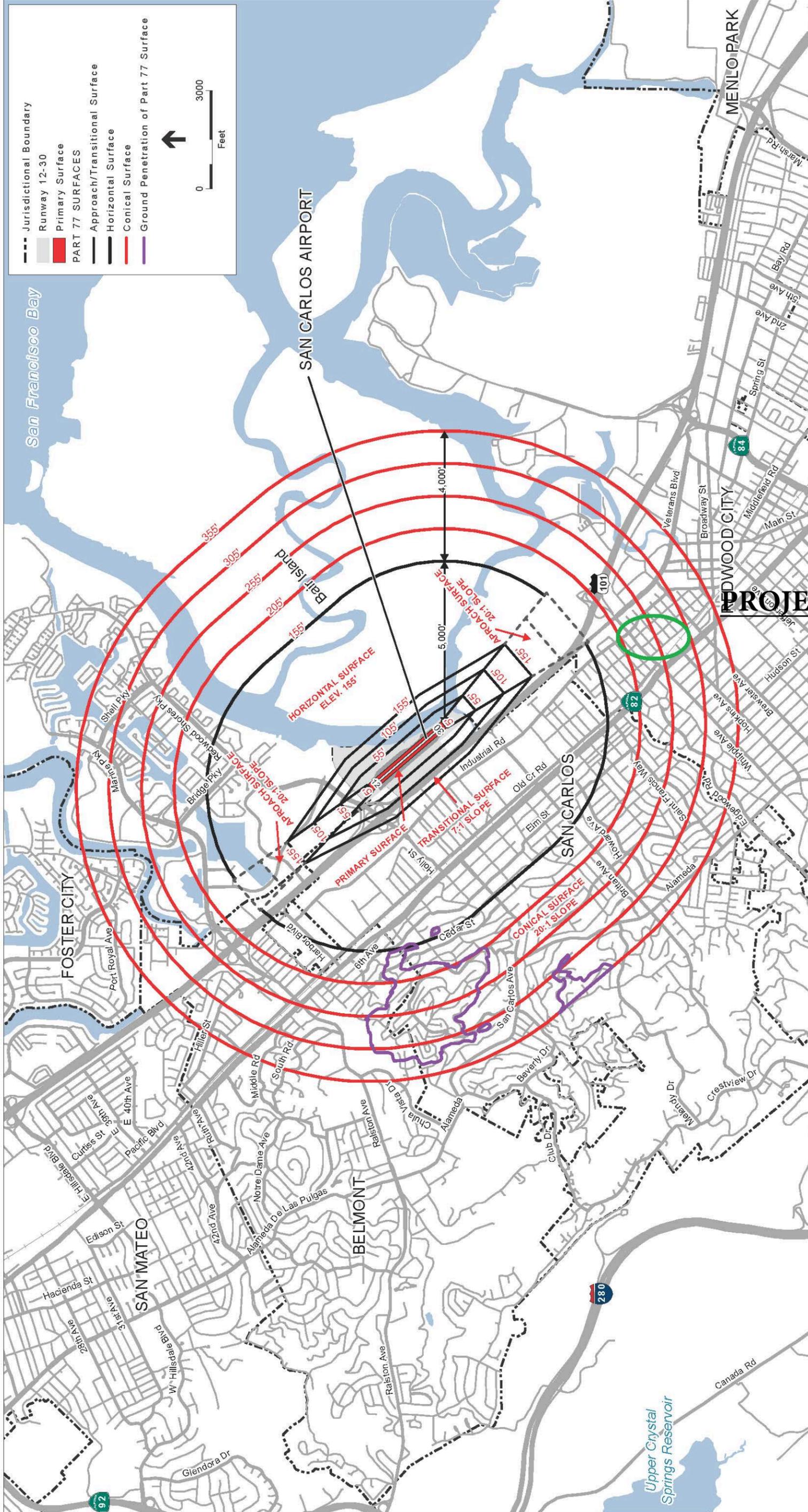
APPROVED BY C.C.A.G. BOARD
OCTOBER 14, 2004

**CCAG LANDUSE COMMITTEE RECOMMENDATION
REVISED AIRPORT INFLUENCE AREA BOUNDARY
FOR SAN CARLOS AIRPORT -- AREAS A & B (OCTOBER 2004)**

AREA A: PROPOSED REVISED AIRPORT INFLUENCE AREA (AIA) BOUNDARY (real estate disclosure only)
 AREA B: PROPOSED CCAG/ALUC REVIEW AREA BOUNDARY (real estate disclosure and formal CCAG/ALUC review)
 • This boundary is a refinement of the current CCAG/ALUC review boundary.

SOURCE: City/County Association of Governments of San Mateo County (C/CAG), October 2004





PROJECT AREA

San Carlos Airport ALUCP . 130753
Exhibit 4-4
 San Carlos Airport Part 77 Airspace Protection Surfaces

SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014
 NOTE 1: All elevations on this exhibit are expressed in feet above mean sea level (MSL). The elevation of San Carlos Airport is 5 feet MSL.
 NOTE 2: Locations where the ground/terrain penetrates the FAR Part 77 airspace surfaces are approximate and were developed using ground elevation contours provided by the San Mateo County Planning and Building Department, 2014.