

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: September 24, 2020
Time: 4:00 p.m.

On March 17, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings telephonically or by other electronic means. Pursuant to the Shelter-in-Place Orders issued by the San Mateo County Health Officer and the Governor, and the CDC's social distancing guidelines, which discourage large public gatherings, C/CAG meetings will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below.

Join Zoom Meeting
<https://us02web.zoom.us/j/86478845615>

Meeting ID: 864 7884 5615

Join by Phone:
(669) 900-6833
Meeting ID: 864 7884 5615

Persons who wish to address the ALUC Committee on an item to be considered at this meeting, or on items not on this agenda, are asked to submit written comments to kkalkin@smcgov.org. Oral comments will also be accepted during the meeting through Zoom. Please see instructions for written and oral public comments at the end of this agenda.

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- | | | |
|--|----------------------------------|--------|
| 1. Call to Order/Roll Call | Action
(Ortiz) | |
| 2. Brief Overview of Teleconference Meeting Procedures | Information
(Kalkin) | |
| 3. Public Comment on Items not on the Agenda | Limited to 2 minutes per speaker | |
| 4. Approval of Minutes – June 25, 2020 | Action
(Ortiz) | Page 1 |

- | | | | |
|-----|---|--------------------|---------|
| 5. | San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Jefferson Elementary School District Faculty and Staff Housing Project, including a General Plan Amendment, Rezoning and related entitlements to allow construction of 56 apartments on a 2.4-acre site at 304 Eastmoor Avenue, Daly City. | Action
(Kalkin) | Page 4 |
| 6. | San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – 1766 El Camino Real, Burlingame, a seven-story mixed use building. | Action
(Kalkin) | Page 13 |
| 7. | San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – North Rollins Road Mixed Use District and North Burlingame Mixed Use District Zoning Amendments | Action
(Kalkin) | Page 26 |
| 8. | Member Comments/Announcements | | |
| 9. | Items from Staff | | |
| 10. | Adjournment – <i>Next regular meeting – Oct. 22, 2020</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 kkalkin@smcgov.org.

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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>. Please note that C/CAG's office is temporarily closed to the public; please contact Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Written comments should be emailed to kkalkin@smcgov.org
2. The email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comments should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comments are received at least 2 hours prior to the meeting, they will be provided to the ALUC Committee members, made publicly available on the C/CAG website along with the agenda, and may be read aloud by C/CAG staff during the meeting. We cannot guarantee that comments received less than 2 hours before the meeting will be distributed to the Committee members, but they will be included in the administrative record of the meeting.

Oral comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The ALUC Committee meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the C/CAG staff member or ALUC Committee Chair call for the item on which you wish to speak, click on "raise hand." The C/CAG staff member will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the two minute time limit.

Airport Land Use Committee (ALUC)

Meeting Minutes

June 25, 2020

1. Call to Order/Roll Call

Chair Ortiz called the meeting to order at 4:01 pm. via the Zoom platform. The attendance sheet is attached.

2. Public Comment on items not on the Agenda

None

3. Minutes of the May 28, 2020 Meeting

Motion: Committee Member O'Connell moved, and Member Oliva seconded, approval of the May 28, 2020 minutes. Motion carried by unanimous roll call vote (10-0).

4. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – 410 Noor Avenue Mixed-Use Residential Project, a proposed 338-unit residential project with ancillary ground floor commercial space on a 4.74 acre parcel at 410 Noor Avenue, South San Francisco, and including General Plan and Zoning Text Amendments

Susy Kalkin, C/CAG staff, presented the staff report. She noted the recommendation was to send the project forward to the C/CAG Board with a recommendation that the General Plan and Zoning Amendments be determined consistent with the SFO ALUCP, but that the Development Project be determined to be not consistent with the SFO ALUCP, specifically with the Noise Compatibility policies.

Committee member Nagales noted that technical studies were provided with the application that demonstrate consistency with the safety and airspace policies. He also noted that South San Francisco had provided a noise study that measured a lower noise level on the site than is indicated in the ALUCP. He further mentioned his city's need to address its RHNA requirements and the fact that the site is located adjacent to a major transportation hub, San Bruno BART Station.

Committee member Oliva and several other members noted the focus of the ALUC is very specific – to determine consistency of the proposal with the policies of the adopted ALUCP – and the project is not consistent. It was further noted that it's up to the South San Francisco City Council to address other mitigating factors.

Committee members Ford and Borgens, both members of the SFO Community Roundtable Board, noted their concerns with introducing more residential units into an area impacted

with such high levels of aircraft noise. They felt it would be inviting more noise complaints and questioned the practicality of mitigating for noise in such an impacted area.

Richard Newman noted his agreement with the staff recommendation and the arguments presented in the SFO Planning letter. He clarified that proposed sound attenuation assumes windows are always closed, which is not reflective of the way people live. He recognized that the City Council has an ability to override the ALUC but felt it would be a mistake.

Motion: Member Oliva moved, and Member O'Connor seconded, approval of the staff recommendation. Motion carried by unanimous roll call vote (10-0).

5. Member Comments/Announcements

None

6. Items from Staff

None

7. Adjournment

The meeting was adjourned at 4:35 pm.

2020 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Jan	May	June		
Terry O'Connell	City of Brisbane	X	X	X		
Ricardo Ortiz	City of Burlingame	X	X	X		
Pamela DiGiovanni	City of Daly City			X		
Richa Awasthi	City of Foster City			X		
Adam Eisen	City of Half Moon Bay					
Anne Oliva	City of Millbrae	X	X	X		
Shelly Masur/Janet Borgens beginning Feb.	City of Redwood City			X		
Laura Davis	City of San Bruno	X	X	Y		
Adam Rak	City of San Carlos	X	X			
Warren Slocum	County of San Mateo & Aviation Rep.					
Mark Nagales	City of South San Francisco	Y	X arrived at 4:07	X		
Carol Ford	Aviation Representative		X	X		
Dave Williams	Half Moon Bay Airport Pilots Assn	X	X	X		

X – Committee Member Attended
Y – Designated Alternate Attended

Staff and guests in attendance for the June 25, 2020 meeting: Susy Kalkin, Sean Charpentier and Sandy Wong, C/CAG; Nile Ledbetter and Nupur Sinha, SFO Planning; Adena Friedman, Sailesh Mehra and Alex Greenberg, Linday D'Andrea, SSF staff; Glen Ceridono, Tamsen Plume, Project team; Richard Newman

C/CAG AGENDA REPORT

Date: September 24, 2020

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Jefferson Elementary School District Faculty and Staff Housing Project, including a General Plan Amendment, Rezoning and related entitlements to allow construction of 56 apartments on a 2.4-acre site at 304 Eastmoor Avenue, Daly City.

(For further information or response to questions, contact Susy Kalkin – 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 Jefferson Elementary School District Faculty and Staff Housing Project, including General Plan Amendment, Rezoning and related 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 condition:

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

DISCUSSION

Project Description

The Jefferson Elementary School District Faculty and Staff Housing Project (“Project”) includes construction of 56 apartments within six two- and three-story buildings (37’-7” max), on a 2.4-acre site located on the eastern portion of the MP Brown Elementary School campus at 305 Eastmoor Avenue in Daly City.

The project requires an amendment to Daly City’s General Plan to change the land use designation from PF (Public Facilities) to R-MD (Residential – Medium Density), and a Zone Change from SC (SCH) (Sullivan Corridor – Public Facilities: School) to R-3 (Multiple-Family Residential District), to allow for multi-family dwellings.

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – JESD Housing - 304 Eastmoor, Daly City

Date: September 24, 2020

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ALUCP Consistency Evaluation

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). As the project includes both a general plan amendment and a rezoning, the City of Daly City has referred the subject project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

The SFO ALUCP contains policies and criteria to address four issues: (a) aircraft noise impacts; (b) safety compatibility criteria; (c) height of structures/airspace protection; and (d) overflight notification. The following sections describe the degree to which the project is compatible with each.

(a) Aircraft Noise Impacts

The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the SFO ALUCP.

As shown on Attachment 2, the subject property lies outside the bounds of the 65dB CNEL contour, and therefore the project is consistent with the SFO ALUCP noise policies and criteria.

(b) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. However, none of the safety zones extends into Daly City, and therefore the project would be consistent with the safety zone policies of the SFO ALUCP.

(c) Height of Structures/Airspace Protection

Pursuant to the SFO ALUCP, airspace protection compatibility of proposed land uses within its 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. By definition, any object that penetrates one of the imaginary surfaces of the FAR Part 77 exhibit is deemed an obstruction to air navigation.

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 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.

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – JESD Housing - 304 Eastmoor, Daly City

Date: September 24, 2020

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The tallest building in the project is 37'-7" tall, with a ground elevation of approximately 300 feet above mean sea level (MSL), resulting in an overall height of ~338 ft above MSL. Utilizing SFO's online iALP Airspace Tool, it has been determined that the top of the proposed building would be more than 170 feet below the critical airspace surfaces in the area, as shown on Attachment 3, so the project would be compliant with the airspace protection policies of the SFO ALUCP.

(d) 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 above referenced general plan policies or application materials, the following condition is proposed:

- *The City of Daly City 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-2 – Airport Influence Area
3. SFO iALP Airspace Tool Point Analysis

DATE: August 7, 2020

TO: Susy Kalkin, ALUC Staff, City/County Association of Governments of San Mateo County

FROM: Carmelisa Morales, Associate Planner, City of Daly City Planning Division

SUBJECT: ALUC Land Use Consistency Determination Application - Project Information for the Jefferson Elementary School District Faculty & Staff Housing Project at 305 Eastmoor Avenue in Daly City

Project Description: The project includes the construction of 56 apartments within six two- and three-story buildings and associated parking for Jefferson Elementary School District (JESD) faculty and staff on an approximately 2.4-acre site located at the eastern portion of the MP Brown Elementary School campus at 305 Eastmoor Avenue in Daly City. A community building, laundry room, deck, and play structure will be located in the courtyard area surrounded by the buildings while the parking lot will be located outside the perimeter of the buildings. The total proposed gross floor area for the site is 51,715 sq. ft and the maximum building height is 37'-7". The site is currently a play field for the school.

The project requires an amendment to the City's General Plan, Zone Change, and Design Review.

Proposed General Plan and Zoning Changes: The General Plan land use designation for the MP Brown Elementary School campus is PF (Public Facilities). Since this section of the campus is proposed to be solely residential with a density of 23 dwelling units per acre, JESD is requesting a change in the land use designation of this section of the property to R-MD (Residential – Medium Density). This designation applies primarily to multi-family residential structures where residential density is between 20.1 and 35 dwelling units per acre.

The zoning for the property is SC (SCH) (Sullivan Corridor – Public Facilities: School). Since a residential use is proposed, JESD is requesting a zone change to R-3 (Multiple-Family Residential District) to this site which allows for multiple-family dwellings.

Environmental Review: An Initial Study and Mitigated Negative Declaration are currently being prepared for this project.

BRIDGING SET DRAWINGS

Faculty and Staff Housing Project
Jefferson Elementary School District

May 22, 2020



lowney
arch



Aerial Render



Fog Render



Courtyard



Building Detail

FACULTY + STAFF
HOUSING
JESD

MP BROWN ELEMENTARY SCHOOL
305 EASTMOOR AVE, DALY CITY

OWNER
JEFFERSON ELEMENTARY SD
101 Lincoln Ave
Daly City, CA 94015
Phone: 650.991.1000

ARCHITECT
LOWNEY ARCHITECTURE
360 17th Street, Suite 200
Oakland, CA 94612
Phone: 510.836.5400

STRUCTURAL
DCI ENGINEERS
135 Main Street
San Francisco, CA 94105
Phone: 415.638.8913

CIVIL ENGINEERING
BKF ENGINEERS
255 Shoreline Drive, Suite 200
Redwood City, CA 94065
Phone: 650.482.6427

MEP
FARD ENGINEERS, INC.
309 Lennon Lane, Suite 200
Walnut Creek, CA 94598
Phone: 925.932.5505

LANDSCAPE ARCHITECT
LOWNEY ARCHITECTURE
360 17th Street, Suite 200
Oakland, CA 94612
Phone: 510.836.5400

STAMP

NOT FOR
CONSTRUCTION

#	DATE	ISSUES & REVISIONS	BY
	11/15/19	INITIAL PLANNING SUBMITTAL	PS
1	01/13/2020	Plan Check Comments - #1	DP
	2/14/2020	BRIDGING SET	DP

DRAWN BY: SDLP
PROJECT NUMBER: 19-001
SHEET ISSUE DATE: 05/22/20
SHEET TITLE:

EXTERIOR
PERSPECTIVES

SHEET NUMBER
G1.1

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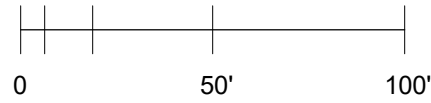
5/21/2020 3:32:05 PM



SITE SECTION



SITE PLAN



JESD FACULTY +
STAFF HOUSING
Owner

Enter Project Address in Manage ->
Project Information

OWNER
JEFFERSON ELEMENTARY SD
101 Lincoln Ave
Daly City, CA 94015
Phone: 650.991.1000

ARCHITECT
LOWNEY ARCHITECTURE
360 17th Street, Suite 200
Oakland, CA 94612
Phone: 510.836.5400

STRUCTURAL
DCI ENGINEERS
135 Main Street
San Francisco, CA 94105
Phone: 415.638.8913

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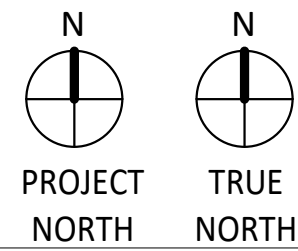
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LANDSCAPE ARCHITECT
LOWNEY ARCHITECTURE
360 17th Street, Suite 200
Oakland, CA 94612
Phone: 510.836.5400

STAMP

NOT FOR
CONSTRUCTION

#	DATE	ISSUES & REVISIONS	BY
1	01/13/2020	Plan Check Comments - #1	
2	02/14/2020	BRIDGING SET	



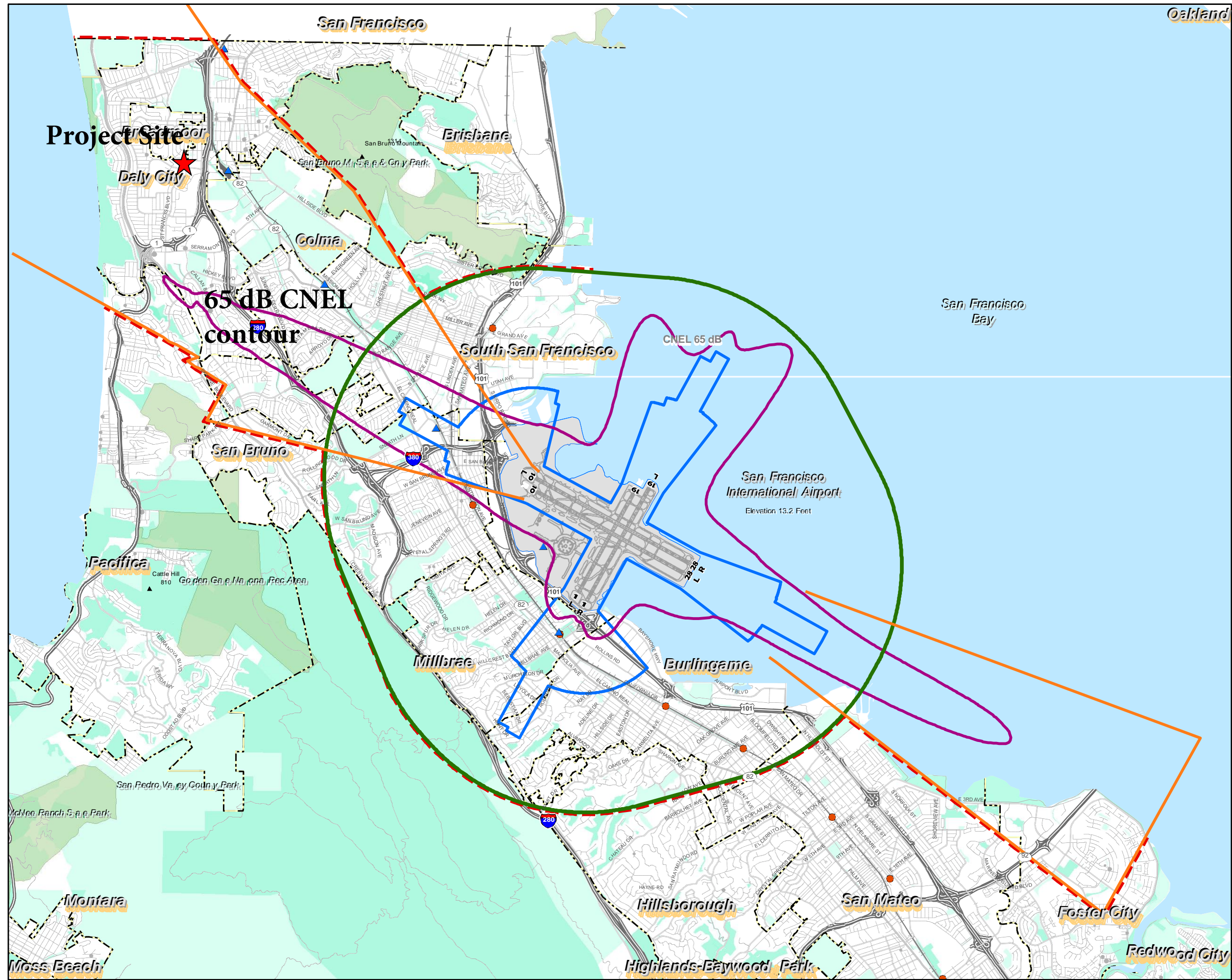
DRAWN BY: JB/LS
PROJECT NUMBER: 19-001
SHEET ISSUE DATE: 05/22/2020
SHEET TITLE:

SITE PLAN AND
SECTION

SHEET NUMBER

L.1

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LEGEND

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

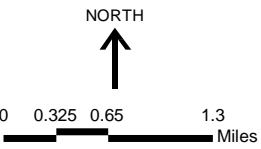
Sources:

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

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

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

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



SURFACE INTERSECTION ANALYSIS INFORMATION - AIRPORT CODE "SFO"								
Coordinate System: WGS84			Date: 09/02/20			Model: 2-SFO_ALL_Surfaces_31JUL14		
Latitude	Longitude	Site El.(AMSL)	Ht.(AGL)	Overall Ht.(AMSL)	Max Ht. (AMSL)	Exceeds By	Under By	Surface
37° 41' 5.9272"	122° 28' 31.3831"	300.03	38	338.03	510.01		171.98	SFO_RW28LR_OEI_Corridor_090309
37° 41' 5.9272"	122° 28' 31.3831"	300.03	38	338.03	965.33			SFO_RW28R_IFR_NonSTND_Departure_2000
37° 41' 5.9272"	122° 28' 31.3831"	300.03	38	338.03	997.47		659.44	SFO_RW28L_IFR_NonSTND_Departure
37° 41' 5.9272"	122° 28' 31.3831"	300.03	38	338.03	1095.92		757.89	SFO_RW10R_LNAVx_Final_Approach_OB
37° 41' 5.9272"	122° 28' 31.3831"	300.03	38	338.03	1157.41		819.38	SFO_RW28R_ILS_CAT2_Missed_Approach_11
37° 41' 5.9272"	122° 28' 31.3831"	300.03	38	338.03	1270.34		932.31	SFO_RW28R_LOC_Missed_Approach_11
37° 41' 5.9272"	122° 28' 31.3831"	300.03	38	338.03	1270.34		932.31	SFO_RW28L_LOC_Missed_Approach_22A
37° 41' 5.9272"	122° 28' 31.3831"	300.03	38	338.03	1275.21		937.18	SFO_RW28R_LPV_Missed_Approach_2B
37° 41' 5.9272"	122° 28' 31.3831"	300.03	38	338.03	1396.36		1058.33	SFO_RW28L_ILS_Cat1_Missed_Approach_22A
37° 41' 5.9272"	122° 28' 31.3831"	300.03	38	338.03	1572.77		1234.74	SFO_RW28R_RNP_Y_Missed_OB
37° 41' 5.9272"	122° 28' 31.3831"	300.03	38	338.03	1600		1261.97	SFO_MVA_2008
37° 41' 5.9272"	122° 28' 31.3831"	300.03	38	338.03	2368.29		2030.26	SFO_RW01L_IFR_NonSTND_Departure
Total penetrations above surfaces: 0								
Total penetrations below surfaces: 12								
Zone Analysis								
X	Y	Range	Safety Zones					
5990088.89	2077911.537	Under 65 db	None					

C/CAG AGENDA REPORT

Date: September 24, 2020

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – 1766 El Camino Real, Burlingame, a seven-story mixed use building.

(For further information or response to questions, contact Susy Kalkin – 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 1766 El Camino Real Project 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:

- *In accordance with Safety Compatibility Policy SP-2, the City of Burlingame shall condition any project approval to ensure future tenants of the commercial and office space comply with the Safety Compatibility Criteria for Safety Zone 3 as contained in Table IV-2 of the SFO ALUCP.*
- *The City of Burlingame shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.*

DISCUSSION

Project Description

The applicant is proposing construction of a 7-story, mixed-use building that would include 7,588 SF of retail uses on the ground floor, four floors of office totaling 148,057 SF, and 60 residential units on the top two floors. The overall height would be 89'-6" to the top of the parapet and 95' to the top of the elevator penthouse.

ALUCP Consistency Evaluation

The subject project is located within Airport Influence Area B (AIA B), the "Project Referral" area, for San Francisco International Airport. 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

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 1766 El Camino Real, Burlingame

Date: September 24, 2020

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Plan (ALUCP). Additionally, per SFO ALUCP Policy GP-10.1, since the City of Burlingame has not amended its Zoning to reflect the policies and requirements of the current SFO ALUCP all proposed development projects within AIA B are subject to ALUC review. In accordance with these requirements, the City of Burlingame has referred the subject development project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

The SFO ALUCP contains policies and criteria to address four issues: (a) aircraft noise impacts; (b) safety compatibility criteria; (c) height of structures/airspace protection; and (d) overflight notification. The following sections describe the degree to which the project is compatible with each.

(a) Aircraft Noise Impacts

The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the SFO ALUCP.

As shown on Attachment 2, the subject property lies outside the bounds of the 65dB CNEL contour, and therefore the project is consistent with the SFO ALUCP noise policies and criteria.

(b) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on Attachment 3, the project site lies within Safety Zone 3, the Inner Turning Zone, which prohibits uses such as schools, day care centers, and nursing homes. Because the ground floor commercial space does not include a specific tenant, nor are tenants for the office space identified, it is recommended that the following condition be included:

- *In accordance with Safety Compatibility Policy SP-2, the City of Burlingame shall condition any project approval to ensure future tenants of the commercial and office space comply with the Safety Compatibility Criteria for Safety Zone 3 as contained in Table IV-2 of the SFO ALUCP.*

(c) Height of Structures/Airspace Protection

Pursuant to the SFO ALUCP, airspace protection compatibility of proposed land uses within its 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 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.

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 1766 El Camino Real, Burlingame

Date: September 24, 2020

Page 3

The project applicant has submitted the project for FAA review and has received a “Determination of No Hazard to Air Navigation”, included as Attachment 4.

(d) 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 currently included in Burlingame’s Municipal Code, the following condition is proposed:

- *The City of Burlingame 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-5 - Noise Compatibility Zones
3. SFO ALUCP Exh. IV-7 Safety Compatibility Zones
4. FAA Determination of No Hazard



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

APPLICANT INFORMATION

Agency: City of Burlingame			
Project Name: 1766 El Camino Real - Mixed Use Project (Muzzi)			
Address: 1766 El Camino Real		APN: 025-161-110	
City: Burlingame	State: CA	ZIP Code: 94010	
Staff Contact: Catherine Keylon	Phone: 650-558-7252	Email: ckeylon@burlingame.org	

PROJECT DESCRIPTION

The applicant is proposing construction of a new 7-story, mixed-use building. The project would include 7,588 SF of retail uses on the ground floor (to be determined), four floors (floors 2-5) of office totaling 148,057 SF, and two floors (floors 6 & 7) of residential (60-units). The overall height would be 89'-6" to the top of the parapet and 95' to the top of the elevator penthouse. The project would provide a total of 385 on-site parking spaces located in two levels of below-grade parking with the remaining spaces located at grade in the portion of the lot that connects directly to California Drive. The application also includes a request for zoning code amendment to reduce the office parking requirement from 1:300 SF to 1:400 SF in the North Burlingame Mixed Use District (NBMU).

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.
 - Construction will meet all Building Code Regulations and will provide insulations and noise proofing to meet Title 24 and Code requirements.
 - 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.
 - Height proposed complies with allowable height under NBMU zoning and has received FAA approval (see attached letter).
 - 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.

See attached FAA approval letter.

2. Real Estate Disclosure requirements related to airport proximity
3. Any related environmental documentation (electronic copy preferred)
Initial Study/Mitigated Negative Declaration
https://www.burlingame.org/1766%20EI%20Camino%20Real_Public%20ISMND.pdf
4. Other documentation as may be required (ex. related staff reports, etc.)
Link to project page with two Planning Commission Staff Reports: https://www.burlingame.org/business_detail_T54_R134.php

Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17" - will be deliver with coordination with CCAG staff when hearing date is set / address for delivery is provided
2. Latitude and longitude of development site - 37°35'45"N 122°23'06"W
3. Building heights relative to mean sea level (MSL) - 108.19' (118.53' top of stair/elevator penthouse)

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.

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



1766 EL CAMINO REAL BURLINGAME, CA



OWNER

CERTOSA INC

ARCHITECT

AI

ARCHITECTURE INTERNATIONAL LTD

225 MILLER AVENUE
MILL VALLEY
CALIFORNIA 94941 USA
415.381.2074 T
415.381.2075 F
WWW.ARCH-INTL.COM

CONSULTANT

STAMP

PROJECT

1766 EL CAMINO
BURLINGAME, CA

REVISIONS

MARK	DATE	DESCRIPTION
	6/4/19	PLANNING COMMISSION SUBMITTAL
	8/1/19	PLANNING COMMISSION SUBMITTAL
	10/16/19	PLANNING COMMISSION SUBMITTAL

GENERAL NOTES

THESE DRAWINGS INDICATE THE GENERAL SCOPE OF THE PROJECT IN TERMS OF ARCHITECTURAL DESIGN CONCEPT, THE DIMENSIONS OF THE BUILDING, THE MAJOR ARCHITECTURAL ELEMENTS, AND THE TYPE OF STRUCTURAL, MECHANICAL, SANITARY, FIRE PROTECTION AND ELECTRICAL SYSTEMS. AS CONSTRUCTION DOCUMENTS, THE DRAWINGS DO NOT NECESSARILY INDICATE OR DESCRIBE ALL WORK REQUIRED FOR FULL PERFORMANCE AND COMPLETION OF THE REQUIREMENTS OF THE CONTRACT DOCUMENT ON THE BASIS OF THE GENERAL SCOPE INDICATED OR DESCRIBED. THE CONTRACTORS SHALL FURNISH ALL ITEMS REQUIRED FOR THE PROPER EXECUTION AND COMPLETION OF THE WORK.

SHEET TITLE

SITE PLAN

COPYRIGHT: ARCHITECTURE INTERNATIONAL, LTD.

CAD DWG FILE:

DRAWN BY:

CHK'D BY:

PROJECT NO:

A0.2

TRUE

PLAN

SHEET 19

OWNER

CERTOSA INC

ARCHITECT

AI

ARCHITECTURE
INTERNATIONAL

225 MILLER AVENUE
MILL VALLEY
CALIFORNIA 94941 USA

415.381.2074 T
415.381.2075 F
WWW.ARCH-INTL.COM

CONSULTANT

STAMP

PROJECT

1766 EL CAMINO
BURLINGAME, CA

REVISIONS

MARK	DATE	DESCRIPTION
	6/4/19	PLANNING COMMISSION SUBMITTAL
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SHEET
TITLE

SECTIONS

COPYRIGHT: ARCHITECTURE INTERNATIONAL, LTD.

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DRAWN BY:

CHK'D BY:

PROJECT NO:

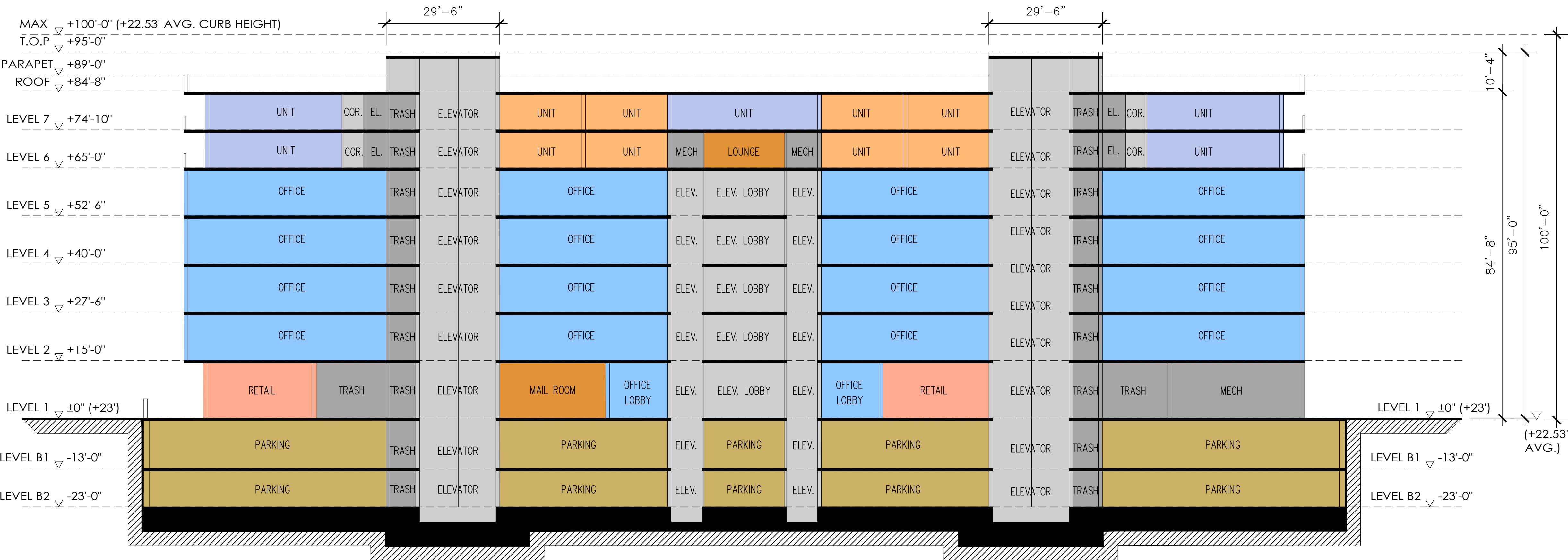
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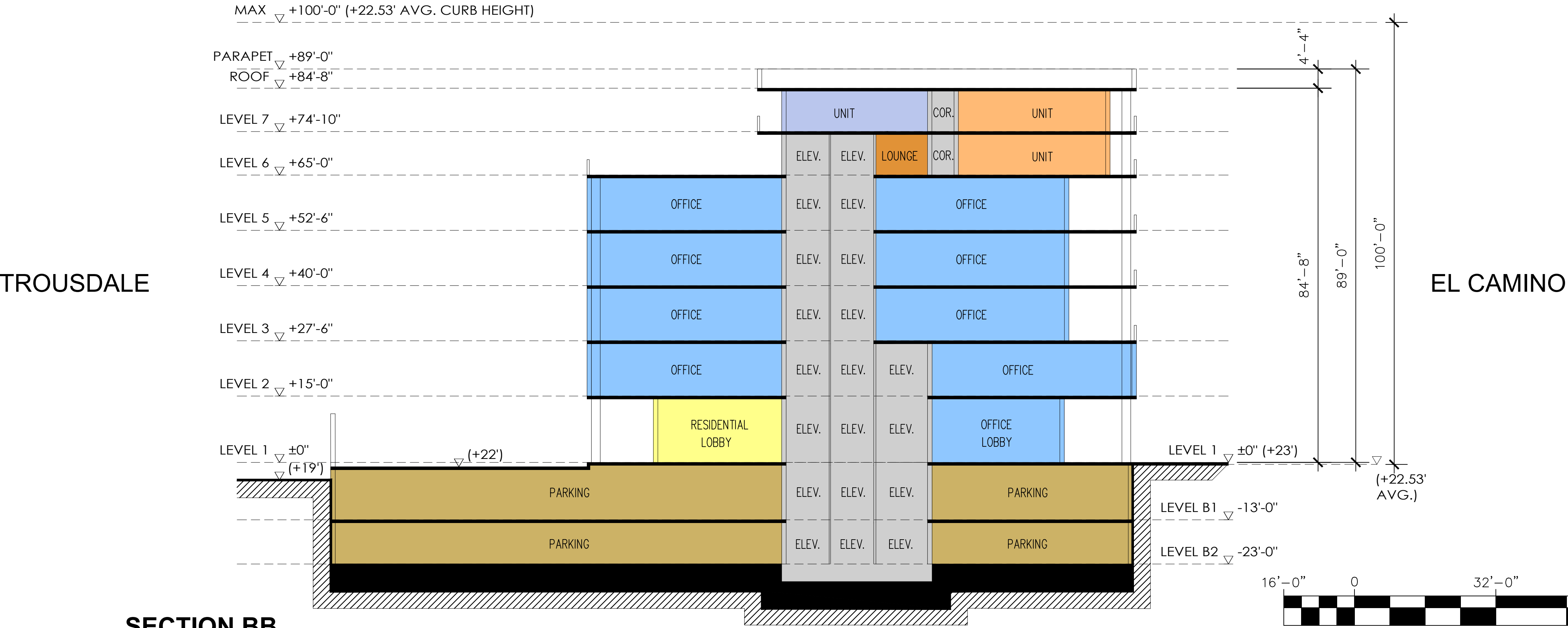
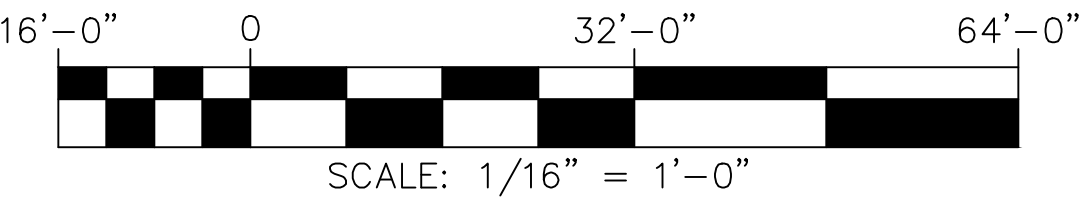
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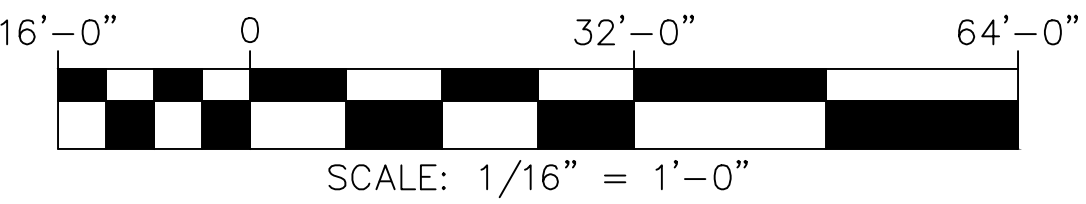
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SECTION AA



SECTION BB



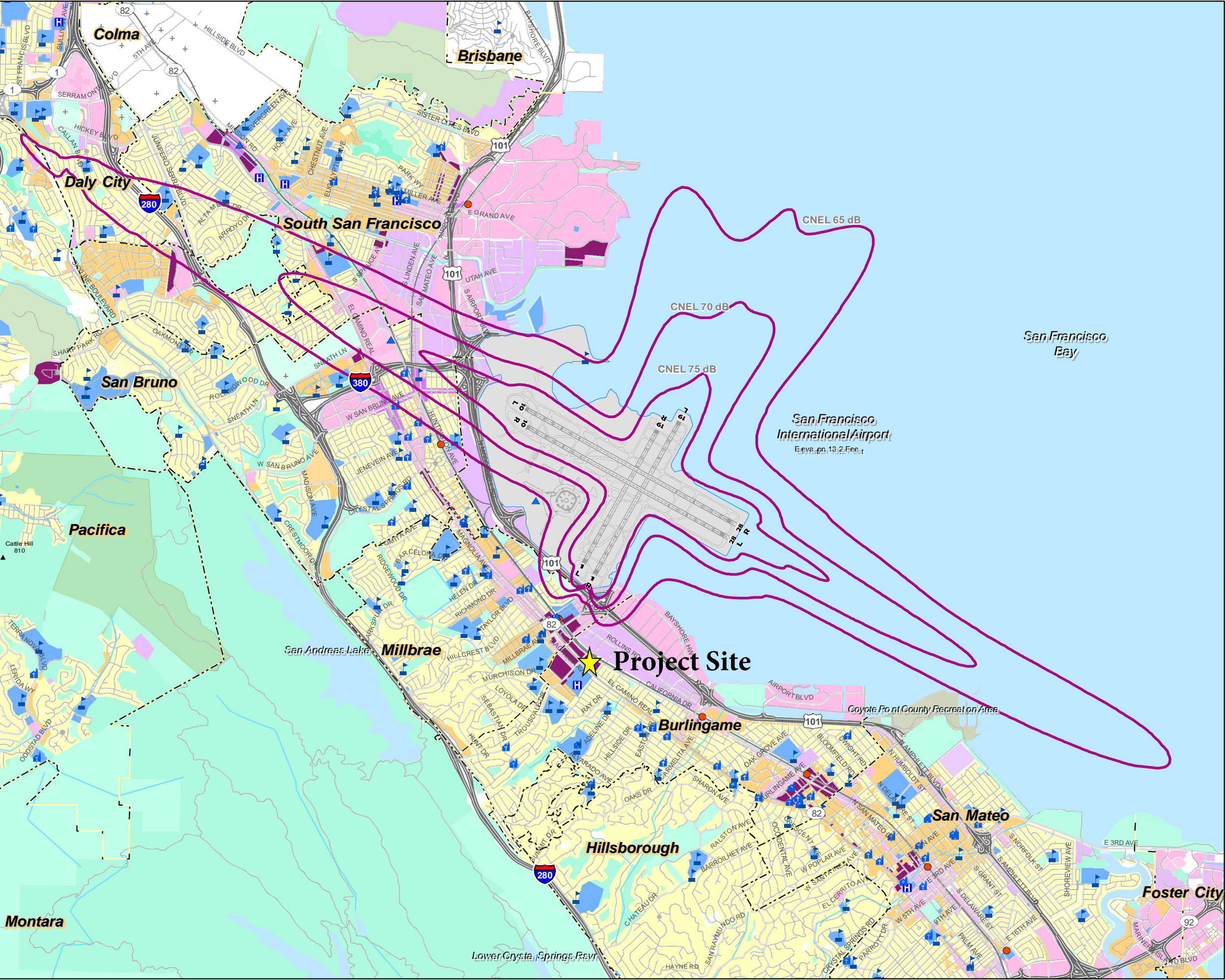
TROUSDALE

TROUSDALE

EL CAMINO



EL CAMINO CONTEXT VIEW



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:

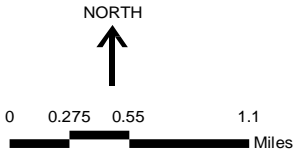
- Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport. URS Corporation and BridgeNet International, June 2011

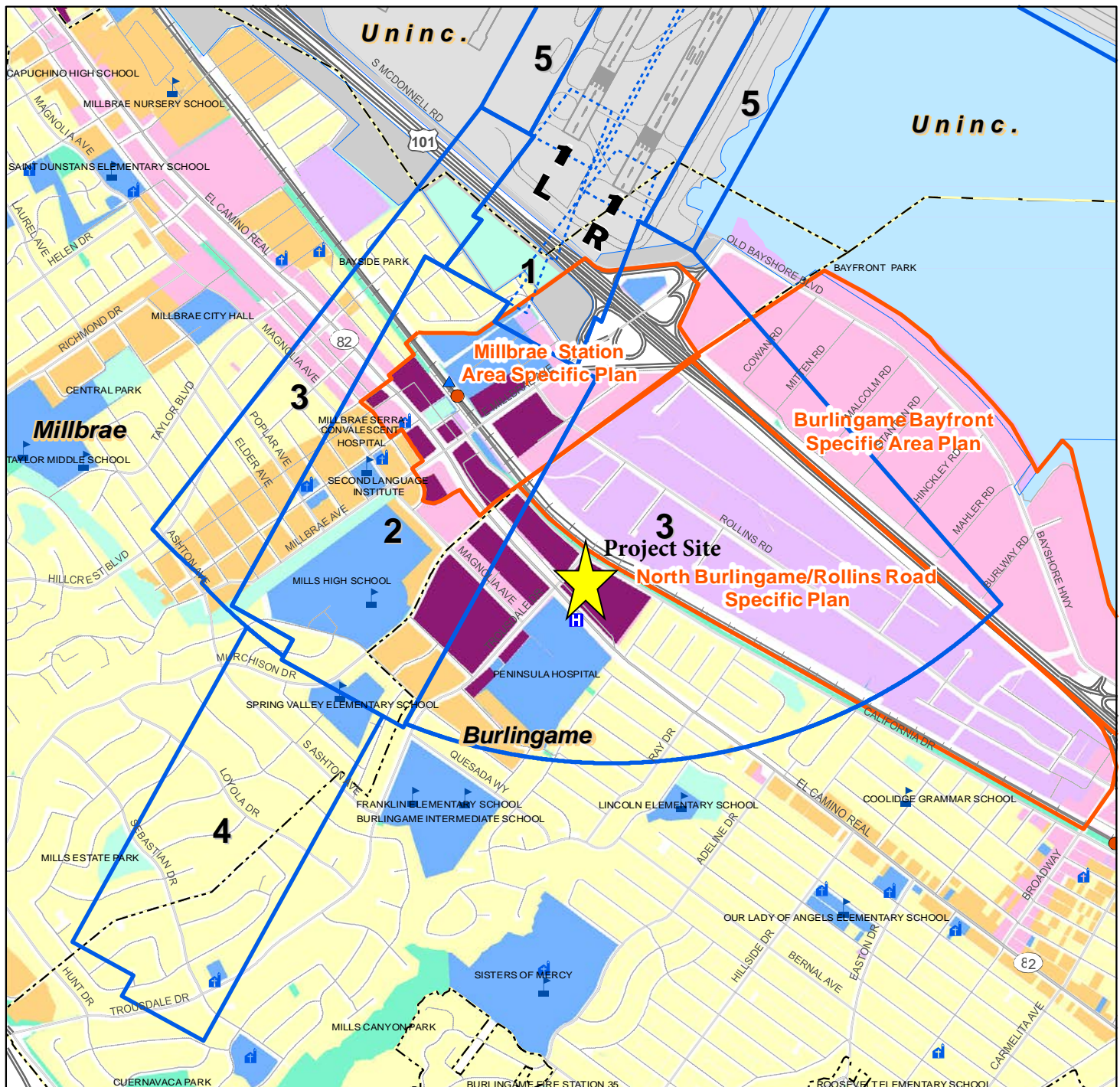
County Base Maps:

- 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







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Attachment 4

Aeronautical Study No.
2020-AWP-7466-OE
Prior Study No.
2020-AWP-7281-OE

Issued Date: 07/28/2020

MARIO MUZZI
Certosa, Inc.
1818 GILBRETH Road
SUITE 123
BURLINGAME, CA 94010

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 1766 el Camino Real, Burlingame, CA
Location:	BURLINGAME, CA
Latitude:	37-35-42.15N NAD 83
Longitude:	122-22-56.96W
Heights:	23 feet site elevation (SE) 97 feet above ground level (AGL) 120 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 L Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

This determination expires on 01/28/2022 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7641, or tameraia.burch@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-7466-OE.

Signature Control No: 444607745-446811085

(DNE)

Tameraia Burch
Technician

C/CAG AGENDA REPORT

Date: September 24, 2020

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – North Rollins Road Mixed Use District and North Burlingame Mixed Use District Zoning Amendments

(For further information or response to questions, contact Susy Kalkin - 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 North Rollins Road Mixed Use District & North Burlingame Mixed Use District Zoning 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).

BACKGROUND

The City of Burlingame completed a General Plan update in 2018 which was reviewed by the ALUC and determined to be conditionally compatible with the SFO ALUCP. They have now followed that work with updates to two zone districts - the North Rollins Road Mixed Use District and the North Burlingame Mixed Use District (“Zoning Amendments”). Since these Districts are located within Airport Influence Area (AIA) B for San Francisco International Airport, the area subject to formal CCAG/ALUC review, in accordance with the requirements of California Public Utilities Code Section 21676(b), the City of Burlingame has referred these Zoning Amendments 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 Zoning Amendments address 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 Zoning Amendments include the following requirements to ensure consistency with the real estate disclosure requirements of the SFO ALUCP:

- **Airport Disclosure Notices.** All new development is required to comply with the real estate disclosure requirements of state law. 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) 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 describe circumstances where the granting of an aviation easement is required.

The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. As shown on Attachment 2, the 65 dB CNEL extends over portions of the subject Districts.

The draft Zoning Amendments include the following airport noise related regulations to ensure compliance with the Noise Compatibility Policies of the SFO ALUCP:

- **Airport Noise Evaluation and Mitigation.** Project applicants shall be required to evaluate potential airport noise impacts if the project is located within the 65 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport). 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.
- **Aviation Easement.** Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the Airport Land Use Compatibility Plan) shall include the grant of an aviation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or

structures, consistent with Airport Land Use Compatibility Plan Policy NP-3 Grant of Avigation Easement.

- C) **Safety Policy Consistency Analysis** – The SFO ALUCP includes five sets of safety zones and identifies land uses which are either incompatible or should be avoided within each of these zones. As shown on Attachment 3a & 3b, portions of the North Burlingame MU District lie within both Safety Zones 2, the Inner Approach/Departure Zone (IADZ), and Zone 3, the Inner Turning Zone (ITZ), while the Rollins Road MU District is located almost entirely within Safety Zone 3.

The Zoning Amendments include land use tables for the two Districts, as shown in Attachment 1 (Application Materials), which identify the various uses allowed within each District. Notations have been included in the tables to identify and address uses that would be incompatible within each Safety Zone. In addition, a more general note is included to specifically require compliance with SFO ALUCP Policies SP 1-3 to ensure consistency with the Safety Compatibility Policies of the SFO ALUCP.

D) Airspace Protection Policy Consistency Analysis

Structure Heights - The SFO ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), “Objects Affecting Navigable Airspace,” as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Francisco International Airport. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the navigable airspace, and (3) the initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of the proposed construction or alteration of structures on the subject airspace.

The subject Districts, as well as all of Burlingame, are located entirely within the FAR Part 77 airspace protection boundaries for San Francisco International Airport. To ensure compliance with these Airspace Protection Policies of the SFO ALUCP, the Zoning Amendments include a Development Standard Table for each District, both of which include the following footnote on allowable building heights:

“Maximum building heights are also required to comply with Airspace Protection Policies AP-1 through AP-4 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). This includes determining the need to file Form 7460-1, *Notice of Proposed Construction or Alteration*, with the FAA for any proposed project that would exceed the FAA notification heights, as shown approximately on ALUCP Exhibit IV-10 and complying with FAA Aeronautical Study Findings. It also includes complying with the maximum compatible building height as noted in ALUCP policy AP-3 and depicted in Exhibits IV-17 and IV-18 of the ALUCP.”

Other Flight Hazards - Within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per SFO ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

- Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight
- Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting
- Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight
- Sources of electrical/electronic interference with aircraft communications/navigation equipment
- 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 Site On or Near Airports* and *FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports* and any successor or replacement orders or advisory circulars.

The Zoning Amendments incorporate this policy language and include a process to ensure that the criteria will be incorporated into site-specific development projects.

SFO Planning

Pursuant to standard practice, the project was referred to SFO Planning staff for review. SFO Planning staff provided comments, included as Attachment 4, and Burlingame staff has incorporated all comments into the attached draft Zoning Amendments.

ATTACHMENTS

1. Application Materials
 - a. Application
 - b. North Rollins Road Mixed Use District – 9/14/2020 Draft
 - c. North Burlingame Mixed Use District – 9/14/2020 Draft
2. SFO ALUCP Exh IV-5 Noise Compatibility Zones
3. Safety Zones
 - a. North Rollins Road Mixed Use District
 - b. North Burlingame Mixed Use District
4. Comment letter from Acting SFO Planning Director dated Sept 14, 2020



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

APPLICANT INFORMATION

Agency: City of Burlingame

Project Name: North Rollins Road Mixed Use District & North Burlingame Mixed Use District Zoning

Address: Northern portion of Rollins Road and El Camino Real

APN: N/A

City: Burlingame

State: CA

ZIP Code: 94010

Staff Contact: Kevin Gardiner

Phone: 650-558-7253

Email: kgardiner@burlingame.org

PROJECT DESCRIPTION

The North Rollins Road Mixed Use and North Burlingame Mixed Use Zoning are implementations of the City of Burlingame General Plan Update. The General Plan Update was reviewed by the San Mateo County Airport Land Use Committee in October 2018 and the C/CAG Board of Directors in November 2018. The City of Burlingame adopted the General Plan and EIR in January 2019. An interim version of the North Rollins Road Mixed Use and North Burlingame Mixed Use Zoning was adopted in January 2019; this zoning would replace the interim zoning as a permanent zoning code amendment.

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.)

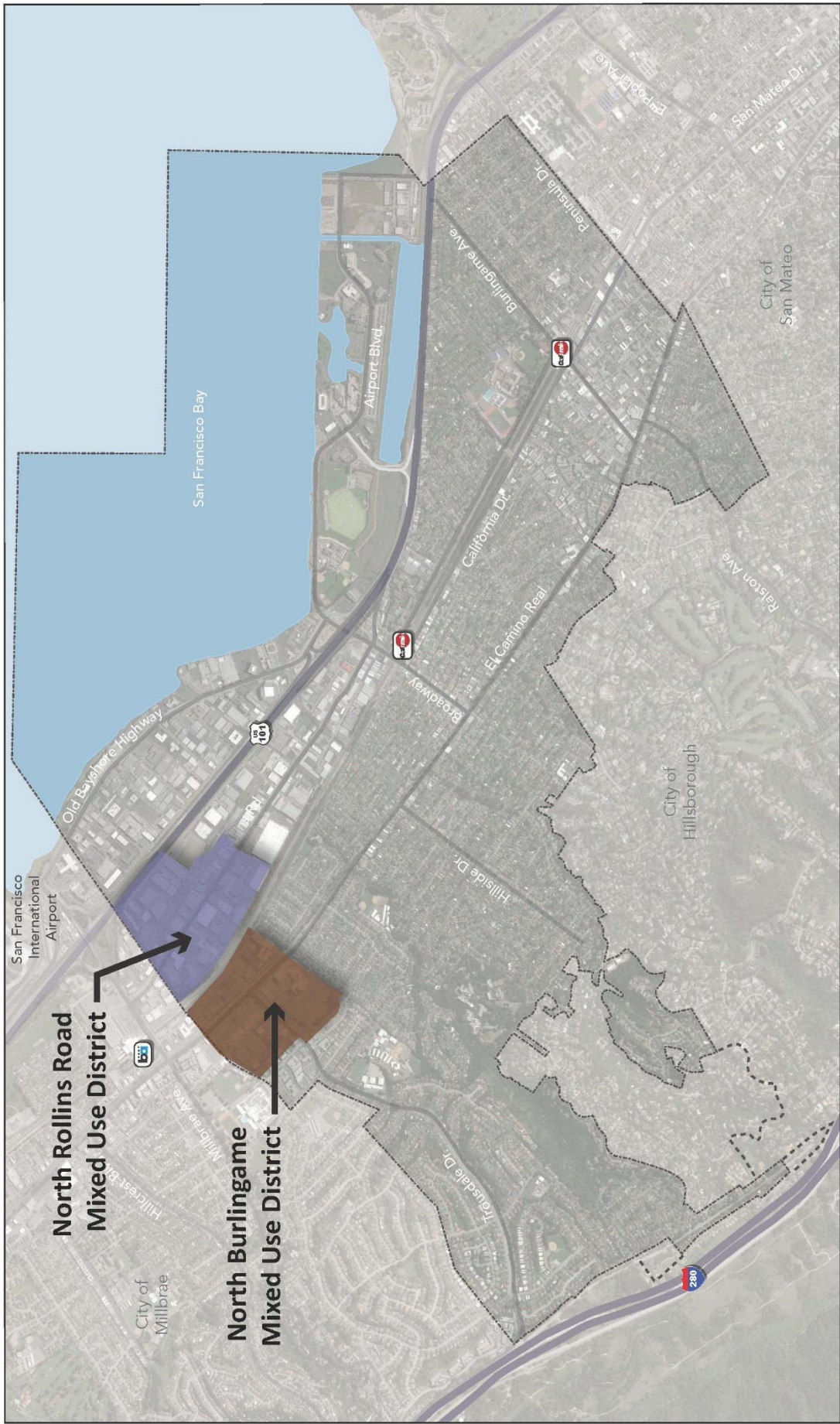
Additional information For Development Projects:

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.

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




 North Rollins Road Mixed Use District
 North Burlingame Mixed Use District

- - - - - City Limits
 - - - - - SOI

FIGURE 1

FIGURE 2
NORTH ROLLINS ROAD MIXED USE DISTRICT BOUNDARIES

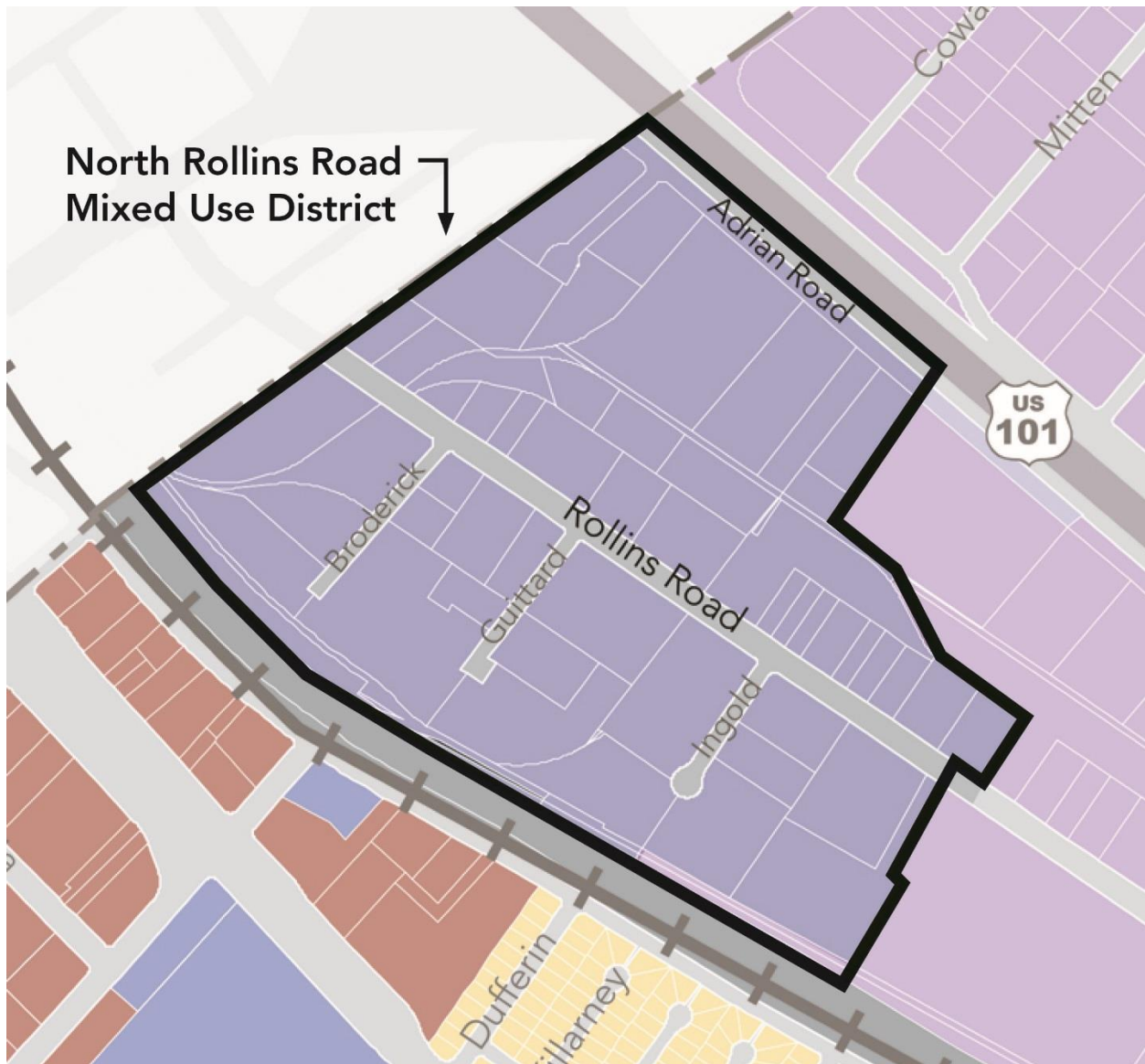
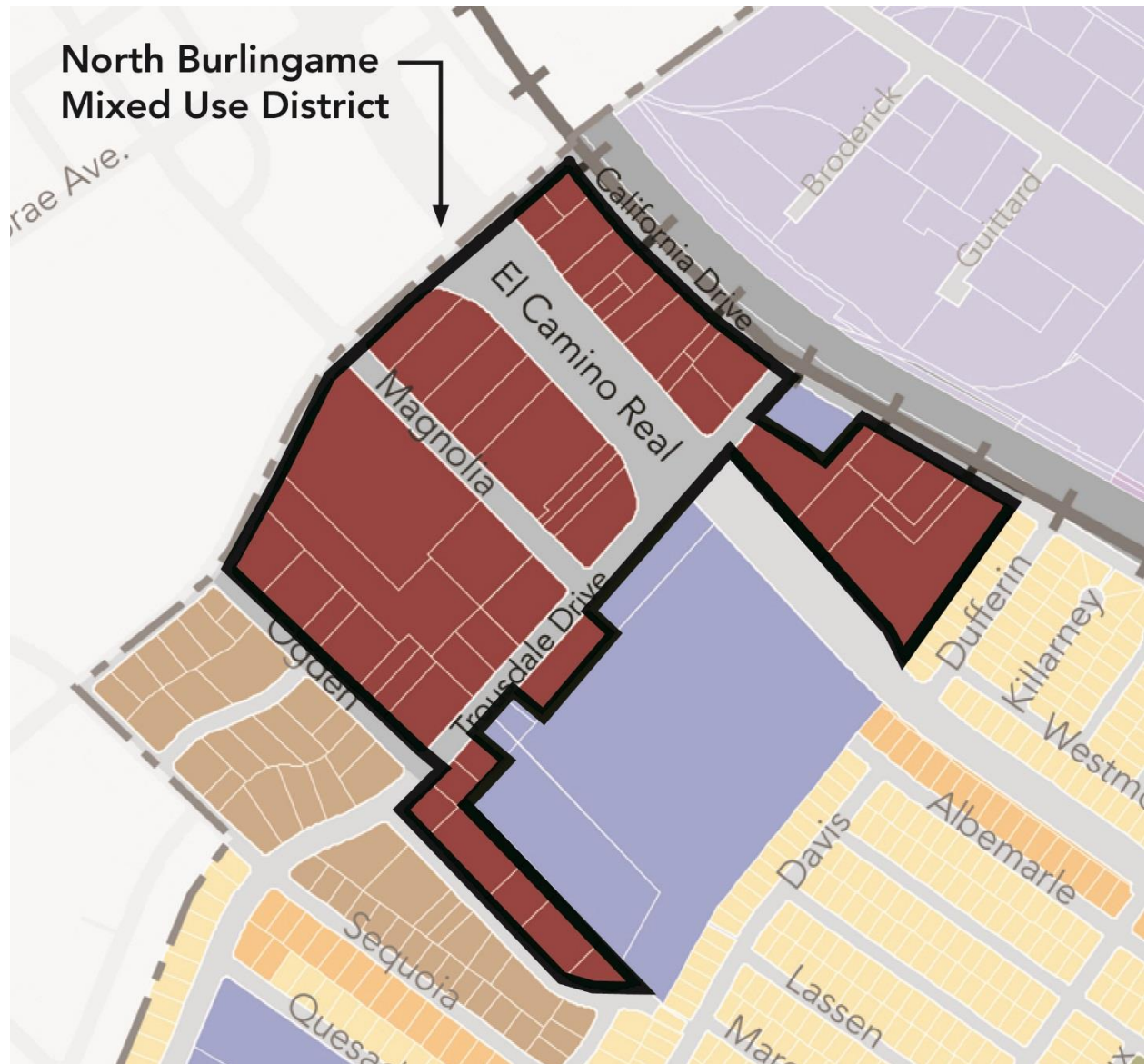


FIGURE 4
NORTH BURLINGAME MIXED USE DISTRICT BOUNDARIES



Chapter 25.39**RRMU (North Rollins Road Mixed Use) District Regulations****Draft – September 14, 2020****25.39.010 Purpose and Applicability**

- A. The purpose of the North Rollins Road Mixed-Use Zone (RRMU) is to implement the General Plan Live/Work land use designation by creating and sustaining a new neighborhood of creative live/work units and developments, small-scale support commercial businesses, and other employment uses within easy walking distance to the Millbrae multimodal transit station. Long-established industrial uses are permitted to remain as conforming uses, provided they comply with all applicable standards and operational conditions.
- B. The provisions of this chapter shall apply to the areas in the city with the “Live/Work” land use designation as shown on the Land Use Plan, Figure CC-1 of the Burlingame General Plan.

25.39.020 Land Use Regulations

- A. Table 25.39-1 identifies the land use regulations for the RRMU zone. Any use not listed below shall be prohibited, unless the Director finds that the proposed use is similar in characteristics to allowed uses.

TABLE 25.39-1: RRMU LAND USE REGULATIONS		
	P CUP MCUP TUP A --	Permitted Conditional Use Permit Minor Conditional Use Permit Temporary Use Permit Accessory Use Not Permitted
Land Use	Permit Requirement	Specific Use Regulations
COMMERCIAL - RETAIL		
Eating and Drinking Establishments <ul style="list-style-type: none"> • Bars, Taverns • Night Club • Restaurant • Restaurant – Drive-through 	MCUP -- P --	
Food and Beverage Sales <ul style="list-style-type: none"> • General Market • Convenience Store • Liquor Store 	P MCUP --	
Nurseries and Garden Centers	--	
Retail Sales <ul style="list-style-type: none"> • General • Large Format • Specialized 	P -- CUP	No outdoor storage or sales permitted in conjunction with any permitted use, except for permitted temporary sales.

TABLE 25.39-1: RRMU LAND USE REGULATIONS		
	P Permitted CUP Conditional Use Permit MCUP Minor Conditional Use Permit TUP Temporary Use Permit A Accessory Use -- Not Permitted	
Land Use	Permit Requirement	Specific Use Regulations
Vehicle Fuel Sales and Accessory Service	--	
Vehicle Sales <ul style="list-style-type: none"> • Auto and Light Truck – New • Auto and Light Truck – Used • Heavy Equipment Sales and Rental 	-- -- --	
COMMERCIAL – SERVICES AND RECREATION		
Adult Entertainment Businesses	--	
Animal Care Services <ul style="list-style-type: none"> • Boarding/Kennels • Grooming • Veterinarian 	-- P MCUP	Grooming - No overnight animal stays permitted.
Banks and Financial Institutions	P	
Check Cashing and Pay Day Loan Establishments	--	
Commercial Recreation	CUP	
Day Care Centers	CUP	Commercial facilities defined in accordance with Health and Safety Code, Section 1596.70, et. Seq., and licensed to serve 15 or more children not allowed. Family day care homes and noncommercial employer-sponsored facilities ancillary to place of business allowed with a CUP.
Food Preparation (catering)	MCUP	
Funeral Services and Cemeteries	--	
Office – Medical or Dental	CUP	Limited to 5,000 square feet.
Office – Professional	P	Limited to 5,000 square feet.
Personal Services – General	P	

TABLE 25.39-1: RRMU LAND USE REGULATIONS		
	P Permitted CUP Conditional Use Permit MCUP Minor Conditional Use Permit TUP Temporary Use Permit A Accessory Use -- Not Permitted	
Land Use	Permit Requirement	Specific Use Regulations
Personal Services - Specialized	CUP	
Theaters <ul style="list-style-type: none"> • Live • Movie or similar 	CUP CUP	
Vehicle Service, Repairs, and Rentals <ul style="list-style-type: none"> • Car Wash • Major Repair/Body Work • Minor Repair/Body Work • Rental Facilities 	-- -- -- --	
EDUCATIONAL SERVICES		
Class or School Uses	CUP	Public and private schools serving preschool through grade 12 not allowed.
Trade Schools	--	
INDUSTRIAL, MANUFACTURING, PROCESSING, WAREHOUSING, AND WHOLESALING USES		
Food Processing and Production	CUP	
Laboratories/Research and Development	P	CUP required if use entails hazardous materials. Biosafety Level 3 and 4 facilities not allowed.
Light Industrial	MCUP	
Personal Storage	CUP	
Warehousing/Logistics	CUP	
Wholesaling	A	Accessory to a permitted industrial or live/work use.
LODGING		
Bed and Breakfast	--	
Emergency Shelters	P	Limited in size to 24 beds. See also Section 25.44.045 (Additional Uses for Properties in the Northern Rollins Road Area).
Hostels	--	

TABLE 25.39-1: RRMU LAND USE REGULATIONS		
	P CUP MCUP TUP A --	Permitted Conditional Use Permit Minor Conditional Use Permit Temporary Use Permit Accessory Use Not Permitted
Land Use	Permit Requirement	Specific Use Regulations
Hotels and Motels	--	
PUBLIC AND QUASI-PUBLIC USES		
Community Open Space	P	
Hospitals	--	
Medical Clinics	CUP	No 24-hour clinics.
Public Assembly Facilities	CUP	
Public Parks	P	
Places of Religious Assembly	CUP	
RESIDENTIAL USES		
Live/Work	P	See Section 25.39.030.B.1.
Multi-Family Residential	P	
Residential Care Facilities	--	Nursing homes not allowed.
Supportive and Transitional Housing	P	
MIXED USES		
Mixed Use Developments	P	With individual specific uses subject to land use regulatory requirements set forth in this Table 25.39-1.
TRANSPORTATION AND UTILITIES		
Air courier, delivery, or other transshipment services	--	
Parking facilities, including parking garages	A	
Transit Facilities	--	
Utilities	MCUP	
Vehicle Storage	--	
DRAINAGE RIGHTS-OF-WAYS		
Publicly Owned and Operated Drainage Facilities and Improvements	P	
Privately Owned and Operated Electric Transmission Lines	P	
Supplemental Parking for Permitted or Conditional Uses in the District	CUP	
Storage of Operable Vehicles	CUP	a) Vehicles must be in operable condition and must be managed at all times by a single, responsible person with

TABLE 25.39-1: RRMU LAND USE REGULATIONS		
	P Permitted CUP Conditional Use Permit MCUP Minor Conditional Use Permit TUP Temporary Use Permit A Accessory Use -- Not Permitted	
Land Use	Permit Requirement	Specific Use Regulations
		access to the keys for all vehicles. b) Vehicles shall be moved by appointment only and shall not be moved during a.m. and p.m. peak hour traffic periods as defined by the city engineer. c) Site size must be a minimum of .7 acres. d) Site must have approved access to a public street. e) No customers shall visit the site.
Storage of Recreational Vehicles and Boats	CUP	Vehicles shall not be moved during a.m. and p.m. peak hour traffic periods as defined by the city traffic engineer.
Outdoor Storage	CUP	Must be related to immediately abutting uses which are permitted or conditional in the district.
Fencing	CUP	
Uses Similar in Nature to Those Allowed in This Section	CUP	Must have frontage on a public street and which proposed use and siting meets all the requirements established by the city engineer.
Long Term Airport Parking	--	
SPECIFIC AND TEMPORARY USES		
Outdoor Temporary and Seasonal Sales	TUP	
Temporary Uses	TUP	
Outdoor Dining	A	
Note:		

TABLE 25.39-1: RRMU LAND USE REGULATIONS	P Permitted CUP Conditional Use Permit MCUP Minor Conditional Use Permit TUP Temporary Use Permit A Accessory Use -- Not Permitted	
Land Use	Permit Requirement	Specific Use Regulations
Uses must comply with Safety Compatibility Policies SP-1 through SP-3 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport including Noise/Land Use Compatibility and Safety Compatibility Criteria listed in Tables IV-1 and IV-2. Some uses listed above may be incompatible in safety zones. The North Rollins Road Mixed Use Zone is entirely within Safety Compatibility Zone 3 – Inner Turning Zone.		

B. Maximum Retail Sales Building Size. No retail sales establishment shall exceed 15,000 square feet of gross floor area. An applicant may request a retail sales building larger than 15,000 square feet, but in no case larger than 30,000 square feet, through the Conditional Use Permit process.

C. Stand-alone Residential, Commercial, and Light Industrial Uses. Stand-alone commercial, residential, and light industrial developments are permitted.

D. Limitations on Use. The following uses and activities shall be prohibited:

1. New manufacturing and industrial uses except those specifically allowed in Table 25.39-1, except nonconforming uses as allowed in subsection 25.39.020.F.
2. Vehicle/equipment repair (e.g., body or mechanical work, including boats and recreational vehicles, vehicle detailing and painting, upholstery, or any similar use).
3. In any residential or live/work unit, storage of flammable liquids or hazardous materials beyond that normally associated with a residential use.
4. Any other activity or use, as determined by the Community Development Director, to be incompatible with residential activities and/or to have the possibility of affecting the health or safety of residents due to the potential for the use to create dust, glare, heat, noise, noxious gases, odor, smoke, traffic, vibration, or other impacts, or would be hazardous because of materials, processes, products, or wastes.

E. Nonconforming Industrial Uses.

1. **General.** The purpose of this subsection is to recognize and allow for the continued use of industrial activities that become nonconforming with the adoption of this Chapter. Except as provided in this subsection, the nonconforming use regulations set forth in Chapter 25.50 (Nonconforming Uses and Structures) shall apply.

2. **Discontinuance of nonconforming uses.** If a nonconforming use of a lot, building, or structure is discontinued for a continuous period exceeding three years, the right to continue the nonconforming use shall expire.
3. **Allowed expansion of nonconforming industrial uses.** Expansion of a legally established nonconforming industrial use is permitted on the same site with the issuance of a Conditional Use Permit.
4. **Change from a nonconforming industrial use to another nonconforming industrial use.** The Community Development Director may authorize a change from a legally established nonconforming industrial use to another nonconforming industrial use upon making the finding that the new use is similar in character to the existing nonconforming use and does not have the potential to result in adverse impacts on surrounding uses.

25.39.030 Development Standards

A. Development Standards Generally; Calculation of FAR and Density.

1. Development projects shall comply with the development standards set forth in Table 25.39-2 (RRMU Development Standards). The floor area ratio (FAR) standards shall apply to the non-residential component on a development on a site; the density standards shall apply to any residential component. The non-residential (FAR) and residential (density) components may be additive.
2. A developer may elect to develop consistent with either Tier 1, Tier 2, or Tier 3 development standards for live/work and any other non-industrial or non-institutional development. Projects using Tiers 2 or 3 standards shall provide community benefits pursuant to subparagraph 25.39.030.C, below.

**TABLE 25.39-2
RRMU DEVELOPMENT STANDARDS**

Development Standards	Live/Work, Residential, Mixed Use and Commercial Development			Industrial and Institutional Development	Additional Regulations
	Base Standard (Tier 1)	Increased Intensity (Tier 2)	Maximum Intensity (Tier 3)		
a. Density – Maximum (applies to residential component)	30 du/ac	50 du/ac	70 du/ac	N/A	Tiers 2 and 3 must provide community benefits per subparagraph C below.
b. Floor Area Ratio – Maximum (applies to non-residential component) ¹	0.50	0.75	1.0	1.0 ²	Tiers 2 and 3 must provide community benefits per subparagraph C below.
c. Height ⁴	3 stories/40 ft. maximum	5 stories/55 ft. maximum	7 stories/80 ft. maximum	50 ft.	Tiers 2 and 3 must provide community

TABLE 25.39-2
RRMU DEVELOPMENT STANDARDS

Development Standards	Live/Work, Residential, Mixed Use and Commercial Development			Industrial and Institutional Development	Additional Regulations
	Base Standard (Tier 1)	Increased Intensity (Tier 2)	Maximum Intensity (Tier 3)		
					benefits per subparagraph C below.
d. Setbacks					
• Front: Mixed-Use Arterial (Rollins Road)	0 - 15 ft.	0 - 15 ft.	0 – 15 ft.	20 ft.	Subject to streetscape frontage standards in Table 25.39-3
• Front: All other streets	12 ft. from edge of curb	12 ft. from edge of curb	15 ft. from edge of curb	15 ft. from edge of curb	Subject to streetscape frontage standards in Table 25.39-3
• Side – Interior	10 ft.	10 ft.	10 ft.	0 ft. adjacent to industrial use/20 ft. adjacent to all other uses	Setbacks for industrial uses apply only to new construction; established industrial uses shall be considered conforming with regard to required setbacks.
• Side – Street	10 ft.	10 ft.	10 ft.	10 ft.	Subject to streetscape frontage standards in Table 25.39-3
• Rear	20 ft.	20 ft.	20 ft.	0 ft. adjacent to industrial use/20 ft. adjacent to all other uses	Setbacks for industrial uses apply only to new construction; established industrial uses shall be considered conforming with regard to

TABLE 25.39-2
RRMU DEVELOPMENT STANDARDS

Development Standards	Live/Work, Residential, Mixed Use and Commercial Development			Industrial and Institutional Development	Additional Regulations
	Base Standard (Tier 1)	Increased Intensity (Tier 2)	Maximum Intensity (Tier 3)		
					required setbacks.
<ul style="list-style-type: none">Alley	5 ft.	5 ft.	5 ft.	10 ft.	If alley is used for direct access to a garage, setback shall be 20 ft. to allow vehicle access.
e. Edge condition between industrial and residential use		See Section 25.39.030.B.4.			
f. Lot Dimensions – Minimum					
<ul style="list-style-type: none">Size	<ul style="list-style-type: none">Mixed use development: 10,000 sfResidential subdivision: 3,500 sf	<ul style="list-style-type: none">Mixed use development: 10,000 sfResidential subdivision: 3,500 sf	<ul style="list-style-type: none">Mixed use development: 10,000 sfResidential subdivision: 3,500 sf	10,000 sf	
<ul style="list-style-type: none">Width at street frontage	<ul style="list-style-type: none">Mixed use development: 100 ft.Residential subdivision: 40 ft.	<ul style="list-style-type: none">Mixed use development: 100 ft.Residential subdivision: 40 ft.	<ul style="list-style-type: none">Mixed use development: 100 ft.Residential subdivision: 40 ft.	50 ft.	
g. Lot Coverage – Maximum ³	60%	60%	60%	70%	
h. Open Space for residential units per unit – Minimum	<ul style="list-style-type: none">Live/work units: 100 sfMultifamily housing or mixed use: 125 sfOpen space may be	<ul style="list-style-type: none">Live/work units: 100 sfMultifamily housing or mixed use: 125 sf	<ul style="list-style-type: none">Live/work units: 100 sfMultifamily housing or mixed use: 125 sf	N/A	<p>Minimum dimensions of open space:</p> <ul style="list-style-type: none">Private: 5 ft. deep, 8 ft. wide

TABLE 25.39-2
RRMU DEVELOPMENT STANDARDS

Development Standards	Live/Work, Residential, Mixed Use and Commercial Development			Industrial and Institutional Development	Additional Regulations
	Base Standard (Tier 1)	Increased Intensity (Tier 2)	Maximum Intensity (Tier 3)		
	either private, common, or include both	<ul style="list-style-type: none"> Open space may be either private, common, or include both 	<ul style="list-style-type: none"> Open space may be either private, common, or include both 		<ul style="list-style-type: none"> Common: 15 ft. in any direction <p>Any required pedestrian plaza/public space, as set forth in subsection B.3, below, may count toward up to 50% of the common open space.</p>
i. Percent landscape coverage - Minimum	15%	20%	20%	15%	
<p>Notes:</p> <p>¹ Above-ground parking structures shall be exempt from Floor Area Ratio (FAR) calculations.</p> <p>² FAR of Industrial, Manufacturing, Processing, Warehousing, and Wholesale uses may be increased to 1.5 with a Conditional Use Permit.</p> <p>³ Lot coverage may be increased if additional useable common open space equivalent to the additional lot coverage (in square feet) is provided on a podium-level landscaped courtyard or plaza.</p> <p>⁴ Maximum building heights are also required to comply with Airspace Protection Policies AP-1 through AP-4 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). This includes determining the need to file Form 7460-1, <i>Notice of Proposed Construction or Alteration</i>, with the FAA for any proposed project that would exceed the FAA notification heights, as shown approximately on ALUCP Exhibit IV-10 and complying with FAA Aeronautical Study Findings. It also includes complying with the maximum compatible building height, which includes all parapets, elevator overruns, etc. of a building, as noted in ALUCP policy AP-3 and depicted in Exhibits IV-17 and IV-18 of the ALUCP.</p>					

B. Additional Regulations.

1. Live/Work Standards.

- a. Purpose and Applicability.** The provisions in this section shall apply to live/work units.

- b. Intent.** The development standards of this section are intended to facilitate the creation of new, adaptable live/work units in a manner that preserves the surrounding industrial and artistic character, supports enhanced street level activity, maintains a consistent urban streetwall, and orients buildings and pedestrians toward public streets. Live/work Units are intended to be designed with adequate workspace, higher ceilings, larger doors, sufficient natural light, open floor plans, and equipped with non-residential finishes and features that support arts and production activities.
- c. Density/Floor Area Allocation.** Live/work units consistent with the provisions of this section may be apportioned from either the Residential (as specified by Density standards in Table 25.39-2) and/or Nonresidential (as specified by Floor Area Ratio/FAR standards in Table 25.39-2) allocations for a property.
- d. Limitations on Use.** The nonresidential component of a live/work unit shall be limited in use to those uses set forth in Table 25.39-1 (RRMU Land Use Regulations). Nonresidential/work is not required; however, each unit shall be designed to be adaptable and facilitate work activities per the provisions in this section.
- e. Floor Area Requirement.** A live/work unit shall have a minimum floor area of at least 750 square feet. At least 150 square feet of a live/work unit shall be designated as suitable for workspace, and measure not less than 15 feet in at least one dimension and no less than 10 feet in any dimension. The area suitable for workspace for each unit shall be clearly demarcated on approved building plans.
- f. Separation of and Access to Individual Units.** Access to each individual live/work unit shall be provided from shop fronts, directly from the sidewalk parallel to the primary or secondary street, or from common access areas, corridors, or halls. The access to each unit shall be clearly separate from other live/work units or other uses within the building.
- g. Location of Living Space – Ground Floor Units.** Ground floor live/work units shall designate the front 20 feet of the unit as area suitable for workspace, in order to maintain activity and commercial access along the frontage. Dedicated living space may be located in the rear portion of the ground level, provided the front 20 feet of the unit is designated as suitable for work.
- h. Ceiling Height.** Ground floor live/work units shall have floor to ceiling height of 15 feet or greater, measured from top of floor to bottom of ceiling. Upper floor live/work units shall have floor to ceiling height of 10 feet or greater. A mezzanine space shall not be included in the calculation of minimum height for any floor or level.
- i. Integration of Living and Working Space.** Areas within a live/work unit that are designated as living space shall be an integral part of the live/work unit and not separated (or occupied and/or rented separately) from the area designated for workspace.
- j. Client and Customer Visits.** Client and customer visits to live/work units are permitted.

2. **Pedestrian Plaza/Public Space.** Where total lot area or development site equals 50,000 square feet or greater, a pedestrian plaza or other public open space/gathering space shall be provided that meets the following design criteria:
 - a. Is a minimum of 1,500 square feet in size;
 - b. Has a minimum dimension at least 30 feet on any side;
 - c. Is at least 50 percent open to the sky;
 - d. Is located at ground level with direct pedestrian and ADA access to the adjacent public street;
 - e. Is unenclosed by any wall, fence, gate, or other obstruction across the subject property;
 - f. Is open to the public, without charge, each day of the year, except for temporary closures for necessary maintenance or public safety; and
 - g. Includes at least one gathering space with a fountain or other focal element.
3. **Mid-Block Plazas and Paseos.** Where blocks (measured from curb face to curb face) are longer than 400 feet, and where a development has more than 300 feet of frontage, at least one plaza, pedestrian pathway or paseo shall be provided perpendicular to the block face. All such plazas shall meet the design criteria outlined in 25.39.030.B.2. All such paseos shall meet the following design criteria:
 - a. Be open to the public and remain so during daylight hours;
 - b. Be at least 15' wide, and 15' deep if a plaza;
 - c. Have a clear line of sight to the back of the paseo, gathering place, or focal element; and
 - d. Be at least 50% open to the sky or covered with a transparent material.
4. **Industrial/Residential Interface.** Any live/work unit or other residential unit on a site abutting an industrial use on an adjoining site shall be set back a minimum of 15 feet from the lot line shared by the property with the industrial use. A minimum six-foot-high masonry wall or other buffering feature suitable to the review authority shall be provided along the shared property line.
5. **Residential Notice.** Residents of new live/work, mixed-use, and stand-alone residential development projects, whether owners or tenants, shall be notified in writing before taking up residence that they will be living in an urban-type environment, that the noise levels may be higher than in a strictly residential area, and that there may be odors associated with commercial and industrial uses. The covenants, conditions, and restrictions of any development with a residential use shall require that prospective residents acknowledge the receipt of the written noise notification. Such written noise notification shall be provided in residential leases. Signatures shall confirm receipt and understanding of this information.

C. Community Benefit Bonuses – Tiers for Increased FAR, Density, and Height.

1. **Purpose and Applicability.** To provide an incentive for development, and in partnership with the City to provide community benefits that would not otherwise be created, the Planning Commission may grant increased FAR, density, and/or height in return for provision of specific community benefits, as listed below or subsequently identified by the City Council, if doing so is in the City's interest and will help implement the General Plan

and further, if these benefits cannot be realized without granting increased FAR, height, and/or density. A variety of objectives are listed to ensure that proposed project features are appropriate for the site and surroundings, and to allow for a wide range of possible project types.

2. **Tier 2 – Number of Community Benefits.** The Planning Commission may approve Tier 2 projects if it determines that the project includes at least **two** community benefits from subsection 4 of this Section (Community Benefits Objectives). At least one affordable and workforce housing objective from 4.a shall be chosen.
3. **Tier 3 – Number of Community Benefits.** The Planning Commission may approve Tier 3 projects if it determines that the project includes at least **three** community benefits from subsection 4 of this Section (Community Benefits Objectives). At least one affordable and workforce housing objective from 4.a shall be chosen.
4. **Community Benefit Objectives.**

- a. **Affordable and Workforce Housing.**

- i. The project provides affordable housing at the rate of five percent for low-income households, or 10 percent for moderate-income households, as a percentage of the total number of housing units built, for a period of 55 years or greater.
- ii. The project qualifies for, and utilizes, a density bonus in compliance with the City's affordable housing incentives (Chapter 25.63).

- b. **Pedestrian Amenities.** The project includes major pedestrian connections in excess of minimum paseo requirements.

- c. **Public Plazas Beyond Minimum.** Public plazas or other publicly accessible open spaces at least 50 percent larger than the minimum required. Where provided, such public plazas and open spaces shall be subject to the following:

- i. The public plaza shall be owned, operated, and maintained by the developer or property manager in accordance with an approved maintenance plan to be reviewed and approved by the Community Development Director;
- ii. Each part of the public plaza shall be accessible from other parts of the open space without leaving the open space area;
- iii. The public plaza shall be on the ground level and directly accessible from the sidewalk, and be accessible to persons with disabilities;
- iv. The public plaza shall be open to the public, without charge, each day of the year, except for temporary closures for necessary maintenance or public safety; and
- v. At a minimum, the following elements shall be included: trees and landscaping, seating, bicycle racks, trash and recycling receptacles, and signage that include hours of operation.

- d. Off-Site Streetscape Improvements.** Does not include improvements along the frontage of a development site that would normally be required. Examples include:
- i. Enhanced pedestrian and bicycle-oriented streetscapes;
 - ii. Protected bicycle lanes and pedestrian pathways, improved bicycle and pedestrian crossings/signals, bicycle racks/shelters;
 - iii. New pedestrian and bicycle connections to transit facilities, neighborhoods, trails, commercial areas, etc.;
 - iv. Removal of existing pedestrian and bicycle barriers (e.g. dead-ends and cul-de-sacs);
 - v. Upgrading traffic signals to enhance pedestrian and bicycle safety.
- e. Cultural Arts Space.** Includes space for visual arts, performing arts, artist housing, and other activities that support arts and culture.
- f. Pedestrian and Similar Paths and Connections between Adjacent Properties.** To effectuate the goal of creating walkable and bikeable environments, improved pedestrian ways and other paths open to the public that accommodate easy movement across and between properties under separate ownership.
- g. Historic Preservation (Off-Site).** Where there are no historic resources on the project site, the project provides for the permanent preservation of a building off site that is listed in the City's inventory of historical resources through the recordation of a historic preservation agreement.
- h. Mode Split.** The project provides for a permanent mobility mode shift towards alternative transportation of up to 25 percent for building occupants through a Transportation Demand Management Program. Prior to the issuance of building permits, a covenant agreement shall be recorded that discloses the required Transportation Demand Management provisions. This agreement shall be recorded in the office of the County Recorder to provide constructive notice to all future owners of the property of any ongoing programmatic requirements.
- i. Zero Net Energy.** The project provides 100 percent of total building energy load measured as kilowatt per square foot through solar panels, wind turbines, or other renewable sources.
- j. Publicly Accessible Park Space.** Contribution towards the provision of public parks in the North Rollins Road area. Contribution can be in the form of dedication of land, provisions of improvements, or payment of fee in excess of that normally required for parks.
- k. Public Parking Facilities.** The project provides publicly accessible parking to serve area-wide parking needs. To qualify, the parking spaces should be permanently available for public use and subject to easements or restrictions acceptable to the City.

- I. **Flexible (Miscellaneous) Benefit.** The applicant agrees to provide a currently undefined community benefit approved by the City Council that is significant and substantially beyond normal requirements. Examples are inclusion of a child care center or community event space in a new development project, off-site utility infrastructure improvements above and beyond those required to serve the development, additional funding for City programs such as contribution to a local façade improvement program, or subsidy for existing commercial tenants or other local small businesses.

25.39.040 Design Standards and Objective Design Criteria.

A. Design Standards. All new development shall be designed to achieve the following objectives:

1. The overall design intent of the RRMU zone is to provide for an eclectic mix of residential, live/work, commercial, and light industrial development that has an industrial and contemporary look in terms of materials used, architectural styles, and building forms.
2. Site and building design shall provide for internal compatibility among the different uses in terms of noise, hours of operation, vehicle and pedestrian circulation, access, use of open space, and similar operating characteristics.
3. Potential noise, odors, glare, pedestrian traffic, and other potentially significant impacts on residents shall be minimized to allow a compatible mix of residential and nonresidential uses on the same site.
4. The design of any live/work or mixed-use project shall take into consideration potential impacts on adjacent properties and shall include specific design features to minimize potential impacts.
5. The design of the mixed-use project shall ensure that the residential units are of a residential character and that privacy between residential units and between other uses on the site is maximized.
6. The design of the structures and site planning shall encourage integration of the street pedestrian environment with the nonresidential uses through the use of plazas, courtyards, walkways, and street furniture.
7. Site planning and building design shall be compatible with and enhance the adjacent and surrounding built environment in terms of scale, building design, color, exterior materials, roof styles, lighting, landscaping, and signage.

B. Building Orientation, Entrances, and Articulation.

1. **Building Design.** Recognizing the varied commercial and industrial character of the area, new development and redevelopment projects should be encouraged to feature a blend of both commercial and residential design features, including modern, industrial type building design.
2. **Orientation.** The main building of a development shall be oriented to face a public street. Building frontages shall be generally parallel to streets. For all residential, retail, and office

uses, at least one primary entrance to a ground-floor use shall face the adjacent street right-of-way. Ground-related entrances include entrances to ground-floor uses.

3. **Ground Floor Transparency.** At least 45 percent of the exterior walls on the ground floor facing the street shall include windows, doors, or other openings.
4. **Nonresidential Entrances.** Entries shall be clearly defined features of front façades and of a scale that is in proportion to the size of the building and number of units being accessed. Larger buildings shall have a more prominent building entrance while maintaining a pedestrian scale.
5. **Transitional Space at Residential Entries.** New residential buildings shall provide transitional spaces in the form of stoops, overhangs, and porches between public areas fronting the primary street and entrances. This type of element or equivalent shall be required for each unit or group of units, but no less than one of this type of element shall be provided.
6. **Building Articulation.** Except for buildings housing industrial uses, no street frontage wall may run in a continuous plane for more than 25 feet without an opening (door or window) or offsets, or as approved by the review authority if the project is constrained by unusual parcel size, shape, use, or other features that the responsible review authority accepts as rendering this requirement infeasible. Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces. Offsets shall vary in depth and/or direction of at least 18 inches, or a repeated pattern of offsets, recesses, or projections of similar depth.
7. **Structured Parking.** Structured parking facing public streets should be fronted or wrapped with actively occupied spaces such as storefronts, live/work units, residential community amenities, and lobbies. Access to parking shall be designed so that it is not prominent and ties into the adjacent architectural style.

C. Site Layout

1. **Streetscape.** Street frontages shall meet the standards set forth in Table 25.39-3 (RRMU Street Frontage Standards).

TABLE 25.39-3: RRMU STREET FRONTAGE STANDARDS		
Street Type	Frontage – Measured from Back of Curb to Building Face	
Mixed-Use Arterial (Rollins Road)	Building Frontage Setback	15 ft. minimum
	Walk Zone (Public)	10 ft. minimum
	Amenity/Planter Zone	5 ft. minimum
	Tree Wells	5 ft. by 5 ft. minimum
Mixed-Use Collector (Adrian Road)	Building Frontage Setback	12 feet
	Walk Zone (Public)	6 ft. minimum
	Amenity/Planter Zone	5 ft. minimum
	Tree Wells	5 ft. by 5 ft. min
Mixed-Use Access (Adrian Court,	Building Frontage Setback	10 feet

Broderick Road, Guittard Road, Ingold Road)	Walk Zone (Public)	6 ft. minimum
	Amenity/Planter Zone	4 ft. minimum
	Tree Wells	4 ft. by 4 ft. minimum
Build-To Lines	At least sixty (60) percent of the structure shall be located at the Building Frontage Setback.	
Exceptions	Exceptions to Building Frontage Standards may be granted to accommodate conflicts with recorded easements, rights-of-ways, etc.	

2. Pedestrian Access. On-site pedestrian circulation and access shall be provided per the following standards:

- a. **Internal Connections.** A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.
- b. **To Circulation Network.** Regular and convenient connections between on-site walkways and the public sidewalk and other existing or planned pedestrian routes, such as safe routes to school, shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.
- c. **To Adjacent Areas.** Direct and convenient access shall be provided among adjoining residential and commercial areas and along creeks to the maximum extent feasible while still providing for safety and security. Public access easements minimum 10 feet in width shall be provided to allow for future connections.
- d. **To Transit.** Safe and convenient pedestrian connections shall be provided from adjacent transit stops to building entrances.

3. Location of Parking. Any surface parking facilities shall be located to the side or rear of any proposed project. No more than 33 percent of the site area at the ground level may be used for surface parking facilities.

4. Service and Delivery Areas. Unenclosed service and loading areas shall be screened from residential areas and integrated with the design of the building. Special attention shall be given when designing loading facilities in a location that is proximate to residential uses. Techniques such as block walls, enhanced setbacks, or enclosed loading shall be used to minimize adverse impacts to residents.

25.39.050 Parking

A. Off-Street Vehicle Parking. Parking shall be provided as set forth in Chapter 25.70 (Off-Street Parking), with the following exceptions for live/work units, stand-alone residential development, and the residential component of a mixed-use development:

TABLE 25.39-4: RRMU OFF-STREET VEHICLE PARKING	
Number of Bedrooms in a Unit	Minimum Number of Parking Spaces Required
0 (Studio or Loft)	1 space/unit

1	1 space/unit
2	1.5 spaces/unit for multifamily housing; 2 spaces/unit for live/work
3 or more	2 spaces/unit
Guest parking	None required

- B. **Vehicle Parking Stall Dimensions.** All parking stalls may be provided in a single dimension, eight and one-half feet in width by 17 feet in length, except for required accessible parking spaces which shall meet the dimensions required in the California Building Code in effect at the time a project is submitted for City review. No compact parking stalls shall be allowed if only a single dimension stall is used.

- C. **Aisle Dimensions.** All aisles within a parking area shall be as follows:

TABLE 25.39-5: RRMU PARKING AISLE DIMENSIONS	
Parking Space Angle	Required Backup Aisle
90 degree	24 feet
60 degree	18 feet
30 degree	13 feet

- D. **Stacked/Mechanical Parking.** Parking utilizing stackers or mechanical systems may be approved with a Conditional Use Permit.

- E. **Bicycle Parking.** Bicycle parking shall be provided as follows:

TABLE 25.39-6: RRMU BICYCLE PARKING	
Class	Minimum Number of Parking Spaces Required
Class I – Resident bicycles	0.5 spaces/unit
Class II – Guest bicycles	0.05 spaces/unit

- F. **Electric Vehicle (EV) Charging Stalls.** 5 percent of all spaces shall be prepared for EV charging equipment.

- G. **Parking Reductions for Transportation Demand Management (TDM) Plan.** Projects utilizing a Transportation Demand Management (TDM) Plan per Section 25.39.030.C.4.h. shall be allowed up to 20 percent reduction in required off-street vehicle parking (not including bicycle parking and EV stalls) provided the project provides for a permanent mobility mode shift towards alternative transportation of 25 percent or greater for building occupants through the TDM program.

25.39.060 Review Procedures

- A. **Design Review Required.** Design review is required pursuant to Chapter 25.57 (Design Review).

- B. Planning Commission Approval of Community Benefits Bonuses.** The Planning Commission shall be the final review authority for an application for Tier 2 and Tier 3 projects.

25.39.070 Comprehensive Airport Land Use Compatibility Plan Consistency. The following requirements and criteria shall be incorporated into site-specific development projects:

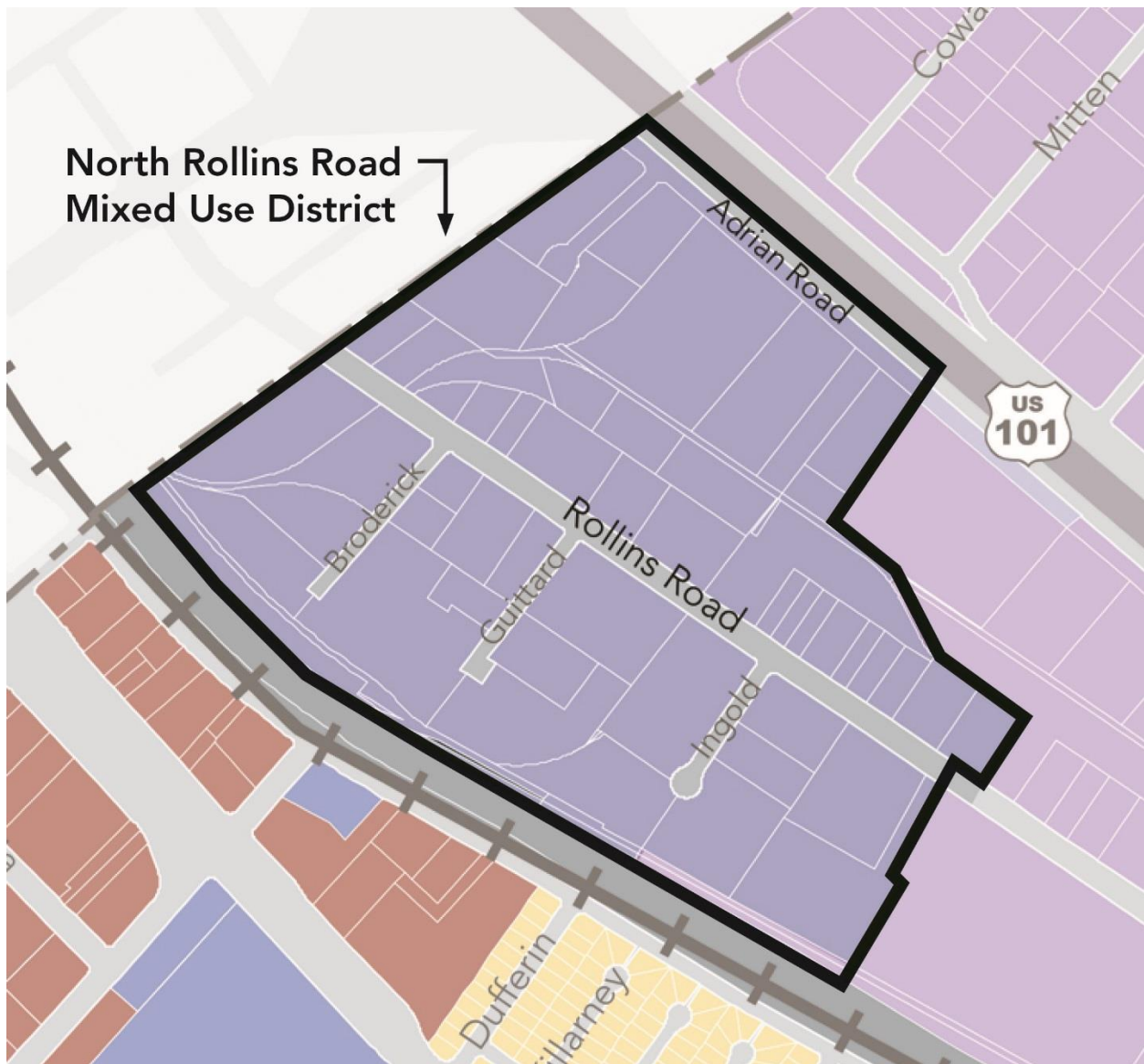
- A. Airport Disclosure Notices.** All new development is required to comply with the real estate disclosure requirements of state law. The following statement must be included in the notice of intention to offer the property for sale:

“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. Airport Noise Evaluation and Mitigation.** Project applicants shall be required to evaluate potential airport noise impacts if the project is located within the 65 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport). All projects shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the Airport Land Use Compatibility Plan or Burlingame General Plan, whichever is more restrictive.
- C. Avigation Easement.** Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the Airport Land Use Compatibility Plan) shall include the grant of an avigation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with Airport Land Use Compatibility Plan Policy NP-3 Grant of Avigation Easement.
- D. Other Flight Hazards.** Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per SFO ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:
1. Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight
 2. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting
 3. Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight
 4. Sources of electrical/electronic interference with aircraft communications/navigation equipment

5. 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 Site On or Near Airports and FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports and any successor or replacement orders or advisory circulars.



Chapter 25.40**NBMU (North Burlingame Mixed-Use) District Regulations****Draft – September 14, 2020****25.40.010 Purpose and Applicability**

- A. The purpose of the North Burlingame Mixed-Use (NBMU) zone is to implement the General Plan North Burlingame Mixed Use designation by providing a distinct, defining area at the City's north gateway on El Camino Real, with housing and complementary commercial and office uses at urban-level intensities, and that takes advantage of the adjacent multimodal transit center. This transit-oriented development district accommodates housing at progressively higher densities based on the level of community benefits provided, with the goal of ensuring that new development adds value for all in the City.
- B. The provisions of this chapter shall apply to the areas in the city with the "North Burlingame Mixed Use" land use designation as shown on the Land Use Plan, Figure CC-1 of the Burlingame General Plan.

25.40.020 Land Use Regulations

- A. Table 25.40-1 identifies the land use regulations for the NBMU zone. Any use not listed below shall be prohibited, unless the Director finds that the proposed use is similar in characteristics to allowed uses.
- B. Stand-alone commercial and residential developments are permitted.

TABLE 25.40-1: NBMU LAND USE REGULATIONS		
	P CUP MCUP TUP A --	Permitted Conditional Use Permit Minor Conditional Use Permit Temporary Use Permit Accessory Use Not Permitted
Land Use	Permit Requirement	Specific Use Regulations
COMMERCIAL - RETAIL		
Eating and Drinking Establishments <ul style="list-style-type: none"> • Bars, Taverns • Night Club • Restaurant • Restaurant – Drive-through 	MCUP CUP P --	
Food and Beverage Sales <ul style="list-style-type: none"> • General Market • Convenience Store • Liquor Store 	P CUP --	
Nurseries and Garden Centers	--	

TABLE 25.40-1: NBMU LAND USE REGULATIONS	P CUP MCUP TUP A --	Permitted Conditional Use Permit Minor Conditional Use Permit Temporary Use Permit Accessory Use Not Permitted	
Land Use	Permit Requirement	Specific Use Regulations	
Retail Sales <ul style="list-style-type: none">• General• Large Format• Specialized	P -- CUP		
Vehicle Fuel Sales and Service	CUP		
Vehicle Sales <ul style="list-style-type: none">• Auto and Light Truck – New• Auto and Light Truck – Used• Heavy Equipment Sales and Rental	-- -- -- --		
COMMERCIAL – SERVICES AND RECREATION			
Adult Entertainment Businesses	--		
Animal Care Services <ul style="list-style-type: none">• Boarding/Kennels• Grooming• Veterinarian	-- P MCUP	Grooming - No overnight animal stays permitted.	
Banks and Financial Institutions	P		
Check Cashing and Pay Day Loan Establishments	--		
Commercial Recreation	CUP		
Day Care Centers	CUP	SFO Safety Compatibility Zone 3: Commercial facilities defined in accordance with Health and Safety Code, Section 1596.70, et. Seq., and licensed to serve 15 or more children not allowed. Family day care homes and noncommercial employer-sponsored facilities ancillary to place of business allowed with a CUP.	SFO Safety Compatibility Zone 2: Commercial

TABLE 25.40-1: NBMU LAND USE REGULATIONS		
	P Permitted CUP Conditional Use Permit MCUP Minor Conditional Use Permit TUP Temporary Use Permit A Accessory Use -- Not Permitted	
Land Use	Permit Requirement	Specific Use Regulations
		facilities defined in accordance with Health and Safety Code, Section 1596.70, et. Seq., and licensed to serve 15 or more children not allowed. Family day care homes and noncommercial employer-sponsored facilities ancillary to place of business not allowed.
Food Preparation (catering)	MCUP	
Funeral Services and Cemeteries	--	
Office – Medical or Dental	P	
Office – Professional	P	
Personal Services – General	P	
Personal Services - Specialized	CUP	
Light Research/Development and Laboratories	P	SFO Safety Compatibility Zone 3: CUP required if use entails hazardous materials. Biosafety Level 3 and 4 facilities not allowed. SFO Safety Compatibility Zone 2: Not allowed if use entails hazardous materials.
Theaters <ul style="list-style-type: none"> • Live • Movie or similar 	CUP CUP	SFO Safety Compatibility Zone 2: Facilities seating more than 300 people not allowed.
Vehicle Service, Repairs, and Rentals <ul style="list-style-type: none"> • Car Wash • Major Repair/Body Work • Minor Repair/Body Work • Rental Facilities 	-- -- -- A	

TABLE 25.40-1: NBMU LAND USE REGULATIONS		
	P Permitted CUP Conditional Use Permit MCUP Minor Conditional Use Permit TUP Temporary Use Permit A Accessory Use -- Not Permitted	
Land Use	Permit Requirement	Specific Use Regulations
EDUCATIONAL SERVICES		
Class or School Uses	CUP	Public and private schools serving preschool through grade 12 not allowed.
Trade Schools	--	
LODGING		
Bed and Breakfast	--	
Emergency Shelters	--	
Hostels	--	
Hotels and Motels	CUP	
PUBLIC AND QUASI-PUBLIC USES		
Community Open Space	P	
Hospitals and Clinics	CUP	
Public Assembly Facilities	--	
Public Parks	P	
Places of Religious Assembly	CUP	SFO Safety Compatibility Zone 2: Facilities seating more than 300 people not allowed.
RESIDENTIAL USES		
Multi-Family Residential	P	
Residential Care Facilities	CUP	Nursing homes not allowed.
Supportive and Transitional Housing	P	
MIXED USES		
Mixed Use Developments	P	With individual specific uses subject to land use regulatory requirements set forth in this table.
TRANSPORTATION AND UTILITIES		
Parking facilities, including parking garages	--	
Transit Facilities	CUP	
Utilities	MCUP	
SPECIFIC AND TEMPORARY USES		
Outdoor Temporary and Seasonal Sales	TUP	
Temporary Uses	TUP	
Vending machines	A	

TABLE 25.40-1: NBMU LAND USE REGULATIONS		
	P CUP MCUP TUP A --	Permitted Conditional Use Permit Minor Conditional Use Permit Temporary Use Permit Accessory Use Not Permitted
Land Use	Permit Requirement	Specific Use Regulations
Outdoor dining	A	
Note: Uses must comply with Safety Compatibility Policies SP-1 through SP-3 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport including Noise/Land Use Compatibility and Safety Compatibility Criteria listed in Tables IV-1 and IV-2. Some uses listed above may be incompatible in safety zones. The northwestern portion of the North Burlingame Mixed Use Zone is within Safety Compatibility Zone 2 – Inner Approach/Departure Zone; while the remainder is within Safety Compatibility Zone 3 – Inner Turning Zone.		

25.40.030 Development Standards

A. Development Standards Generally; Calculation of FAR and Density.

1. Development projects shall comply with the development standards set forth in Table 25.40-2 (NBMU Development Standards). The floor area ratio (FAR) standards shall apply to the non-residential component on a development on a site; the density standards shall apply to any residential component. The non-residential (FAR) and residential (density) components are additive.
2. A developer may elect to develop consistent with either Tier 1, Tier 2, or Tier 3 development standards. Projects using Tier 2 or Tier 3 standards shall provide community benefits pursuant to subparagraph 25.40.030.D, below.

**TABLE 25.40-2
NBMU DEVELOPMENT STANDARDS**

Development Standards	Base Standard (Tier 1)	Increased Intensity (Tier 2)	Maximum Intensity (Tier 3)	Additional Regulations
a. Density – Maximum (applies to residential component)	40 du/ac	80 du/ac	140 du/ac	Tier 2 and 3 must provide community benefits per subparagraph B, below.
b. Floor Area Ratio (FAR) – Maximum (applies to non-residential component) ¹	0.50 Office 0.25 Commercial	1.25 Office 0.50 Commercial	2.0 Office 1.0 Commercial	Tier 2 and 3 must provide community benefits per subparagraph B, below.
c. Height ³	4 stories/	5 stories/	7 stories/	Tier 2 and 3 must provide community

**TABLE 25.40-2
NBMU DEVELOPMENT STANDARDS**

Development Standards	Base Standard (Tier 1)	Increased Intensity (Tier 2)	Maximum Intensity (Tier 3)	Additional Regulations
	45 ft. maximum	55 ft. maximum	75 ft. maximum For properties on the east side of El Camino Real, 9 stories/ 100 ft. subject to additional setback standards, below	benefits per subparagraph B, below. Special Requirements and Exceptions: 1. Building frontages facing Trousdale Drive (west of El Camino Real), Murchison Drive (west of El Camino Real), Magnolia Drive, Ogden Drive, and Marco Polo Way: a. 35% of the linear frontage above 35 feet must step back a minimum 5 feet, in the form of insets, balconies, or setbacks, or b. 80% of a building's linear frontage above 55 feet stories must step back a minimum of 10 feet, in the form of insets, balconies, or setbacks
d. Setbacks				
<ul style="list-style-type: none"> For any building adjacent to properties zoned R-1 or R-2 	Any building façade that faces the adjacent R-1 or R-2 property line and that is above 15 feet in height shall have additional setback distance added to the required setback. That additional setback shall apply to any portion of the			

TABLE 25.40-2
NBMU DEVELOPMENT STANDARDS

Development Standards	Base Standard (Tier 1)	Increased Intensity (Tier 2)	Maximum Intensity (Tier 3)	Additional Regulations
	building above 15 feet in height and shall be a minimum horizontal distance of one foot for every one foot of building height above 30 feet.			
• Front: El Camino Real	0 to 10 ft. for first 35 ft.			Subject to streetscape frontage standards in Table 25.40-3
• Front: Mixed-Use Arterial (Trousdale Drive, Murchison Drive, California Drive)	0 to 10 ft., with at least 60 percent of the structure located at the streetscape frontage line per Table 25.40-3			Subject to streetscape frontage standards in Table 25.40-3
• Front: Mixed-Use Collector (Magnolia Drive) and Neighborhood Access (Ogden Drive, Marco Polo Way)	0 to 10 ft., with at least 40 percent of the structure located at the streetscape frontage line per Table 25.40-3			Subject to streetscape frontage standards in Table 25.40-3
• Side – Interior: El Camino Real	10 ft.			
• Side – Interior: Trousdale Drive, Murchison Drive, California Drive, Ogden Drive, and Marco Polo Way	10 ft.			
• Side – Street	0 to 10 ft., with at least 40 percent of the structure located at the streetscape frontage line per Table 25.40-3			Subject to streetscape frontage standards in Table 25.40-3
• Rear	15 ft. minimum 20 ft. minimum if abutting a lot zoned R-1 or R-2			
e. Lot Dimensions – Minimum • Size • Width at street frontage	20,000 sf 150 ft.			Minimum applies to new subdivisions of land; legally established lots of smaller size may be developed consistent with the requirements of this Chapter 25.40.
f. Lot Coverage – Maximum ²	80%			Lot coverage may be increased if additional, usable common open space generally

**TABLE 25.40-2
NBMU DEVELOPMENT STANDARDS**

Development Standards	Base Standard (Tier 1)	Increased Intensity (Tier 2)	Maximum Intensity (Tier 3)	Additional Regulations
				equivalent to the additional lot coverage (in square feet) is provided on a rooftop garden and hardscape.
<p>g. Open Space and Landscaping</p> <ul style="list-style-type: none"> Open space for residential units – Minimum Percent landscape coverage - Minimum 	<p>100 sf per unit of open space per unit. Open space may be either private, common, or include both.</p> <p>10% of entire site; see also 25.40.040.</p>			<p>Minimum dimensions of open space:</p> <ul style="list-style-type: none"> Private: 5 ft. deep, 8 ft. wide Common: 15 ft. in any direction
h. Parking		<ol style="list-style-type: none"> Parking shall be provided as set forth in Chapter 25.70. Garages may be constructed entirely below ground level, and such underground garages may project into any required yard or building setback area. No at-grade parking shall be visible or accessed from El Camino Real. 		
<p>Notes:</p> <p>¹ Above-ground parking structures shall be exempt from Floor Area Ratio (FAR) calculations.</p> <p>² Lot coverage may be increased if additional useable common open space equivalent to the additional lot coverage (in square feet) is provided on a podium-level landscaped courtyard or plaza.</p> <p>³ Maximum building heights are also required to comply with Airspace Protection Policies AP-1 through AP-4 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). This includes determining the need to file Form 7460-1, <i>Notice of Proposed Construction or Alteration</i>, with the FAA for any proposed project that would exceed the FAA notification heights, as shown approximately on ALUCP Exhibit IV-10 and complying with FAA Aeronautical Study Findings. It also includes complying with the maximum compatible building height, which includes all parapets, elevator overruns, etc. of a building, as noted in ALUCP policy AP-3 and depicted in Exhibits IV-17 and IV-18 of the ALUCP.</p>				

B. Community Benefits – Required Enhancements for Tier 2 and 3 Increased FAR, Density, and Height.

- Purpose and Applicability.** The community benefits program is established to provide incentives for higher intensity development not otherwise allowed by these zoning regulations, and to create new community benefits that may not otherwise result from

development activity. The Planning Commission, through a discretionary review and public hearing process, may grant increased FAR, density, or building height in return for provision of specific community benefits, as listed below or subsequently identified by the City Council, if doing so is in the City's interest and will help implement the General Plan, and in finding that these benefits cannot be realized without granting increased FAR, height, and/or density. A variety of objectives are listed to ensure that proposed project features are appropriate for the site and surroundings, and to allow for a wide range of possible project types.

2. **Tier 2 - Number of Community Benefits.** The Planning Commission may approve Tier 2 projects if it determines that the project includes at least **two** community benefits from subsection 4 of this Section (Community Benefits Objectives). At least one affordable and workforce housing objective from 4.a shall be chosen.
3. **Tier 3 - Number of Community Benefits.** The Planning Commission may approve Tier 3 projects if it determines that the project includes at least **three** community benefits from subsection 4 of this Section (Community Benefits Objectives). At least one affordable and workforce housing objective from 4.a shall be chosen.

4. **Community Benefit Options.**

a. **Affordable and Workforce Housing.**

- i. The project provides affordable housing at the rate of five percent for low-income households, or 10 percent for moderate-income households, as a percentage of the total number of housing units built for a period of 55 years or greater.
- ii. The project qualifies for, and utilizes, a density bonus in compliance with the City's affordable housing incentives (Chapter 25.63).

b. **Pedestrian Amenities.** The project includes major pedestrian connections in excess of minimum pedestrian requirements.

c. **Public Plazas.**

- i. The minimum area of any public plaza shall be 2,000 square feet;
- ii. The public plaza is owned, operated, and maintained by the developer or property manager in accordance with an approved maintenance plan to be reviewed and approved by the Community Development Director;
- iii. Each part of the public plaza shall be accessible from other parts of the open space without leaving the open space area;
- iv. The public plaza shall be on the ground level and directly accessible from the sidewalk, and be accessible to persons with disabilities;
- v. The public plaza shall be open to the public, without charge, each day of the year, except for temporary closures for necessary maintenance or public safety; and

- vi. At a minimum, the following elements shall be included within the open space: trees and landscaping, seating, bicycle racks, trash and recycling receptacles, and signage that include hours of operation.
- d. **Off-Site Streetscape Improvements.** These provisions do not include improvements along the frontage of a development site that would normally be required. Examples of amenities include:
 - i. Enhanced pedestrian and bicycle-oriented streetscapes.
 - ii. Protected bicycle lanes and pedestrian pathways, improved bicycle and pedestrian crossings/signals, bicycle racks/shelters.
 - iii. New pedestrian and bicycle connections to transit facilities, neighborhoods, trails, commercial areas, etc.
 - iv. Removal of existing pedestrian and bicycle barriers (e.g. dead-ends and cul-de-sacs).
 - v. Upgrading traffic signals to enhance pedestrian and bicycle safety.
- e. **Cultural Arts Space.** Includes space for visual arts, performing arts, artist housing, and other activities that support arts and culture.
- f. **Pedestrian and Similar Paths and Connections between Adjacent Properties.** To effectuate the goal of creating walkable and bikeable environments, improved pedestrian ways and other paths open to the public that accommodate easy movement across and between properties under separate ownership.
- g. **Historic Preservation (Off-Site).** Where there are no historic resources on the project site, the project provides for the permanent preservation of a building off site that is listed in the City's inventory of historical resources through the recordation of a historic preservation agreement.
- h. **Mode Split.** The project provides for the permanent mode shift towards alternative transportation for building occupants through a Transportation Demand Management Program that achieves the objectives of General Plan Chapter VI: Mobility. Prior to the issuance of building permits, a covenant agreement shall be recorded that discloses the required Transportation Demand Management provisions. This agreement shall be recorded in the office of the County Recorder to provide constructive notice to all future owners of the property of any ongoing programmatic requirements.
- i. **Zero Net Energy.** The project provides 100 percent of total building energy load measured as kilowatt per square foot through solar panels, wind turbines, or other renewable sources.
- j. **Public Parking Facilities.** The project provides publicly accessible parking to serve area-wide parking needs. To qualify, the parking spaces should be permanently available for public use and subject to easements or restrictions acceptable to the City.

- k. Flexible (Miscellaneous) Benefit.** The applicant agrees to provide a currently undefined community benefit approved by the City Council that is significant and substantially beyond normal requirements. Examples are inclusion of a child care center or community event space in a new development project, off-site utility infrastructure improvements above and beyond those required to serve the development, additional funding for City programs such as contribution to a local façade improvement program, or subsidy for existing commercial tenants or other local small businesses.

25.40.040 Design Standards and Objective Design Criteria. In addition to the development standards in Section 25.40.030, the following design standards and criteria shall apply to all new development projects.

A. Design Standards. All new development shall be designed to achieve the following objectives:

1. The design shall provide for internal compatibility between the different uses in terms of noise, hours of operation, vehicle and pedestrian circulation, access, use of open space, and other operating characteristics that affect quality of life.
2. Potential noise, odors, glare, pedestrian traffic, and other impacts on residents shall be minimized to allow a compatible mix of residential and nonresidential uses on the same site.
3. The design of the mixed-use project shall ensure that the residential units are of a residential character and that privacy between residential units and between other uses on the site is maximized.
4. The design of the structures and site planning shall encourage integration of the street pedestrian environment with the nonresidential uses through the use of plazas, courtyards, walkways, and street furniture.
5. Site planning and building design shall be compatible with and enhance the adjacent and surrounding built environment in terms of scale, building design, color, exterior materials, roof styles, lighting, landscaping, and signage.

B. Building Orientation, Entrances, and Articulation.

1. **Orientation.** The main building of a development shall be oriented to face a public street. Building frontages shall be generally parallel to streets. For all residential, retail, service, and office uses, at least one primary entrance to a ground-floor use shall face the adjacent street right-of-way. Ground-related entrances include entrances to ground-floor uses, residential units, clusters of residential units, lobbies, or private courtyards.
2. **Ground-Floor Transparency.** At least 75 percent of the exterior walls on the ground floor facing the street shall include windows, doors, or other openings.
3. **Nonresidential Entrances.** Entries shall be clearly defined features of front façades and of a scale that is in proportion to the size of the building and number of units being accessed. Larger buildings shall have a more prominent building entrance while maintaining a pedestrian scale.

4. **Transitional Space at Residential Entries.** New residential buildings shall provide transitional spaces in the form of stoops, overhangs, and porches between public areas fronting the primary street and entrances. This type of element or equivalent shall be required for each unit or group of units, but no less than one of this type of element shall be provided.
5. **Building Articulation.** No street frontage wall may run in a continuous plane for more than 20 feet without an opening (door or window) or offsets, or as approved by the review authority if the project is constrained by unusual parcel size, shape, use, or other features that the responsible review authority accepts as rendering this requirement infeasible. Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces. Offsets shall vary in depth and/or direction of at least 18 inches, or a repeated pattern of offsets, recesses, or projections of similar depth.
6. **Parking Lot and Structure Location.** Surface parking lots, to the greatest extent practicable, shall be located to the rear of a lot. Parking structures shall be integrated into building design unless a separate structure is required for fire safety purposes or due to the shape or configuration of a lot.

C. Site Layout

1. **Streetscape.** Street frontages shall meet the standards set forth in Table 25.40-3 (NBMU Street Frontage Standards).

TABLE 25.40-3: NBMU STREET FRONTAGE STANDARDS		
Street Type	Frontage – Measured from Back of Curb to Building Face	
El Camino Real – with frontage road	Building Frontage Setback	15 ft. minimum from frontage road curb
	Walk Zone (Public)	10 ft. minimum
	Amenity/Planter Zone	5 ft. minimum
	Tree Wells	5 ft. by 5 ft. min.
El Camino Real – without frontage road	Building Frontage Setback	20 ft. minimum from frontage road curb
	Walk Zone (Public)	10 ft. minimum
	Amenity/Planter Zone	5 ft. minimum
	Tree Wells	5 ft. by 5 ft. minimum
Mixed-Use Arterial (Trousdale Drive, Murchison Drive, California Drive)	Building Frontage Setback	15 ft. minimum
	Walk Zone (Public)	10 ft. minimum
	Amenity/Planter Zone	5 ft. minimum
	Tree Wells	5 ft. by 5 ft. minimum
Mixed-Use Collector (Magnolia Avenue)	Building Frontage Setback	12 feet
	Walk Zone (Public)	6 ft. minimum
	Amenity/Planter Zone	5 ft. minimum
	Tree Wells	5 ft. by 5 ft. minimum
	Building Frontage Setback	10 ft.

Neighborhood Access (Ogden Drive, Marco Polo Drive)	Walk Zone (Public)	6 ft. minimum
	Amenity/Planter Zone	4 ft. minimum
	Tree Wells	4 ft. by 4 ft. minimum
Build-To Lines	At least sixty (60) percent of the structure shall be located at the Building Frontage Setback.	
Exceptions	Exceptions to Building Frontage Standards may be granted to accommodate conflicts with recorded easements, rights-of-ways, etc.	

2. Pedestrian Access. On-site pedestrian circulation and access shall be provided per the following standards:

- a. **Internal Connections.** A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site open space areas or pedestrian amenities.
- b. **To Circulation Network.** Regular and convenient connections between on-site walkways and the public sidewalk and other existing or planned pedestrian routes, such as safe routes to school, shall be provided. An on-site walkway shall connect the primary building entry or entries to a public sidewalk on each street frontage.
- c. **To Adjacent Areas.** Direct and convenient access shall be provided from mixed-use projects to adjoining residential and commercial areas to the maximum extent feasible while still providing for safety and security.
- d. **To Transit.** Safe and convenient pedestrian connections shall be provided from adjacent transit stops to building entrances.

3. Service and Delivery Areas. Service and loading areas shall be screened from residential areas and integrated with the design of the building. Special attention shall be given when designing loading facilities in a location that is proximate to residential uses. Techniques such as block walls, enhanced setbacks, or enclosed loading shall be used to minimize adverse impacts to residents.

4. Location of Residential Units. In mixed-use developments, it is the intent that residential units not occupy the ground floor within the first 50 feet of floor area measured from each building face adjacent to the street unless the review authority finds that the project is designed in a manner that a residential ground-floor component enhances the pedestrian environment.

D. Landscaping.

- 1. Front and Street Side Setbacks.** Within any required front setback area or side yard setback adjacent to a public street, at least 60 percent of the required setback area shall be landscaped to provide a transition to the sidewalk.
- 2. Parking Lot Screening.** Where a surface parking lot abuts a public street, a minimum 10-foot-deep landscape buffer shall be provided between the sidewalk and the first parking row.

3. **Parking Garage.** Where the wall of a parking garage directly faces a public street, a minimum 10-foot-deep landscaped area shall be provided between the sidewalk and the parking structure wall.

25.39.050 Parking

- A. **Off-Street Vehicle Parking.** Parking shall be provided as set forth in Chapter 25.70 (Off-Street Parking), with the following exceptions for live/work units, stand-alone residential development, and the residential component of a mixed-use development:

TABLE 25.40-4: NBMU OFF-STREET VEHICLE PARKING	
Number of Bedrooms in a Unit	Minimum Number of Parking Spaces Required
0 (Studio)	1 space/unit
1	1 space/unit
2	1.5 spaces/unit for multifamily housing; 2 spaces/unit for live/work
3 or more	2 spaces/unit
Guest parking	None required

- B. **Vehicle Parking Stall Dimensions.** All parking stalls may be provided in a single dimension, eight and one-half feet in width by 17 feet in length, except for required accessible parking spaces which shall meet the dimensions required in the California Building Code in effect at the time a project is submitted for City review. No compact parking stalls shall be allowed if only a single dimension stall is used.
- C. **Aisle Dimensions.** All aisles within a parking area shall be as set forth in Table 25.40-5 (NBMU Parking Aisle Dimensions)

TABLE 25.40-5: NBMU PARKING AISLE DIMENSIONS	
Parking Space Angle	Required Backup Aisle (minimum)
90 degree	24 feet
60 degree	18 feet
30 degree	13 feet

- D. **Stacked/Mechanical Parking.** Parking utilizing stackers or mechanical systems may be approved with a Conditional Use Permit.
- E. **Bicycle Parking.** Bicycle parking shall be provided as set forth in Table 25.40-6 (NBMU Bicycle Parking).

TABLE 25.40-6: NBMU BICYCLE PARKING	
Class	Minimum Number of Parking Spaces Required

Class I – Resident bicycles	0.5 spaces/unit
Class II – Guest bicycles	0.05 spaces/unit

F. Electric Vehicle (EV) Charging Stalls. Five percent of all spaces shall be prepared for EV charging equipment.

G. Parking Reductions for Transportation Demand Management (TDM) Plan. Projects utilizing a Transportation Demand Management (TDM) Plan per Section 25.40.030.B.4.h. shall be allowed up to 20 percent reduction in required off-street vehicle parking (not including bicycle parking and EV stalls), provided the project provides for a permanent mobility mode shift towards alternative transportation of 25 percent or greater for building occupants through the TDM program.

25.40.060 Review Procedures.

A. Design Review Required. Design review shall be required pursuant to Chapter 25.57.

B. Planning Commission Approval of Community Benefits Bonuses. The Planning Commission shall be the final review authority for an application for Tier 2 or 3 projects.

25.40.070 Comprehensive Airport Land Use Compatibility Plan Consistency. The following requirements and criteria shall be incorporated into site-specific development projects:

A. Airport Disclosure Notices. All new development is required to comply with the real estate disclosure requirements of state law. The following statement must be included in the notice of intention to offer the property for sale:

“Notice of Airport in Vicinity

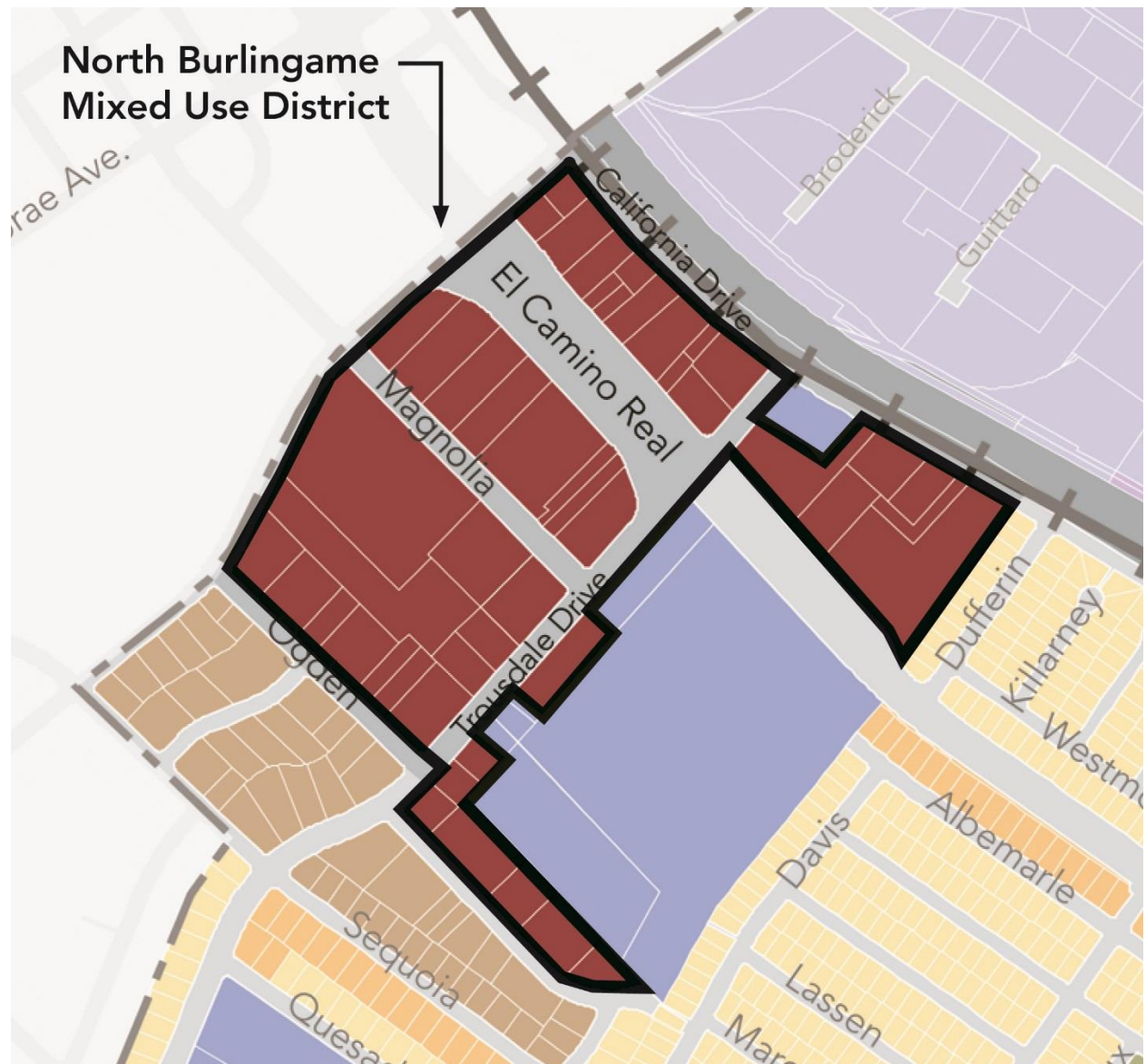
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual 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.”

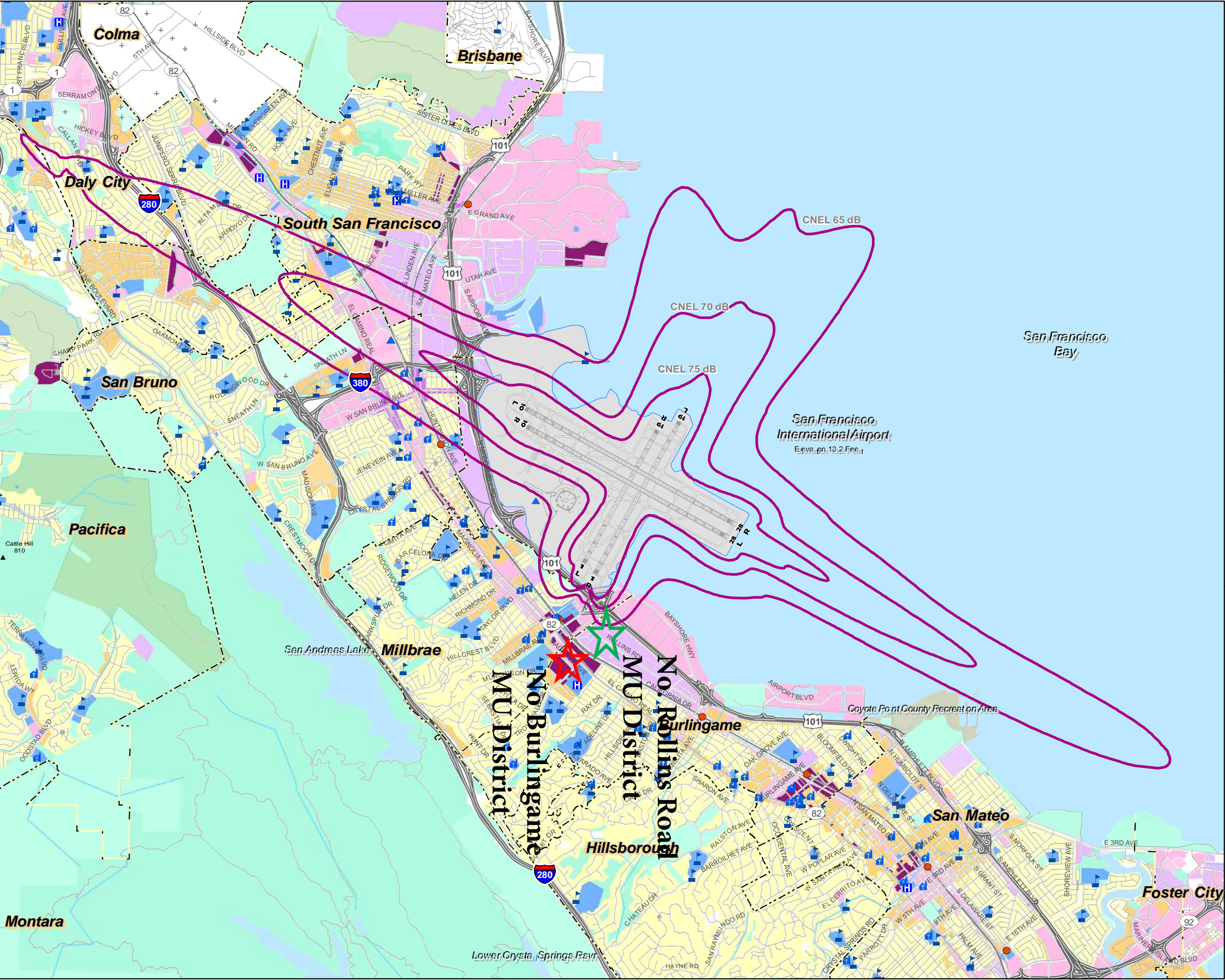
B. Airport Noise Evaluation and Mitigation. Project applicants shall be required to evaluate potential airport noise impacts if the project is located within the 65 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport). All projects shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the Airport Land Use Compatibility Plan or Burlingame General Plan, whichever is more restrictive.

C. Aviation Easement. Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the Airport Land Use Compatibility Plan) shall include the grant of an aviation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with Airport Land Use Compatibility Plan Policy NP-3 Grant of Aviation Easement.

D. Other Flight Hazards. Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per SFO ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

1. Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight
2. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting
3. Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight
4. Sources of electrical/electronic interference with aircraft communications/navigation equipment
5. 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 Site On or Near Airports and FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports and any successor or replacement orders or advisory circulars.





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

NOISE COMPATIBILITY ZONES
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

Attachment 2

Exhibit IV-5
NOISE COMPATIBILITY ZONES
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

FIGURE 3
NORTH ROLLINS ROAD MIXED USE DISTRICT
COMPREHENSIVE AIRPORT LAND USE PLAN SAFETY COMPATIBILITY ZONES

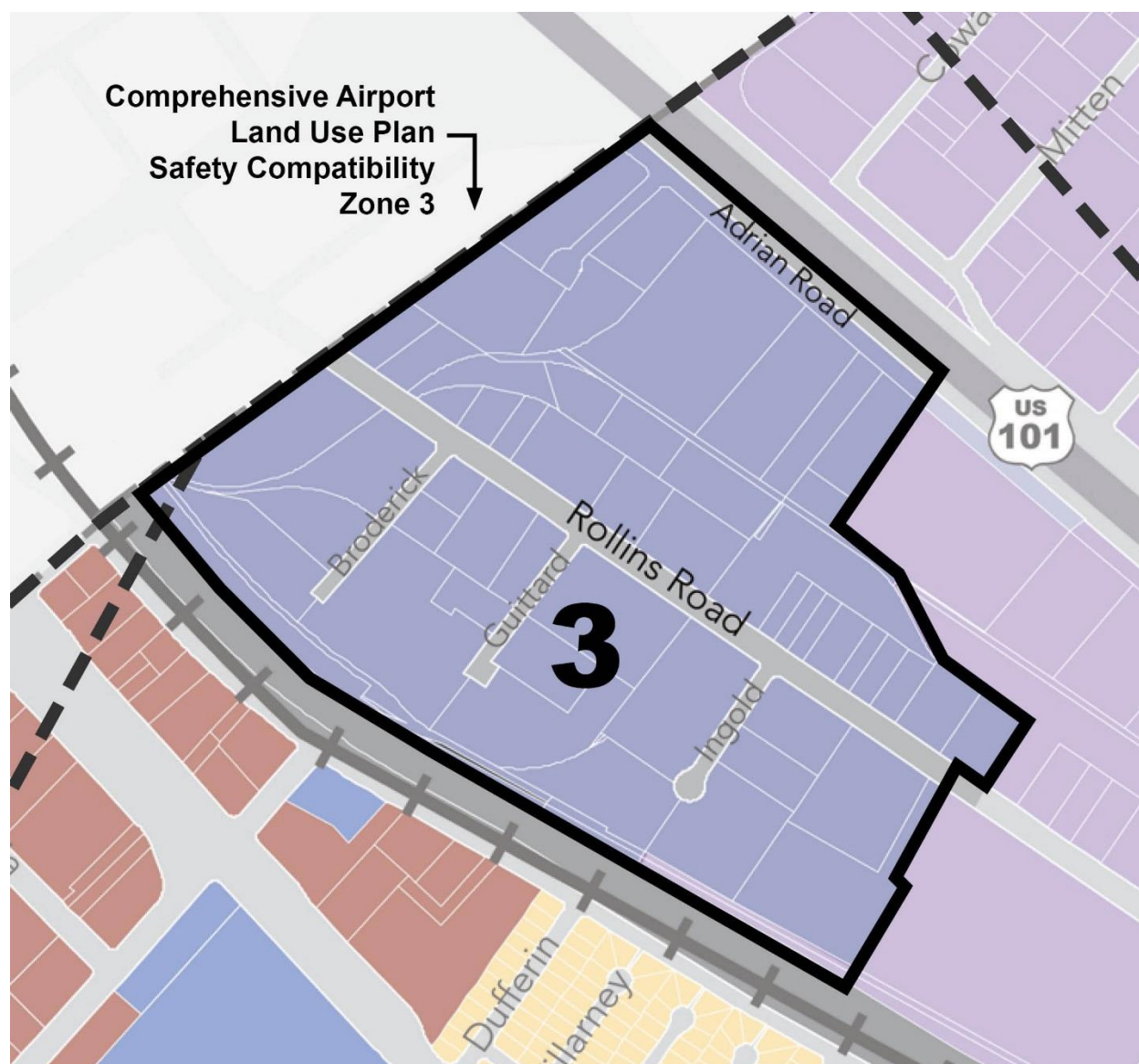
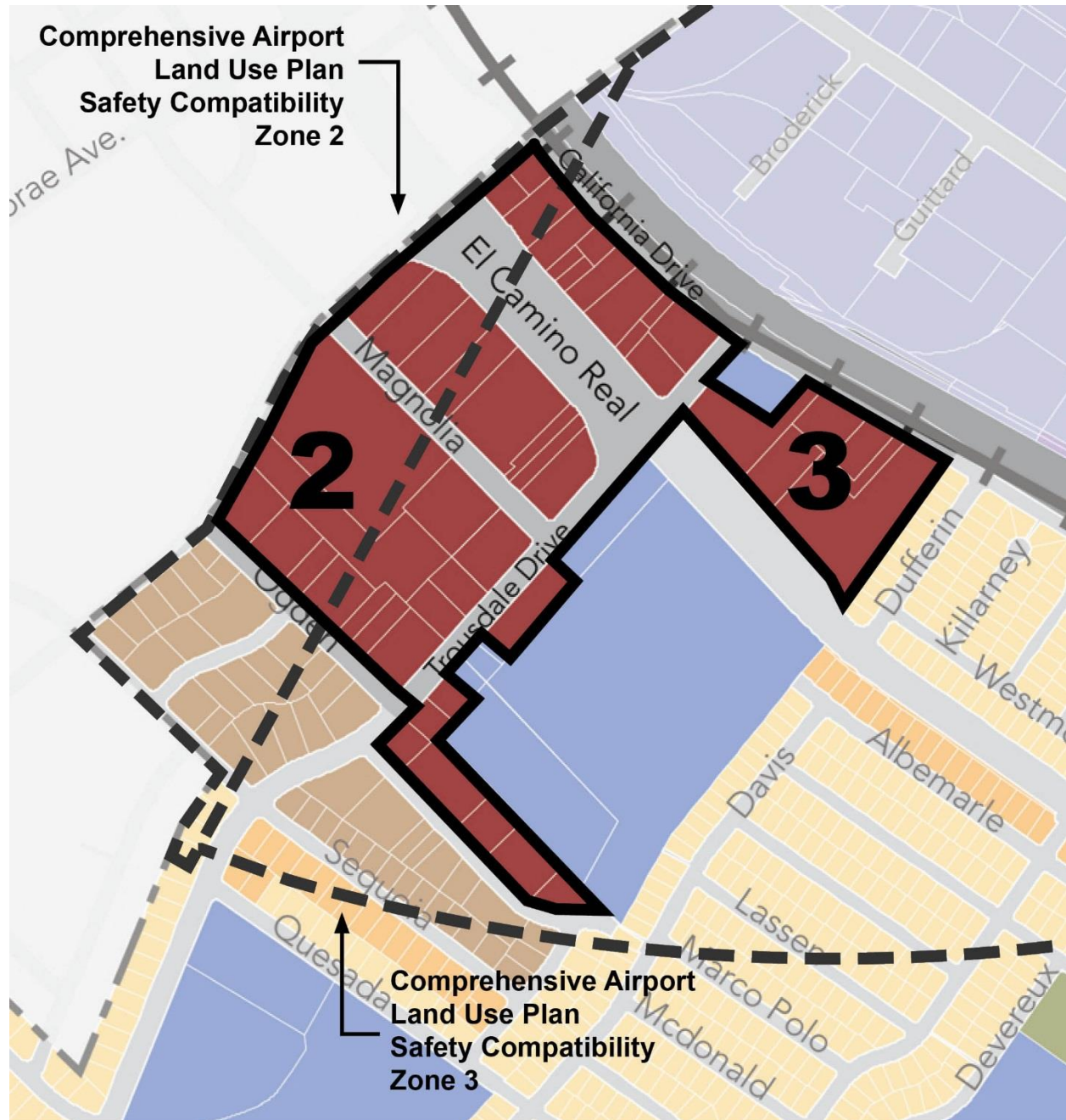


FIGURE 5
NORTH BURLINGAME MIXED USE DISTRICT
COMPREHENSIVE AIRPORT LAND USE PLAN SAFETY COMPATIBILITY ZONES



San Francisco International Airport

September 14, 2020

Mr. Kevin Gardiner
 Community Development Director
 City of Burlingame
 Community Development Department
 501 Primrose Road
 Burlingame, CA 94010

Subject: North Rollins Road Mixed Use District and North Burlingame Mixed Use District Zoning Update for Burlingame General Plan

Dear Mr. Gardiner:

Thank you for the opportunity for San Francisco International Airport (SFO or the Airport) to review and comment on the North Rollins Road Mixed Use District and North Burlingame Mixed Use District zoning updates for the City of Burlingame (the City) General Plan. The Airport previously commented on the General Plan Draft Environmental Impact Report in 2018, and appreciates the continued dialogue concerning these Mixed Use Zones (MUZ) in close proximity to Airport property.

Through the General Plan, the City has identified correctly any subsequent development within the City to undergo Federal, State, and local regulatory review processes specific to airport noise and land use compatibility standards, Federal Aviation Authority (FAA) Part 77 height restrictions, and airspace safety criteria. As SFO previously stated in our 2018 comment letter, the Airport Land Use Compatibility Plan (ALUCP) addresses issues related to compatibility between airport operations and proposed new land use developments, considering noise impacts, safety of persons on the ground and in flight, height restrictions/airspace protection, and overflight notification. Land use development within the Airport Influence Area is currently governed by the ALUCP, a revised version of which was adopted by the City/County Association of Governments of San Mateo County (C/CAG) in October, 2012.

The North Rollins Road and North Burlingame MUZ updates correctly note their relationships to the Airport's Safety Compatibility Zones. As stated, both are within Safety Compatibility Zone 3, while a portion of North Burlingame MUZ is within Safety Compatibility Zone 2, and uses must comply with the ALUCP. Furthermore, noise mitigation and building height requirements must be adhered to, especially along the northwestern segments of each MUZ.

The ALUCP addresses noise mitigation through requirements for any new development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater, to be made compatible with aircraft noise by the developer in accordance with California Code of Regulations, Title 21, Section 5014: Incompatible Land Uses Within the Noise Impact Boundary. This would apply to the northwestern corner of North Rollins Road MUZ, and in any new development, the property owner granting an avigation easement to the City and County of San Francisco (CCSF) as the proprietor of SFO. The Airport appreciates all these conditions have been addressed in new sections 25.39.70 and 25.40.70.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

LONDON N. BREED
MAYOR

LARRY MAZZOLA
PRESIDENT

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EVERETT A. HEWLETT, JR.

MALCOLM YEUNG

IVAR C. SATERO
AIRPORT DIRECTOR

According to the zoning updates, development building heights have been structured in 'tiers,' and is 80 feet in its highest tier for North Rollins Road MUZ and 100 feet in its highest tier for North Burlingame MUZ. In either case, in its most restrictive corners of the MUZs, the height limits would be approximately 10 feet under the lowest of the protected air surfaces for airport operations. While this means these building heights are compatible within all areas of the MUZ, it should be noted that the maximum height limits also include any parapets, elevator overruns, lightning rods, antennae, etc., and will have to be considered in all development proposals. Additionally, the protected air surfaces are calculated in Mean Sea Level (MSL), and the topography of the area may add to any air space penetrations. Airport staff encourages the City to work closely with the C/CAG Board in their capacity as the County's Airport Land Use Commission, to determine any project consistency with the ALUCP, and other regulatory review procedures.

The Airport's specific comments regarding the two MUZ updates are noted below:

- Headers The added section *Comprehensive Airport Land Use Compatibility Plan Consistency* both have headers ending in .70, while the other sub-headers end in .010, .020, etc. Please review for consistency.
- Table 25.39-1 Under *Notes*, the first sentence should be revised to: "*Uses must comply with Safety Compatibility Policies SP-1 through SP-3 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport including Noise/Land Use Compatibility and Safety Compatibility Criteria listed in Tables IV-1 and IV-2.*"
- Table 25.39-2 Under *Notes*, Footnote 4 should revise its last sentence to: "*It also includes complying with the maximum compatible building height, **which include all parapets, elevator overruns, etc. of a building**, as noted in ALUCP policy AP-3 and depicted in Exhibits IV-17 and IV-18 of the ALUCP.*"
- 25.39.70 Section B should revise its last sentence to: "*All projects shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, **unless otherwise stated**) and exterior noise standards established by the Airport Land Use Compatibility Plan or Burlingame General Plan, whichever is more restrictive.*"
- Table 25.40-1 Under *Notes*, the same edits to Table 25.39-1 should be made here.
- Additionally, it should list the Safety Compatibility Zones that the North Burlingame MUZ falls under, similar to the last sentence within the notes of Table 25.39-1 for North Rollins Road MUZ: "*The northwestern portion of North Burlingame Mixed Use Zone is within Safety Compatibility Zone 2 – Inner Approach/Departure Zone; while the remainder is within Safety Compatibility Zone 3 – Inner Turning Zone.*"
- Table 25.40-2 The same edits to Footnote 4 from Table 25.39-2 should be made here to Footnote 3.
- 24.40.70 The title header should be changed to 25.40.70 (or 25.40.070 as applicable), and the same edits made to Section B of 25.39.70 should be made here.

Mr. Kevin Gardiner
September 14, 2020
Page 3 of 3

The Airport appreciates your consideration of these comments. If I can be of assistance as the City considers airport land use compatibility as they relate to this project or future projects, please do not hesitate to contact me at (650) 821-9464 or at nupur.sinha@flysfo.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nupur Sinha', with a stylized, flowing script.

Nupur Sinha
Acting Airport Planning Director
Planning and Environmental Affairs

cc: Susy Kalkin, Airport Land Use Committee
Sandy Wong, Airport Land Use Commission
Nixon Lam, SFO, Environmental Affairs Manager