

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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C/CAG BOARD MEETING NOTICE and SAN MATEO COUNTY AIRPORT LAND USE COMMISSION MEETING NOTICE

Meeting No. 333

DATE: Thursday, October 15, 2020

TIME: 6:30 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 by Zoom:

<https://us02web.zoom.us/j/88317840174?pwd=YnFkSUk1dTVldkthejBSL1V2cXJqdz09>

Meeting ID: 883 1784 0174

Password: 983007

Join by Phone:

(669) 900-6833

Meeting ID: 883 1784 0174

Persons who wish to address the C/CAG Board on an item to be considered at this meeting, or on items not on this agenda, are asked to submit written comments to mguilles@smcgov.org. Spoken public comments will also be accepted during the meeting through Zoom. Please see instructions for written and spoken public comments at the end of this agenda.

- 1.0 CALL TO ORDER/ ROLL CALL
- 2.0 BRIEF OVERVIEW OF TELECONFERENCE MEETING PROCEDURES

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Note: Public comment is limited to two minutes per speaker. Please refer to the instructions at the end of this agenda for details regarding how to provide public comments during a videoconference meeting.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

- 4.1 Proclamation to Jerry Hill, California Senator, District 13, for his service to the State Legislature and contributions to C/CAG. ACTION p. 1
- 4.2 Proclamation to Jim Beall, California Senator, District 15, for his service to the State Legislature and contributions to C/CAG. ACTION p. 2
- 4.3 Receive a presentation on “*How Healthy is the Bay?*” An Update from the Regional Monitoring Program for Water Quality in San Francisco Bay. INFORMATION p. 3
- 4.4 Receive a progress update on 21 Elements and the Regional Housing Needs Allocation (RHNA) methodology. INFORMATION p. 4

5.0 ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. There will be no separate discussion on these items unless members of the Board, staff or public request specific items to be removed for separate action.

- 5.1 Approval of the minutes of regular business meeting No. 332 dated September 10, 2020 and regular business meeting No. 331 dated August 13, 2020 with Board Member Matsumoto’s modification. ACTION p. 8
- 5.2 Review and approval of Resolution 20-53 determining that the Jefferson Elementary School District Faculty and Staff Housing Project, including General Plan Amendment, Rezoning and related entitlements to construct 56 apartments on a 2.4-acre site at 304 Eastmoor Avenue, Daly City, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. ACTION p. 13
- 5.3 Review and approval of Resolution 20-54 determining that the proposed seven-story mixed use building at 1766 El Camino Real, Burlingame is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. ACTION p. 25
- 5.4 Review and approval of Resolution 20-55 determining that the North Rollins Road Mixed Use District and North Burlingame Mixed Use District Zoning Amendments in the City of Burlingame are consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. ACTION p. 41

6.0 REGULAR AGENDA

- 6.1 Receive C/CAG legislative update and bill summary for the end of the 2019-20 Legislative Session. INFORMATION p. 96
- 6.2 Receive a presentation on the Countywide Stormwater Program. INFORMATION p. 101
- 6.3 Review and approval of Resolution 20-56 awarding an aggregate total of \$759,000 in Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) County Program Manger Funds to five (5) traffic calming and arterial management projects, and further authorize the C/CAG Chair to execute associated funding agreements with project sponsors. ACTION p. 103
- 6.4 Receive a presentation on the State Highway System Congestion and Safety Performance Assessment for San Mateo County 2019 Update. INFORMATION p. 111

7.0 COMMITTEE REPORTS

- 7.1 Committee Reports (oral reports)
- 7.2 Chairperson's Report
- 7.3 Board Members Report/ Communication

8.0 EXECUTIVE DIRECTOR'S REPORT

9.0 COMMUNICATIONS - Information Only

- 9.1 Letter from Maria Chuang, Chair, City/County Association of Governments, to The Honorable Gavin Newsom, Governor, State of California, dated 9/17/20. RE: AB 841 (Ting) – Request for Signature. p. 113
- 9.2 Letter from Maria Chuang, Chair, City/County Association of Governments, to The Honorable Gavin Newsom, Governor, State of California, dated 9/17/20. RE: SB 1044 (Allen) – Request for Signature. p. 114

10.0 ADJOURNMENT

Next scheduled meeting November 12, 2020

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. Your written comment should be emailed to mguilles@smcgov.org.
2. Your 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 comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the C/CAG Board members, made publicly available on the C/CAG website along with the agenda, and read aloud by C/CAG staff during the meeting. We cannot guarantee that emails received less than 2 hours before the meeting will be read during the meeting, but such emails will be included in the administrative record of the meeting.

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

1. The C/CAG Board 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 Clerk or Chair call for the item on which you wish to speak, click on "raise hand." The Clerk 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 time allotted.

If you have any questions about this agenda, please contact C/CAG staff:

Executive Director: Sandy Wong (650) 599-1409

Clerk of the Board: Mima Guilles (650) 599-1406

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**A PRESENTATION OF THE BOARD OF DIRECTORS OF THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO
JERRY HILL**

**FOR HIS LEADERSHIP ON STATEWIDE GOVERNMENT ACCOUNTABILITY, TRANSPORTATION,
PUBLIC SAFETY, ENVIRONMENTAL QUALITY AND ENERGY EFFICIENCY ISSUES**

Resolved, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG); that,

Whereas, the tenure of the Honorable Jerry Hill with the California State Senate is drawing to a close following a total of 12 years of exemplary service in the California State Legislature; and

Whereas, the Honorable Jerry Hill represented the 13th Senatorial District since 2012 and the 19th Assembly District from 2008 to 2012; and

Whereas, through his dedicated service Senator Hill has shaped some of the most important government accountability, public safety, environmental quality and energy efficiency laws enacted in California over the past decade; and

Whereas, Senator Jerry Hill’s legislative successes include legislation to expand government accountability and public safety through Senate Bill No. 589 (2013), providing vote-by-mail verification, Senate Bill No. 465 (2016), improving building safety standards and Senate Bill No. 350 (2020), the Golden State Energy Act, promulgating reforms to protect public utility consumers and residents from wildfires and other natural disasters; and

Whereas, San Mateo County has further benefited from Senator Jerry Hill’s leadership on environmental quality and climate change adaptation, notably with his strong support of the establishment of the San Mateo County Flood and Sea Level Rise Resiliency District, which was created to better plan for a changing climate with respect to sea level rise, shoreline flooding, coastal erosion and regional stormwater impacts; and

Whereas, prior to serving on the State Legislature, Senator Jerry Hill served on the San Mateo City Council, including a term as Mayor, and the San Mateo County Board of Supervisors for multiple terms; and

Whereas, representing the City Council of the City of San Mateo, Senator Jerry Hill served on the C/CAG Board of Directors from 1994 through 1997 and has made long-lasting positive impacts on C/CAG policies, priorities, and programs; and

Whereas, through his professional, public, and community activities, Senator Jerry Hill has made remarkable contributions to the welfare of the people of San Mateo County and the State of California by improving public health and safety, supporting youth and the homeless, strengthening governmental regulations, and improving overall environmental quality.

Now, therefore, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its heart-felt appreciation to the Honorable Jerry Hill for his commitment, passion, and friendship, and for his dedicated public service and leadership in serving and improving the overall quality of life for the people of San Mateo County and the State of California.

PASSED, APPROVED, AND ADOPTED THIS 15TH DAY OF OCTOBER 2020.

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A PRESENTATION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) EXPRESSING APPRECIATION TO JIM BEALL

FOR HIS LEADERSHIP ON STATEWIDE TRANSPORTATION AND HOUSING ISSUES

Resolved, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG); that,

Whereas, the tenure of the Honorable Jim Beall with the California State Senate is drawing to a close following a total of 14 years of exemplary service in the California State Legislature; and

Whereas, the Honorable Jim Beall represented the 15th Senatorial District since 2012 and the 24th Assembly District from 2006 to 2012; and

Whereas, through his dedicated service Senator Jim Beall has helped shape some of the most important transportation, climate change and housing laws enacted in California over the past decade; and

Whereas, Senator Jim Beall’s legislative successes include legislation to expand resources for affordable housing; and the landmark Senate Bill No. 1 (2017), which increased road maintenance funding by \$5.4 billion annually, benefitting California's economy and quality of life by making roads safer and smoother while creating more than 150,000 jobs; and

Whereas, SB1 has funded more than 57 critical local street repair, roadway, bicycle and pedestrian, and transit projects in San Mateo County, including an investment of \$222 million in the transformative San Mateo County Highway 101 Express Lanes project; and

Whereas, Senator Jim Beall further supported local and regional transportation by securing \$600 million in Proposition 1A High Speed Rail funds for Caltrain and enacting project boundary restrictions on High Speed Rail to protect Peninsula Communities; and

Whereas, through his professional, public, and community activities, Senator Jim Beall has made a significant positive impact that furthered C/CAG’s goals to improve transportation and mobility for the people of San Mateo County and the State of California.

Now, therefore, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to the Honorable Jim Beall for his dedicated leadership on transportation, housing, and climate change in the California Legislature.

PASSED, APPROVED, AND ADOPTED THIS 15TH DAY OF OCTOBER 2020.

Marie Chuang, Chair

C/CAG AGENDA REPORT

Date: October 15, 2020

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a presentation on “*How Healthy is the Bay?*” An Update from the Regional Monitoring Program for Water Quality in San Francisco Bay.

(For further information or questions, contact Matthew Fabry at mfabry@smcgov.org)

RECOMMENDATION

Receive a presentation on “*How Healthy is the Bay?*” An Update from the Regional Monitoring Program for Water Quality in San Francisco Bay.

BACKGROUND

Staff from the San Francisco Estuary Institute (SFEI) will provide a brief presentation summarizing the current state of knowledge regarding the health of San Francisco Bay, based on data gathered through the Regional Monitoring Program for Water Quality in San Francisco Bay (RMP). The RMP is funded through required financial contributions from in-Bay dischargers and C/CAG pays into the RMP on behalf of its member agencies for their required contributions under the Municipal Regional Stormwater Permit. Member agencies may also pay into the RMP under their wastewater treatment plant discharge permits. SFEI’s program manager and lead scientist will summarize what is known regarding key pollutants (PCBs and mercury) and their impacts on Bay water quality, aquatic life, and human-based uses of the Bay (such as fishing), as well as information on “emerging contaminants” that may represent new challenges facing agencies responsible for keeping pollution out of the Bay.

ATTACHMENTS

1. None

C/CAG AGENDA REPORT

DATE: October 15, 2020

TO: City/County Association of Governments of San Mateo County Board of Directors

FROM: Sandy Wong, Executive Director

SUBJECT: Receive a progress update on 21 Elements and the Regional Housing Needs Allocation (RHNA) methodology.

(For further information please contact Susy Kalkin at kalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors receive a progress update on 21 Elements and the Regional Housing Needs Allocation (RHNA) methodology.

FISCAL IMPACT

None

BACKGROUND/DISCUSSION

RHNA Methodology

The Regional Housing Needs Allocation (RHNA) process is an integral part of a state-mandate that all California cities, towns and counties must plan for the housing needs of all residents—regardless of income.

As part of this process, the California Department of Housing and Community Development (HCD) develops the total housing need determination (RHND) for the Bay Area for an eight-year planning period (RHNA Cycle). The Association of Bay Area Governments (ABAG) then develops a methodology and distributes a share of the region’s housing need to each city, town and county in the region (RHNA). Each local government must then update the Housing Element of its general plan to show the locations where housing can be built and the policies and strategies necessary to meet the community’s housing needs.

To assist in developing a RHNA distribution methodology, ABAG convened a Housing Methodology Committee (HMC) consisting of elected officials and staff from each county, as well as stakeholders from interest groups. San Mateo County representatives included Councilmember Bonilla of the City of San Mateo, member Carlos Romero of Urban Ecology (also an East Palo Alto City Council member), and Josh Abrams of the 21 Elements staff (replaced in August by Nell Selander, South San Francisco Deputy Director of Economic Development.)

The HMC met 12 times from October 2019 to September 2020 to advise ABAG staff on the RHNA methodology. After several months of considering factors to include in the methodology and

developing several potential methodology options, in June the HMC came to consensus around several recommendations to guide selection of the RHNA methodology:

1. More housing should go to jurisdictions with more jobs than housing and to communities exhibiting racial and economic exclusion.
2. The methodology should focus on:
 - Equity, as represented by High Opportunity Areas
 - Relationship between housing and jobs;
3. Equity factors need to be part of the total allocation, not just income allocation.
4. Do not limit allocations based on past RHNA.
5. Housing in high hazard areas is a concern, but RHNA may not be the best tool to address it.

The HMC concluded its work in September. They had considered a wide array of options, which apportioned various weighting percentages to the different factors, but ultimately voted to recommend “Option 8A: High Opportunity Areas Emphasis & Job Proximity” as the proposed methodology to the ABAG Regional Planning Committee, which in turn recommended its approval to the ABAG Executive Board. The matter is scheduled for consideration by the ABAG Executive Board on October 15. Table 1 on Attachment 1 shows the percentage increases for San Mateo County jurisdictions attributed to this methodology.

Next Steps

Task	Date
ABAG Executive Board approves release of proposed methodology and draft subregion shares for a 30-day public comment period	October 15, 2020
Public hearing on proposed methodology and draft subregion shares	Late Fall 2020
ABAG Executive Board approves draft methodology to submit to HCD	December 2020

In 2021, the methodology will be finalized by HCD, there will be draft allocations by income category, and an appeals process.

21 Elements

21 Elements, which is co-funded by C/CAG and the San Mateo County Department of Housing, has continued to keep all member jurisdiction staffs actively engaged in the RHNA process, with on-going weekly meetings since April. Josh Abrams, from 21 Elements, will provide an update to the Board outlining these efforts.

ATTACHMENT

1. HMC Recommendation to ABAG Board – September 18, 2020

2. Presentation: will be available for download at the C/CAG website at:
<http://ccag.ca.gov/committees/board-of-directors/>)

HMC Recommendation to ABAG Board 09-18-2020

Table 1: Percent Increase of Total Allocations for San Mateo County Jurisdictions

Jurisdiction	RHNA 5	RHNA 6	% Increase
Atherton	93	290	212%
Belmont	468	1,770	278%
Brisbane	83	2,810	3286%
Burlingame	863	3,450	300%
Colma	59	180	205%
Daly City	1,350	4,830	258%
East Palo Alto	467	890	91%
Foster City	430	2,030	372%
Half Moon Bay	240	330	38%
Hillsborough	91	610	570%
Menlo Park	655	3,070	369%
Millbrae	663	2,370	257%
Pacifica	413	1,930	367%
Portola Valley	64	250	291%
Redwood City	2,789	5,190	86%
San Bruno	1,155	2,130	84%
San Carlos	596	2,390	301%
San Mateo	3,100	6,690	116%
South San Francisco	1,864	3,980	114%
Unincorporated San Mateo	913	2,930	221%
Woodside	62	320	416%
COUNTY TOTAL	16,418	48,440	195%

Table 2: Percent Increase of Income Group Total Allocations for San Mateo County

Income Group	RHNA 5	RHNA 6	% Increase
VLI	4,595	12,220	166%
LI	2,507	7,020	180%
MOD	2,830	8,130	187%
MOD+	6,486	21,070	225%
Total	16,418	48,440	195%

Table 3: Percent Increase of Total Allocations in the Region

Jurisdiction	RHNA 5	RHNA 6	% Increase
Alameda	44,036	85,690	95%
Contra Costa	20,630	43,960	113%
Marin	2,298	14,210	518%
Napa	1,482	3,820	158%
San Francisco	28,869	72,080	150%
San Mateo	16,418	48,440	195%
Santa Clara	58,836	143,550	144%
Solano	6,977	11,920	71%
Sonoma	8,444	17,520	107%
Total	187,990	441,190	135%

C/CAG

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C/CAG BOARD and SAN MATEO COUNTY AIRPORT LAND USE COMMISSION MEETING MINUTES

Meeting No. 332
September 10, 2020

In compliance with Governor's Executive Order N-29-20, and pursuant to the Shelter-in-Place Order issued by the San Mateo County Health Officer, this meeting was conducted via remote conferencing.

1.0 CALL TO ORDER/ ROLL CALL

Chair Marie Chuang called the meeting to order at 6:31 p.m. Roll call was taken.

Atherton	– Elizabeth Lewis
Belmont	– Davina Hurt
Brisbane	– Cliff Lentz
Burlingame	– Ricardo Ortiz
Colma	– Diana Colvin
Daly City	– Pamela DiGiovanni
East Palo Alto	– Lisa Gauthier
Foster City	– Catherine Mahanpour
Hillsborough	– Marie Chuang
Menlo Park	– Catherine Carlton
Millbrae	– Gina Papan
Pacifica	– Sue Vaterlaus
Portola Valley	– Maryann Moise Derwin
Redwood City	– Alicia Aguirre (depart 7:00 p.m.)
San Bruno	– Michael Salazar
San Carlos	– Adam Rak
San Mateo	– Diane Papan
San Mateo County	– David Canepa
South San Francisco	– Karyl Matsumoto
Woodside	– Ned Fluet
SMCTA & SamTrans (Non-Voting)	– Karyl Matsumoto

Absent:

None.

Others:

Sandy Wong – C/CAG Executive Director

Mima Guilles	– C/CAG Clerk
Melissa Adrikopoulos	– C/CAG Legal Counsel
Matt Fabry	– C/CAG Staff
Sean Charpentier	– C/CAG Staff
Kaki Cheung	– C/CAG Staff
Ried Bogert	– C/CAG Staff
Susy Kalkin	– C/CAG Staff
Van Ocampo	– C/CAG Staff
Jeff Lacap	– C/CAG Staff
Mikaela Hiatt	– C/CAG Staff
Kim Wever	– C/CAG Staff
Kim Springer	– San Mateo County
Leo Scott	– Gray/Bowen/Scott
Peggy Jensen	– San Mateo County
Danielle Lee	– San Mateo County
Jessica Stanfill Mullin	– San Mateo County

Other members of the public attended.

2.0 BRIEF OVERVIEW OF TELECONFERENCE MEETING PROCEDURES

Mima Guilles, Clerk of C/CAG, provided an overview of the Zoom meeting procedures.

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Note: Public comment is limited to two minutes per speaker. Instructions regarding how to make public comments during a videoconference meeting were provided in the agenda.

Mima Guilles, Clerk of C/CAG, informed the Chair that no public comments were received.

4.0 PRESENTATIONS/ ANNOUNCEMENTS

4.1 Presentation and update on the San Mateo 101 Express Lanes Project.

The Board received a presentation and construction progress update from Leo Scott of Gray-Bowen-Scott on the San Mateo 101 Express Lanes Project.

4.2 Presentation and update on the San Mateo County Covid-19 Recovery Efforts.

Sean Charpentier, C/CAG Program Director, introduced this item and reported his participation in the Community Infrastructure subcommittee of the County Covid-19 Recovery Coordination Council. The Board received a presentation from Deputy County Manager Peggy Jensen and her staff Danielle Lee and Jessica Stanfill Mullin on the Draft San Mateo County Covid-19 Recovery Initiative.

5.0 ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. There will be no separate discussion on these items unless members of the Board, staff or public request specific items to be removed for separate action.

- 5.2 Receive a copy of the Actuarial Valuation of Other Post-Employment Benefit (OPEB) Programs as of July 1, 2019 and GASB 75 Report for the fiscal year ending June 30, 2020. APPROVED
- 5.3 Review and approval of the Finance Committee's recommendation of no change to the investment portfolio and accept the Quarterly Investment Report as of June 30, 2020. APPROVED
- 5.4 Review and approval of Resolution 20-50 adopting the C/CAG Investment Policy Update. APPROVED
- 5.6 Receive a copy of executed Amendment No.1 to the Agreement between C/CAG and the County of San Mateo Office of Sustainability for staff services for the Resource Management and Climate Protection (RMCP) Committee and the Local Task Force extending the Agreement through fiscal year 2020-21 with no additional cost. INFORMATION
- 5.7 Review and approval of the appointment of Lisa Petersen, Director of Public Works from the City of Pacifica, to the C/CAG Congestion Management Program Technical Advisory Committee and Stormwater Committee. APPROVED
- 5.8 Review and approval of the appointment of Carlos Romero, Vice Mayor, City of East Palo Alto to the C/CAG Finance Committee to fill one vacancy. APPROVED
- 5.9 Review and approval of Resolution 20-52 authorizing the C/CAG Chair to execute Amendment No. 3 to the Agreement with Advanced Mobility Group for update of the Land Use Impact Analysis Program of the Congestion Management Plan, extending the term of the contract to April 30, 2021 with no additional cost. APPROVED

Board Member G. Papan (Millbrae) MOVED approval of Items 5.2, 5.3, 5.4, 5.6, 5.7, 5.8 and 5.9. Board Member Vaterlaus SECONDED. Roll call was taken. **MOTION CARRIED 20-0-0**

Items 5.1 and 5.5 was removed from the Consent agenda.

- 5.1 Approval of the minutes of regular business meeting No. 331 dated July 9, 2020. APPROVED
[A typo correction has been requested at the end of the Board meeting by Board Member Matsumoto, that on the July minutes it stated .08 sales tax and that it should be corrected to 1/8 cent sales tax.]

- 5.5 Review and approval of Resolution 20-51, rescinding Resolution 20-16, waiving the RFP process pursuant to Section 9a of the C/CAG Procurement Policy, and authorizing the C/CAG Chair to execute an agreement with the Santa Clara Valley Transportation Authority (VTA) for the Countywide Transportation Travel Demand Model services until June 30, 2022 in an amount not to exceed \$253,000. APPROVED

Board Member Matsumoto requested that adding rescinding resolutions be added in reports in the future for reference.

Board Member Ruddock MOVED approval of Items 5.1 and 5.5. Board Member Rak SECONDED. **MOTION CARRIED 20-0-0.**

REGULAR AGENDA

- 6.1 Review and approve of the C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified). APPROVED

C/CAG staff provided an update on legislative policies, priorities and updates for July and September, including a summary of the end of the 2020-21 legislative cycle. The session ended on August 31, and the Governor received more than 400 bills for signature, including several budgets and COVID-91 response related bills. It was noted most housing bills were not passed out of both houses, primarily because of delays in Senate floor votes at the end of the session. The C/CAG Legislative Committee made a recommendation to provide support letters for requesting Governor Newsom's signature on two bills: SB 1044 (Allen – Phasing out PFAS (polyfluorinated alkyl substances in firefighting foam) and AB 841 (Ting – Upgrading energy efficiency, ventilation and plumbing in schools). C/CAG staff provided details on staff support of SB 1044 to help address Municipal Regional Stormwater Permit requirements for addressing pollutants at the source and also potentially avoiding future municipal monitoring requirements with the reissuance of the next permit slated for adoption in July 2021. C/CAG staff also summarized the cost implications of funding the schools energy efficiency/ventilation grant program under AB 841 and addressed whether there would be a concern of drawing on other existing efficiency programs to fund the new grant program. C/CAG staff reported additional information that the estimated cost of the ventilation, energy efficiency and plumbing upgrades program would be approximately \$20 million over five years, and that the funds would be reallocated from unspent CPUC public goods funds designated for energy efficiency programs. Also within AB 841, for efforts supporting expansion of electric vehicle charging infrastructure, and based on current fiscal analyses there is an anticipated rate payer cost increase to support reimbursements for electric vehicle charging stations (estimated to be approximately \$11 per customer annually). However, though staff indicated there would not likely be rate increases for the grant program, which would be funded through unspent allocations from previously budgeted public goods funds.

Board Member Rak MOVED to approve legislative update/priorities and provide C/CAG support letters for SB 1044 (Allen) and AB 841 (Ting). Board Member Lewis SECONDED. **MOTION CARRIED 20-0-0.**

- 6.2 Receive an update on C/CAG's Bicycle and Pedestrian Program, as well as progress made on the Comprehensive Bicycle and Pedestrian Plan update. INFORMATION

The Board received a presentation from Mikaela Hiatt, C/CAG staff, on the C/CAG's Bicycle and Pedestrian Program and the progress made on the Comprehensive Bicycle and Pedestrian Plan update.

7.0 COMMITTEE REPORTS

- 7.1 Committee Reports (oral reports)

Board Member Gina Papan shared information on a letter from San Mateo County Express Lanes JPA to MTC regarding concern on the all-lanes toll strategy. She stated there are other viable alternatives to reduce GHG such as free transit. She also noted that Plan Bay Area 2050 plan is opened for comments. Lastly, she stated that many cities submitted comment letter to the High Speed Rail EIR. She suggested everyone to share their letters.

Board Member Lewis stated that Atherton approved a comment letter on the High Speed Rail EIR.

Board Member Lentz stated that the City of Brisbane submitted a comment letter on the High Speed Rail EIR, pointing out the conflict of the proposed Light Maintenance Rail Yard with Brisbane's proposal to build housing.

Board Member Matsumoto mentioned, CalTrain ridership is down significantly, and that the ability to operate beyond December is uncertain, due to funding shortfall. She mentioned the 1/8 cent sales tax on the ballot and it'll require 2/3 votes of San Francisco, San Mateo and Santa Clara Counties. CalTrain is vital to our County. She cited a number of CalTrain related statistics including that it is the 6th highest ranking commuter rail in the United States.

Board Member Gina Papan mentioned she will forward an email from Roland Lebrun regarding the EIR comments and highspeed rail. Proposed rail yard can be located elsewhere instead of disrupting thousands of homes Brisbane is proposing.

7.2 Chairperson's Report

None.

7.3 Board Members Report/ Communication

8.0 EXECUTIVE DIRECTOR'S REPORT

Sandy Wong, Executive Director, reported that the San Mateo County Express Lanes JPA Board, represented by Board members Alicia Aguirre, Maryann Derwin, and Diane Papan, has successfully negotiated the \$100M loan agreement between the SMCEL-JPA and the SMCTA. And the TA has issued \$100M in variable rate bonds. The interest rate is very favorable at this time. With that money, the current Express Lanes project is fully funded.

9.0 COMMUNICATIONS - Information Only

9.1 Letter from Sandy Wong, Executive Director, City/County Association of Governments, to California High Speed Rail Authority, dated 9/4/20. RE: C/CAG Comment Letter: High Speed Rail Draft EIR/EIS

10.0 ADJOURNMENT – 8:22 p.m.

C/CAG AGENDA REPORT

Date: Oct 15, 2020

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 20-53 determining that the Jefferson Elementary School District Faculty and Staff Housing Project, including General Plan Amendment, Rezoning and related entitlements to construct 56 apartments on a 2.4-acre site at 304 Eastmoor Avenue, Daly City, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

(For further information please contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, adopt Resolution 20-53 determining that the 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.*

BACKGROUND/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. Plans and additional details are included in Attachment 2, Project Application.

ALUCP Consistency Evaluation

California Public Utilities Code Section 21676(b) 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 3, 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, also as shown on Attachment 3, none of the safety zones extends into Daly City, and therefore the project would not be impacted by any of 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.

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 4, 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.*

Airport Land Use Committee Meeting

The Airport Land Use Committee considered this item at its September 24, 2020 meeting and unanimously recommended the Project be found conditionally consistent with the policies of the SFO ALUCP subject to the disclosure condition in Exhibit A of Resolution 20-53.

ATTACHMENTS

1. Resolution 20-53
2. ALUCP application, together with related project description and plan set excerpts
3. SFO ALUCP Exh. IV-2 – Airport Influence Area
4. SFO iALP Airspace Tool Point Analysis

RESOLUTION 20-53

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT THE JEFFERSON ELEMENTARY SCHOOL DISTRICT FACULTY AND STAFF HOUSING PROJECT, INCLUDING GENERAL PLAN AMENDMENT, REZONING AND RELATED ENTITLEMENTS TO CONSTRUCT 56 APARTMENTS ON A 2.4-ACRE SITE AT 304 EASTMOOR AVENUE, DALY CITY, IS CONDITIONALLY CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN FRANCISCO INTERNATIONAL AIRPORT.

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), in its capacity as the San Mateo County Airport Land Use Commission, that,

WHEREAS, California Public Utilities Code Section 21676(b) states that a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP); and

WHEREAS, the proposed Jefferson Elementary School District Faculty and Staff Housing Project site at 304 Eastmoor Avenue, Daly City, is located within Airport Influence Area B of San Francisco International Airport (SFO), the area subject to formal C/CAG/ALUC review; and

WHEREAS, the City of Daly City has referred the Jefferson Elementary School District Faculty and Staff Housing Project, including General Plan Amendment, Rezoning and related entitlements (Project) to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP; and

WHEREAS, three sets of airport/land use compatibility policies and criteria in the SFO ALUCP relate to the Project: (a) noise compatibility policies and criteria; (b) safety policies and criteria; and (c) airspace protection policies, as discussed below:

(a) Noise Policy Consistency Analysis - 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 SFO ALUCP Exhibit IV-2, the Project lies well outside the bounds of the 65dB CNEL contour, and therefore is consistent with the SFO ALUCP noise policies and criteria.

(b) 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 not be impacted by the safety zone policies of the SFO ALUCP.

(c) 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.

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, so the project would be compliant with the airspace protection policies of the SFO ALUCP.

WHEREAS, the Project site is located within the Airport Influence Area A (AIA A) 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 neither the Project application materials nor Daly City’s ordinance requirements specifically address this requirement, it is included herein as a condition of the consistency determination; and

WHEREAS, at its September 24, 2020 meeting, based on the factors listed above and subject to the condition identified, the Airport Land Use Committee recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the Project is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport; and,

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that subject to the condition contained in Exhibit A, attached, the Project is determined to be 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.

PASSED, APPROVED, AND ADOPTED, THIS 15TH DAY OF OCTOBER 2020.

Marie Chuang, Chair

Resolution 20-53 – Conditions of Consistency Determination:

- 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.*

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

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

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

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

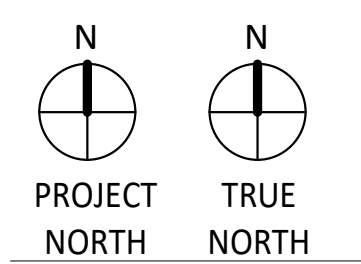
MEP
FARD ENGINEERS, INC.
309 Lennon Lane, Suite 200
Walnut Creek, CA 94598
Phone: 925.932.5505

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

STAMP

NOT FOR CONSTRUCTION

#	DATE	ISSUES & REVISIONS	BY
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**

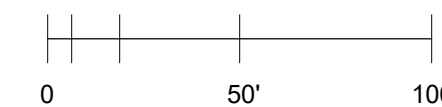
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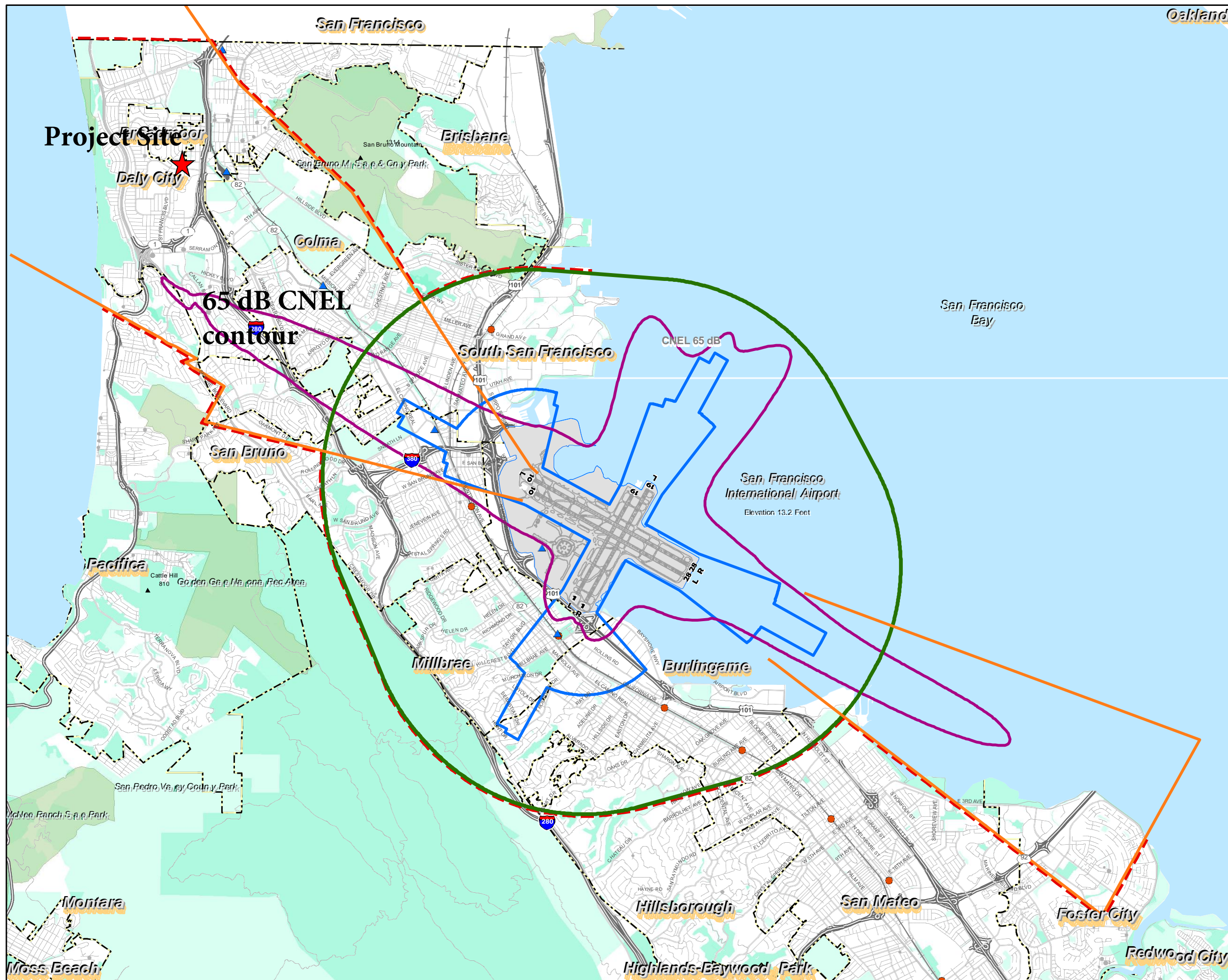


SITE SECTION



SITE PLAN





- 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

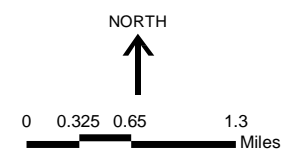
Sources:

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																				
<table border="1"> <thead> <tr> <th colspan="4">Zone Analysis</th> </tr> <tr> <th>X</th> <th>Y</th> <th>Range</th> <th>Safety Zones</th> </tr> </thead> <tbody> <tr> <td>5990088.89</td> <td>2077911.537</td> <td>Under 65 db</td> <td>None</td> </tr> </tbody> </table>									Zone Analysis				X	Y	Range	Safety Zones	5990088.89	2077911.537	Under 65 db	None
Zone Analysis																				
X	Y	Range	Safety Zones																	
5990088.89	2077911.537	Under 65 db	None																	

C/CAG AGENDA REPORT

Date: Oct 15, 2020

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 20-54 determining that the proposed seven-story mixed use building at 1766 El Camino Real, Burlingame is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

(For further information please contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, adopt Resolution 20-54 determining that the proposed seven-story mixed use building at 1766 El Camino Real, Burlingame is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP) subject to the following condition:

- *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 City of Burlingame has received an application to construct a 7-story, mixed-use building at 1766 El Camino Real (the “Project”) 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 Project is located within Airport Influence Area B (AIA B), the “Project Referral” area, for San Francisco International Airport. California Public Utilities Code Section 21676(b) states that a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan

(ALUCP). 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 3, 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 4, 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.

The project applicant has submitted the Project for FAA review and has received a “Determination of No Hazard to Air Navigation”, included as Attachment 5.

(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.*

Airport Land Use Committee Meeting

The Airport Land Use Committee considered this item at its September 24, 2020 meeting and unanimously recommended the Project be found conditionally consistent with the policies of the SFO ALUCP subject to the Safety Zone compliance and disclosure conditions in Exhibit A of Resolution 20-54.

ATTACHMENTS

1. Resolution 20-54
2. ALUCP application, together with related project description and plan set excerpts
3. SFO ALUCP Exh. IV-5 - Noise Compatibility Zones
4. SFO ALUCP Exh. IV-7 Safety Compatibility Zones
5. FAA Determination of No Hazard

RESOLUTION 20-54

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT PROPOSED SEVEN-STORY MIXED USE BUILDING AT 1766 EL CAMINO REAL, BURLINGAME IS CONDITIONALLY CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN FRANCISCO INTERNATIONAL AIRPORT.

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), in its capacity as the San Mateo County Airport Land Use Commission, that,

WHEREAS, California Public Utilities Code Section 21676(b) states that a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP), and furthermore, per SFO ALUCP Policy GP-10.1, if a jurisdiction has not made its local plans consistent with the ALUCP all proposed development projects within AIA B are subject to ALUC review; and

WHEREAS, the City of Burlingame has not yet amended its Zoning Ordinance to reflect the policies and requirements of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP); and

WHEREAS, the City of Burlingame has received an application for construction of a seven-story mixed use building at 1766 El Camino Real, Burlingame (the "Project") which is located within Airport Influence Area B of San Francisco International Airport (SFO); and

WHEREAS, the City of Burlingame has referred the Project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP; and

WHEREAS, three sets of airport/land use compatibility policies and criteria in the SFO ALUCP relate to the Project: (a) noise compatibility policies and criteria; (b) safety policies and criteria; and (c) airspace protection policies, as discussed below:

(a) Noise Policy Consistency Analysis - 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 SFO ALUCP Exhibit IV-5, the Project lies outside the bounds of the 65dB CNEL contour, and therefore is consistent with the SFO ALUCP noise policies and criteria.

(b) The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on SFO ALUCP Exhibit IV-7, 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, a condition is included to ensure compliance with the Safety Compatibility Criteria for Safety Zone 3 as contained in Table IV-2 of the SFO ALUCP.

(c) 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.

The project sponsor has completed the requisite review with the FAA and provided evidence of a “Determination of No Hazard to Air Navigation”.

WHEREAS, the Project site is located within the Airport Influence Area A (AIA A) 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 neither the Project application materials nor Burlingame’s ordinances address this requirement, it is included herein as a condition of the consistency determination; and

WHEREAS, at its September 24, 2020 meeting, based on the factors listed above and subject to the conditions identified, the Airport Land Use Committee recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the Project is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport; and,

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that subject to the conditions contained in Exhibit A, attached, the Project is determined to be 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.

PASSED, APPROVED, AND ADOPTED, THIS 15TH DAY OF OCTOBER 2020.

Marie Chuang, Chair

Resolution 20-54 – Conditions of Consistency Determination:

- 1. 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.*
- 2. 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.*



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)

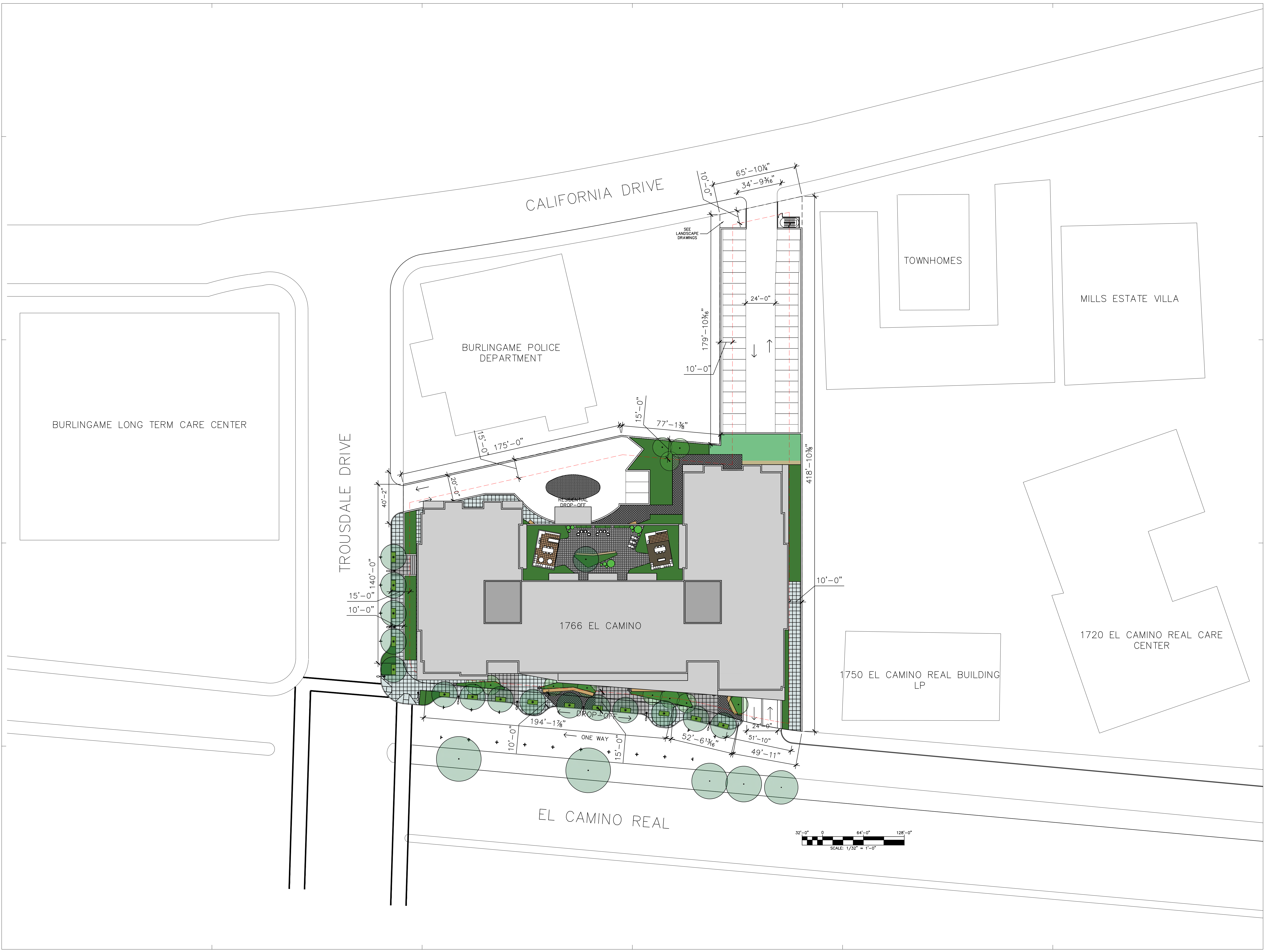
ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

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

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



1766 EL CAMINO REAL BURLINGAME, CA



OWNER
CERTOSA INC

ARCHITECT

 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 OR 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

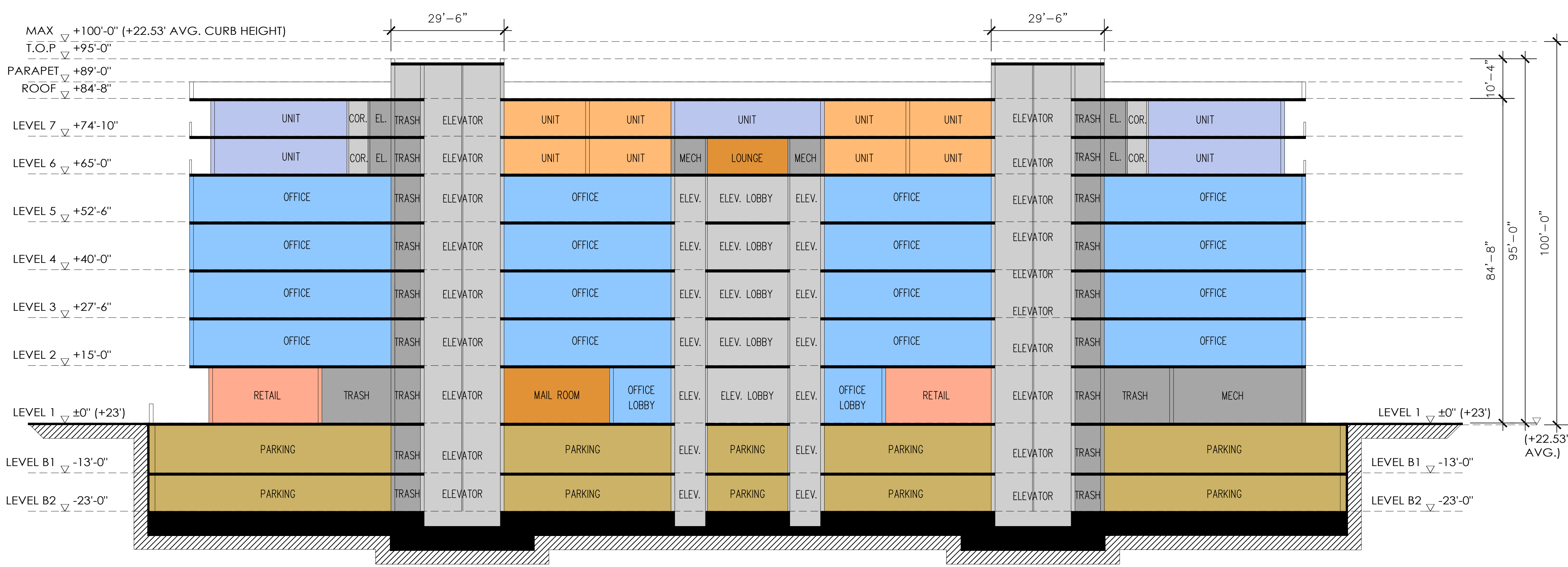
TRUE PLAN SHEET 34

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

THESE DRAWINGS INDICATE THE GENERAL SCOPE OF THE PROJECT IN TERMS OF ARCHITECTURAL DESIGN CONCEPT, THE DIMENSIONS OF THE BUILDING, 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 PROJECT. THE CONTRACTOR SHALL FURNISH ALL ITEMS REQUIRED FOR THE PROPER EXECUTION AND COMPLETION OF THE WORK.

SECTIONS

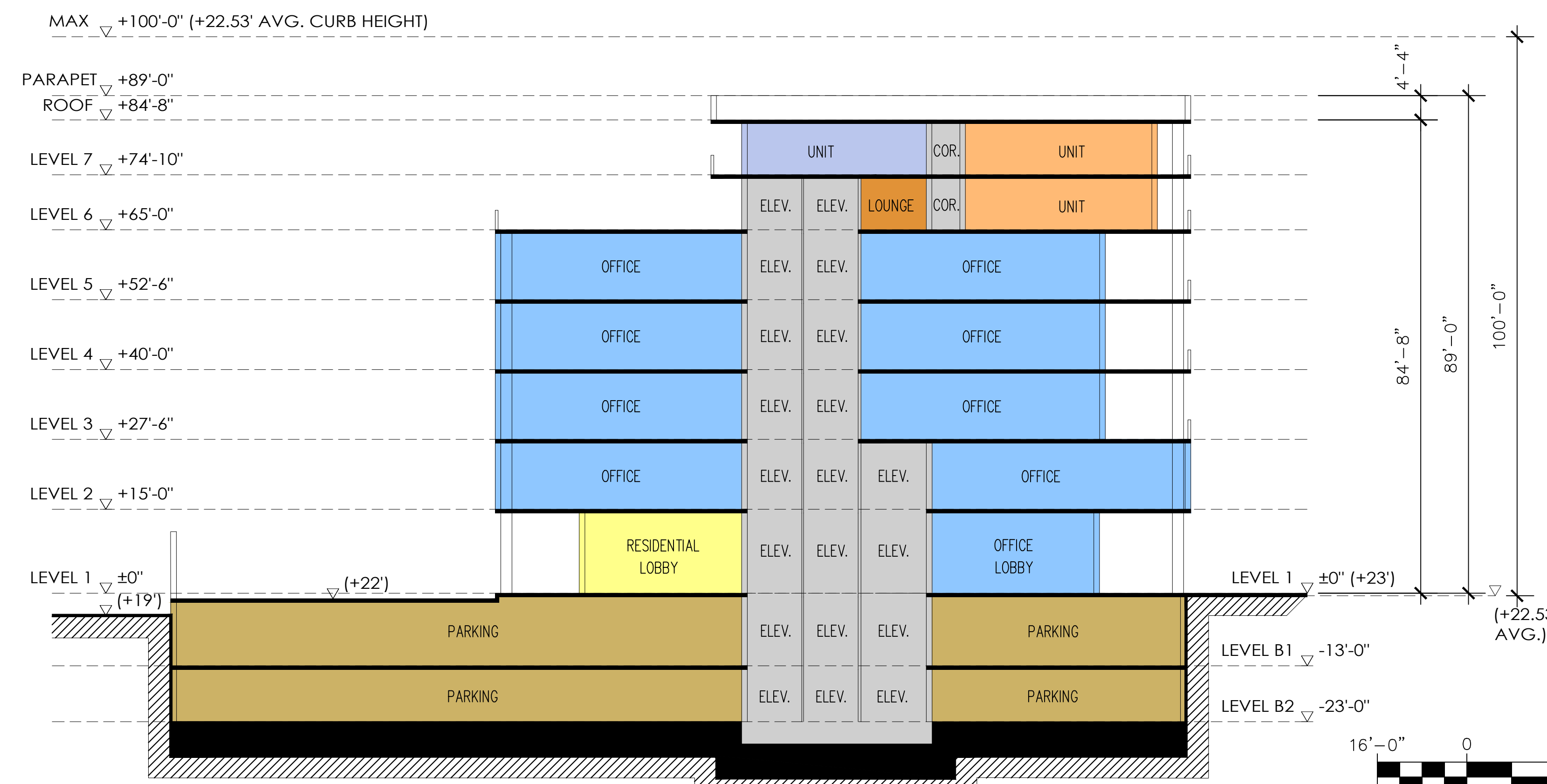
TROUSDALE



SECTION AA

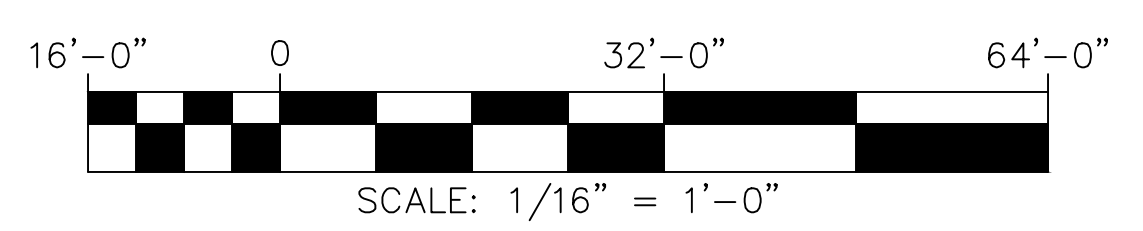


TROUSDALE



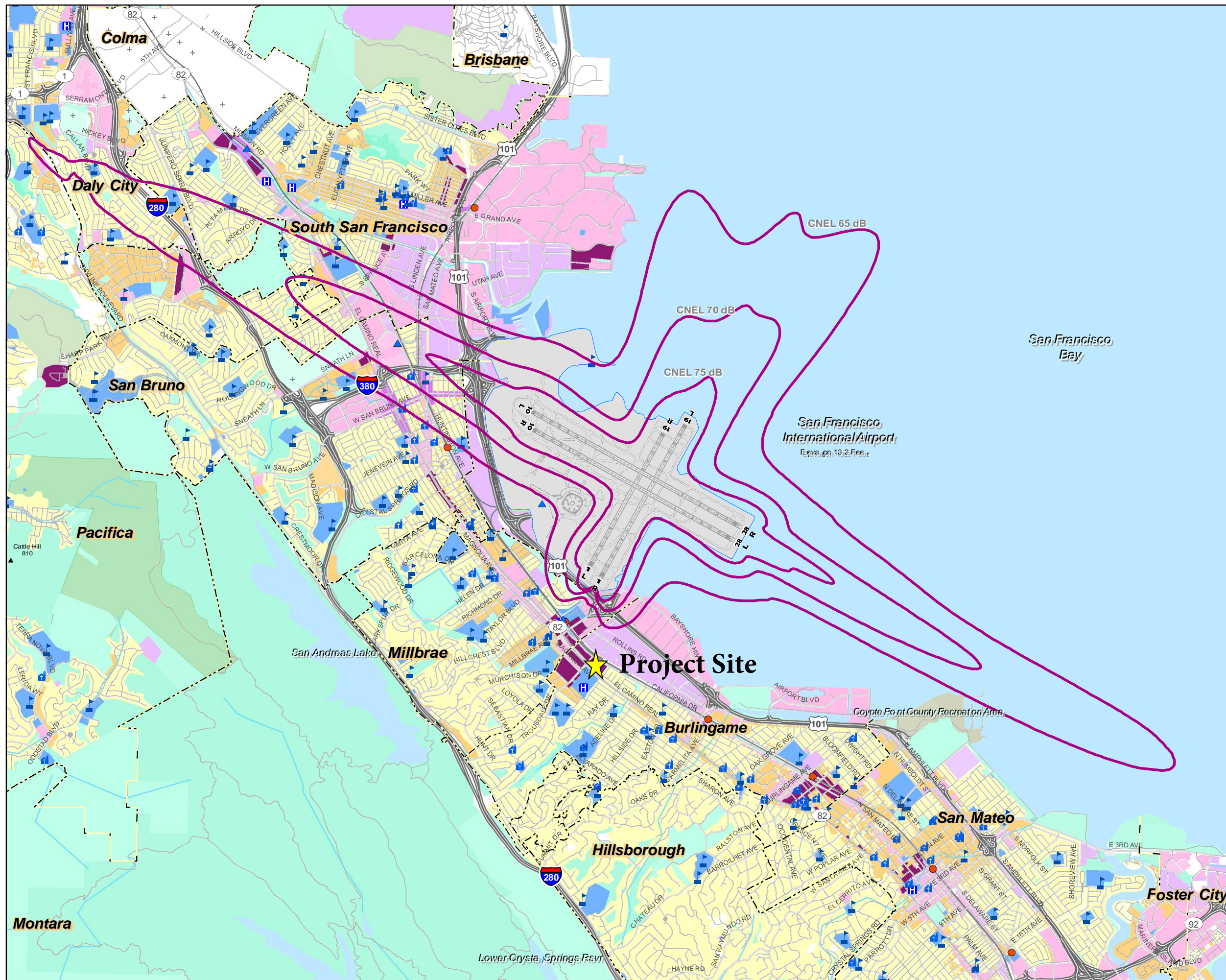
SECTION BB

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

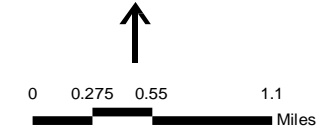
County Base Maps:

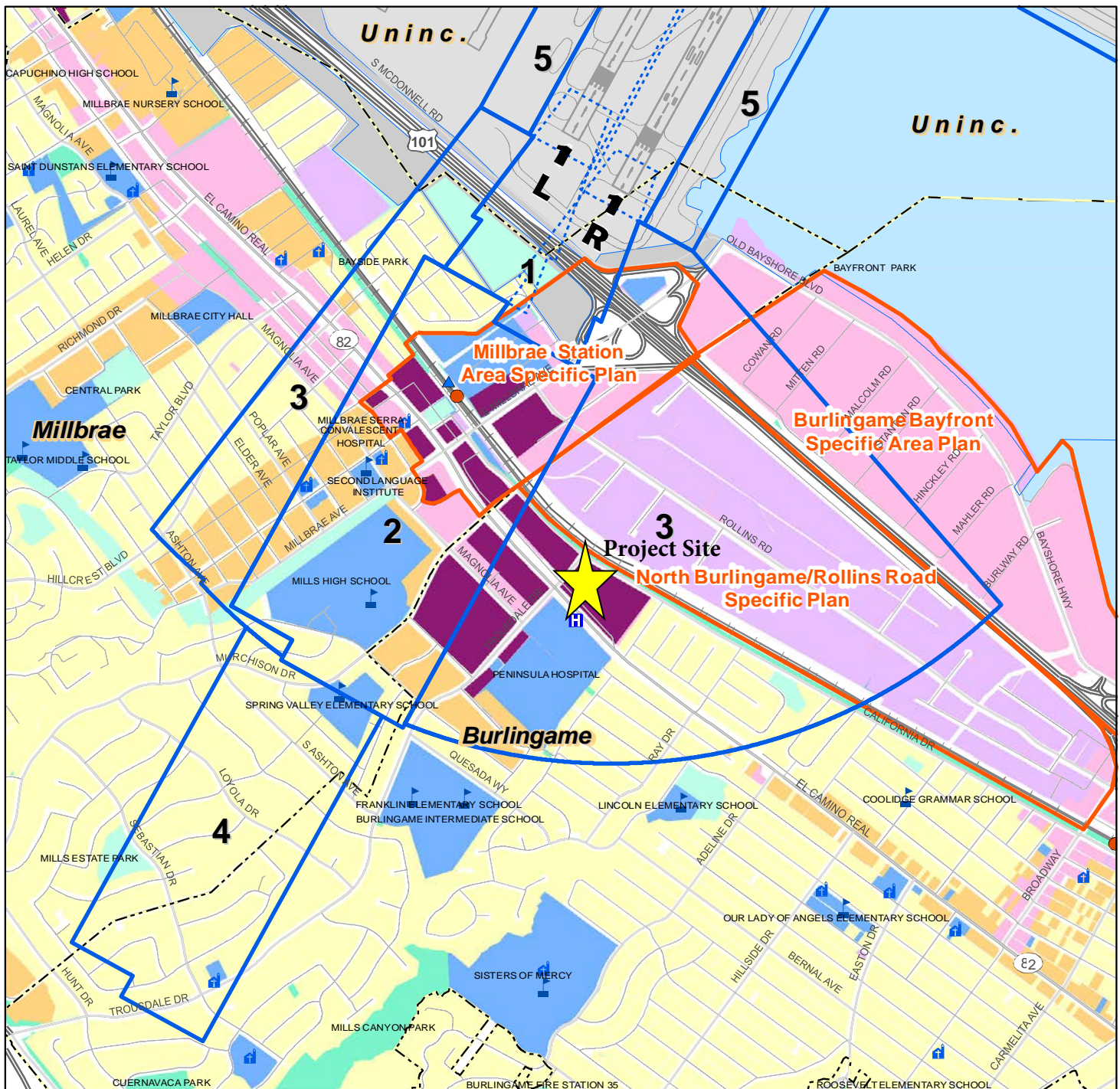
- San Mateo County Planning & Building Department, 2007

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

NORTH





LEGEND

Safety Compatibility Zones

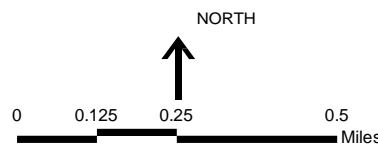
- 1 - Runway Protection Zone-Object Free Area
- 2 - Inner Approach/Departure Zone
- 3 - Inner Turning Zone
- 4 - Outer Approach/Departure Zone
- 5 - Sideline Zones
- Internal boundaries of ALP-defined areas
- Specific Plan Area
- Airport Property
- ▲ BART Station
- CALTRAIN Station
- ✎ School
- Ⓜ Place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

Planned Land Use Per General Plans

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

Sources:

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





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

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 tameria.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

Tameria Burch
Technician

(DNE)

C/CAG AGENDA REPORT

Date: October 15, 2020

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 20-55 determining that the North Rollins Road Mixed Use District and North Burlingame Mixed Use District Zoning Amendments in the City of Burlingame are consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

(For further information please contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, adopt Resolution 20-55 determining that the North Rollins Road Mixed Use District and North Burlingame Mixed Use District Zoning Amendments in the City of Burlingame are consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

BACKGROUND/DISCUSSION

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”), included as Attachments 2b & 2c. 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.

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 the 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 ALUC.

In accordance with SFO ALUCP Policy IP-1, the draft Zoning Amendments include the following requirements to ensure consistency with the real estate disclosure requirements:

- **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 3, the 65 dB CNEL extends over portions of the subject Districts.

The 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 Aviation 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 4a & 4b, 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 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 the 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 project review.

SFO Planning

Pursuant to standard practice, the project was referred to SFO Planning staff for review. SFO Planning staff provided comments, included as Attachment 5, and Burlingame staff has incorporated all comments into the attached Zoning Amendments.

Airport Land Use Committee Meeting

The Airport Land Use Committee considered this item at its September 24, 2020 meeting and unanimously recommended the Zoning Amendments be found consistent with the policies of the SFO ALUCP.

Attachments

1. Resolution 20-55
2. 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
3. SFO ALUCP Exh IV-5 Noise Compatibility Zones
4. Safety Zones
 - a. North Rollins Road Mixed Use District
 - b. North Burlingame Mixed Use District
5. Comment letter from Acting SFO Planning Director dated Sept 14, 2020

RESOLUTION 20-55

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT THE NORTH ROLLINS ROAD MIXED USE DISTRICT AND NORTH BURLINGAME MIXED USE DISTRICT ZONING AMENDMENTS IN THE CITY OF BURLINGAME ARE CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN FRANCISCO INTERNATIONAL AIRPORT.

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), in its capacity as the San Mateo County Airport Land Use Commission, that,

WHEREAS, in accordance with the requirements of California Public Utilities Code Section 21676(b) a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP); and

WHEREAS, 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 and have now updated two zone districts - the North Rollins Road Mixed Use District and the North Burlingame Mixed Use District (“Zoning Amendments”), to be consistent with the General Plan; and

WHEREAS, these Zone Districts are located within Airport Influence Area (AIA) B for San Francisco International Airport, the area subject to formal CCAG/ALUC review, and accordingly, the City of Burlingame has referred the Zoning Amendments to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP; and

WHEREAS, to establish compatibility with the SFO ALUCP the Zoning Amendments must address 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, as discussed below:

- A. Airport Influence Area – The SFO ALUCP contains policies related to two Airport Influence Areas (AIAs), Area A and Area B. AIA A identifies the 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 ALUC.

The Zoning Amendments require real estate disclosure language consistent with the requirements of SFO ALUCP Policy IP-1 and acknowledge the review authority of the ALUC.

- 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.

The 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.
- **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.

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. The Zoning Amendments include land use tables for the two Districts 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

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. Additionally, 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.

To ensure compliance with these Airspace Protection Policies, the Zoning Amendments

include a Development Standard Table for each District, both of which identify that building heights are required to comply with Airspace Protection Policies AP-1 through AP-4 of the SFO ALUCP. To address *Other Flight Hazards*, as defined by SFO ALUCP Policy AP-4, the Zoning Amendments directly reflect this policy language and include a process to ensure that the criteria will be incorporated into site-specific development project review; and

WHEREAS, at its September 24, 2020 meeting, based on the factors listed above, the Airport Land Use Committee unanimously recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the Zoning Amendments are consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport; and,

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that the Zoning Amendments are determined to be 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.

PASSED, APPROVED, AND ADOPTED, THIS 15TH DAY OF OCTOBER 2020.

Marie Chuang, Chair



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.)

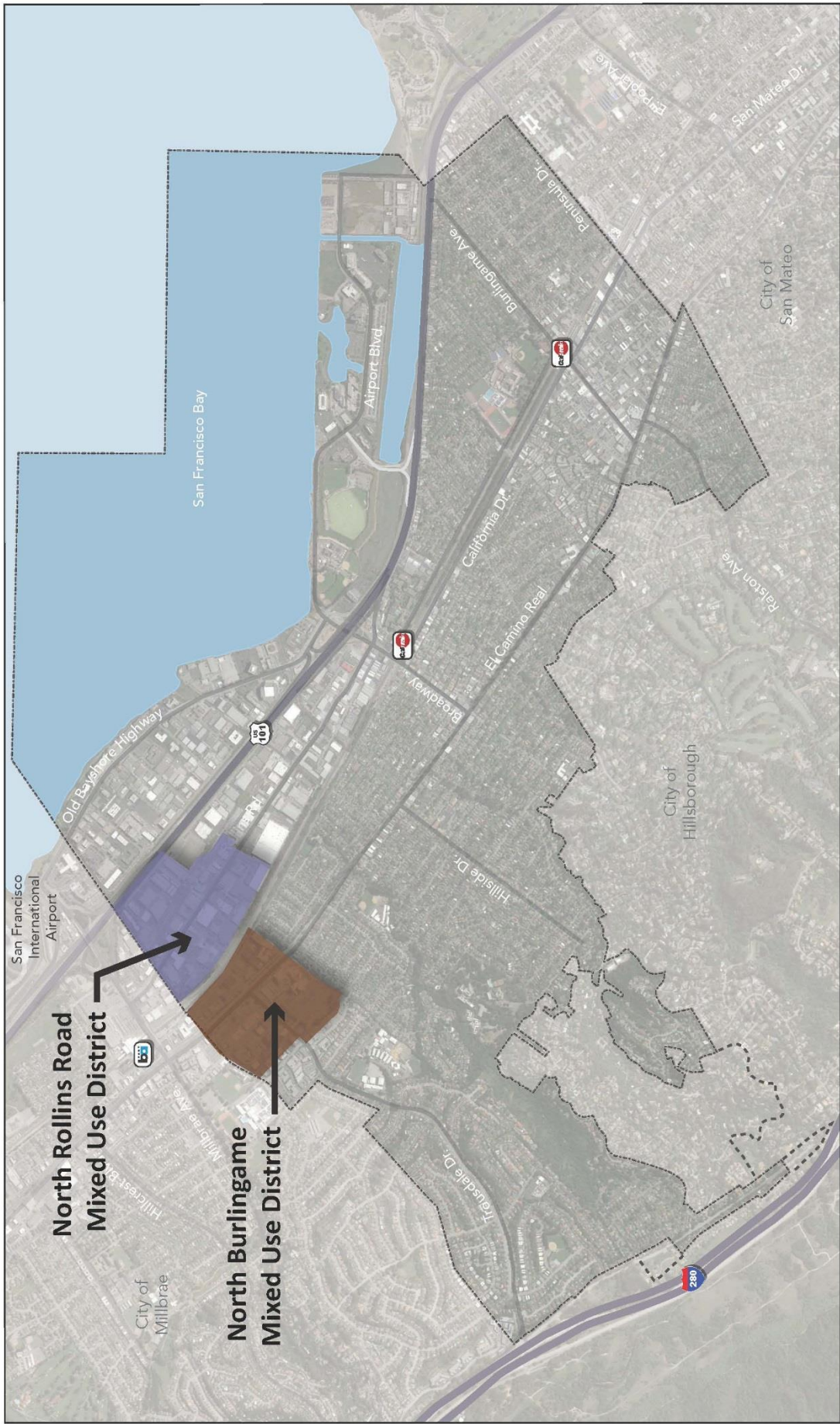
Additional information For Development Projects:

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.

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



**North Rollins Road
Mixed Use District**

**North Burlingame
Mixed Use District**

North Rollins Road Mixed Use District
North Burlingame Mixed Use District

----- City Limits
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FIGURE 1

FIGURE 2

NORTH ROLLINS ROAD MIXED USE DISTRICT BOUNDARIES

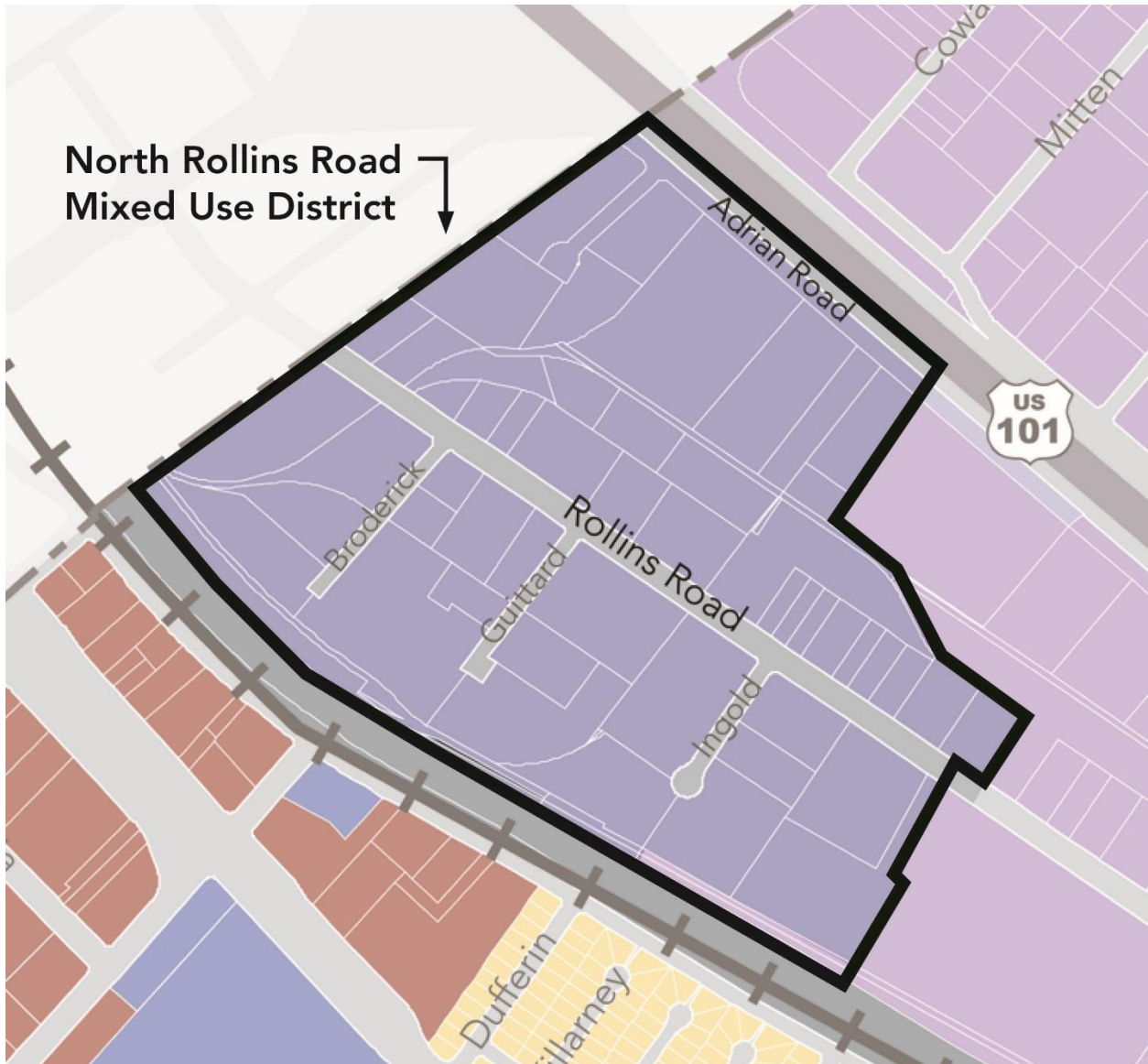
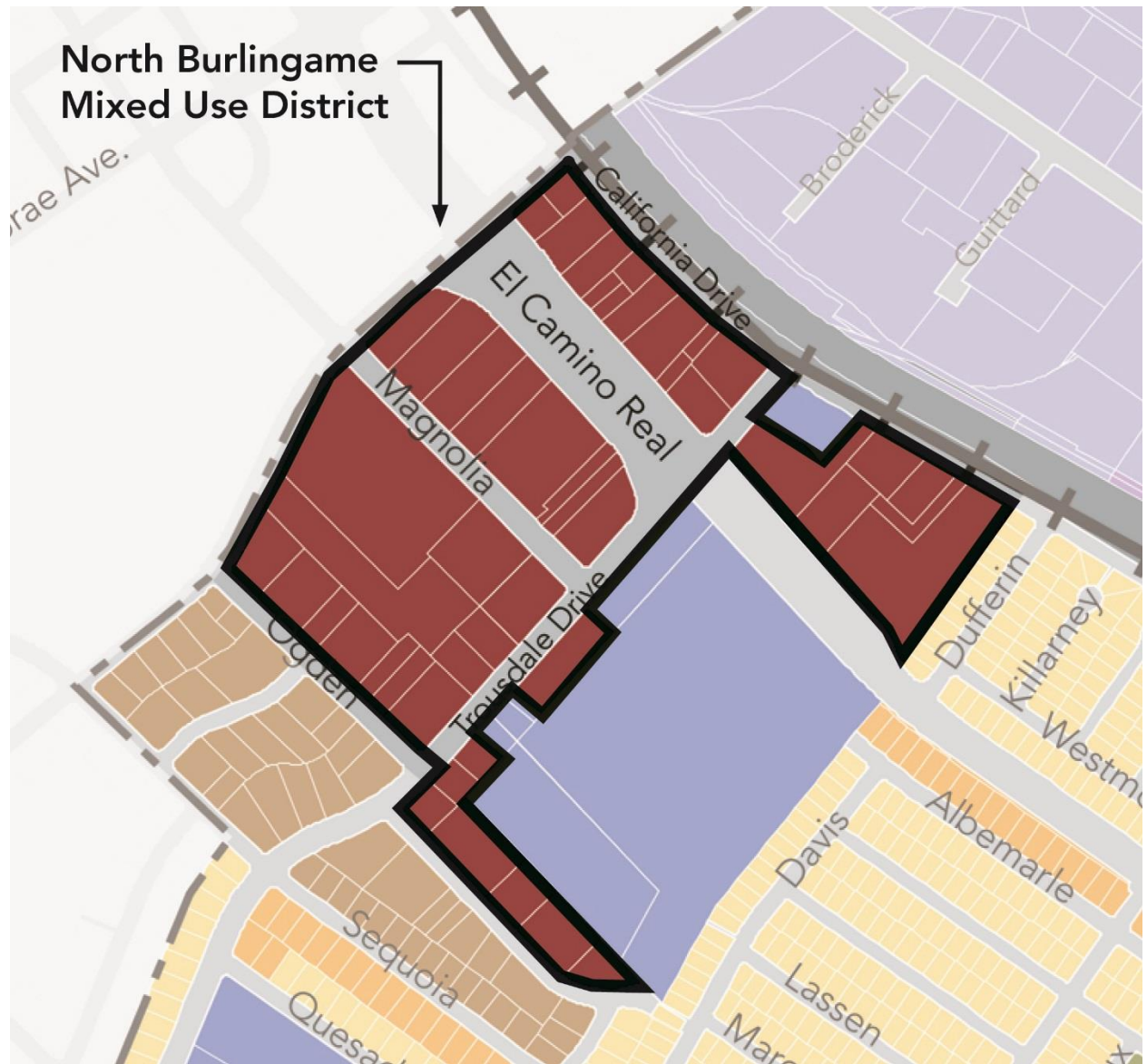


FIGURE 4

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
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	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	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
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
		<p>access to the keys for all vehicles.</p> <p>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.</p> <p>c) Site size must be a minimum of .7 acres.</p> <p>d) Site must have approved access to a public street.</p> <p>e) No customers shall visit the site.</p>
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	Permit Requirement	Specific Use Regulations
	P Permitted	
	CUP Conditional Use Permit	
	MCUP Minor Conditional Use Permit	
	TUP Temporary Use Permit	
	A Accessory Use	
	-- Not Permitted	
<p>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.</p>		

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.
• 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					
• Size	<ul style="list-style-type: none"> Mixed use development: 10,000 sf Residential subdivision: 3,500 sf 	<ul style="list-style-type: none"> Mixed use development: 10,000 sf Residential subdivision: 3,500 sf 	<ul style="list-style-type: none"> Mixed use development: 10,000 sf Residential subdivision: 3,500 sf 	10,000 sf	
• 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 sf Multifamily housing or mixed use: 125 sf Open space may be 	<ul style="list-style-type: none"> Live/work units: 100 sf Multifamily housing or mixed use: 125 sf 	<ul style="list-style-type: none"> Live/work units: 100 sf Multifamily housing or mixed use: 125 sf 	N/A	Minimum dimensions of open space: <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.”

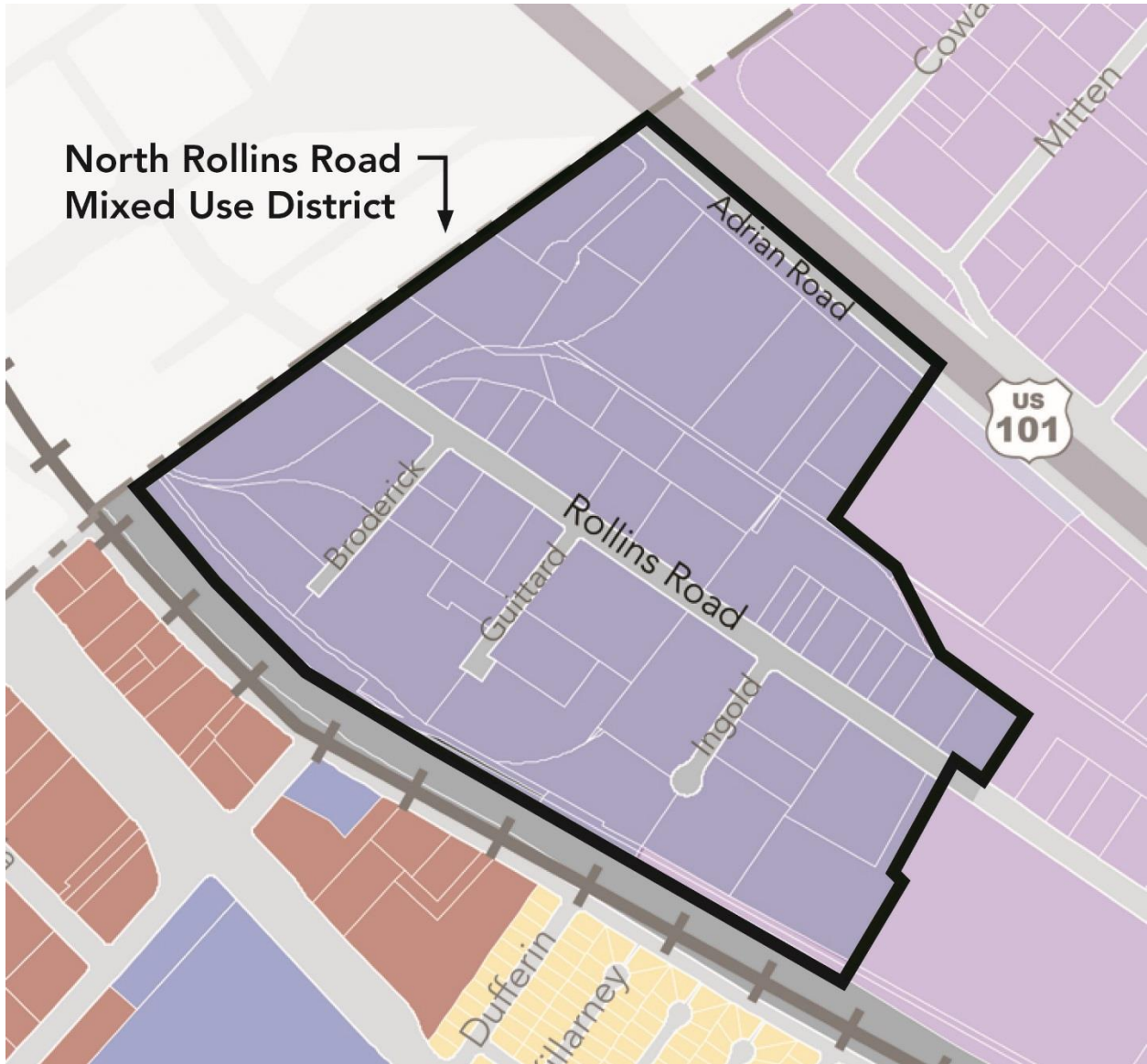
B. Airport Noise Evaluation and Mitigation. Project applicants shall be required to evaluate potential airport noise impacts if the project is located within the 65 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan for the Environs of San Francisco 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 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
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	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
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	

Land Use	Permit Requirement	Specific Use Regulations
Outdoor dining	A	
<p>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.</p>		

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.			
<ul style="list-style-type: none"> • Front: El Camino Real 	0 to 10 ft. for first 35 ft.			Subject to streetscape frontage standards in Table 25.40-3
<ul style="list-style-type: none"> • 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
<ul style="list-style-type: none"> • 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
<ul style="list-style-type: none"> • Side – Interior: El Camino Real 	10 ft.			
<ul style="list-style-type: none"> • Side – Interior: Trousdale Drive, Murchison Drive, California Drive, Ogden Drive, and Marco Polo Way 	10 ft.			
<ul style="list-style-type: none"> • 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
<ul style="list-style-type: none"> • Rear 	15 ft. minimum 20 ft. minimum if abutting a lot zoned R-1 or R-2			
<p>e. Lot Dimensions – Minimum</p> <ul style="list-style-type: none"> • 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.
<p>f. Lot Coverage – Maximum²</p>	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
<p>h. Parking</p>				<ol style="list-style-type: none"> 1. Parking shall be provided as set forth in Chapter 25.70. 2. Garages may be constructed entirely below ground level, and such underground garages may project into any required yard or building setback area. 3. No at-grade parking shall be visible or accessed from EI 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.

1. **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

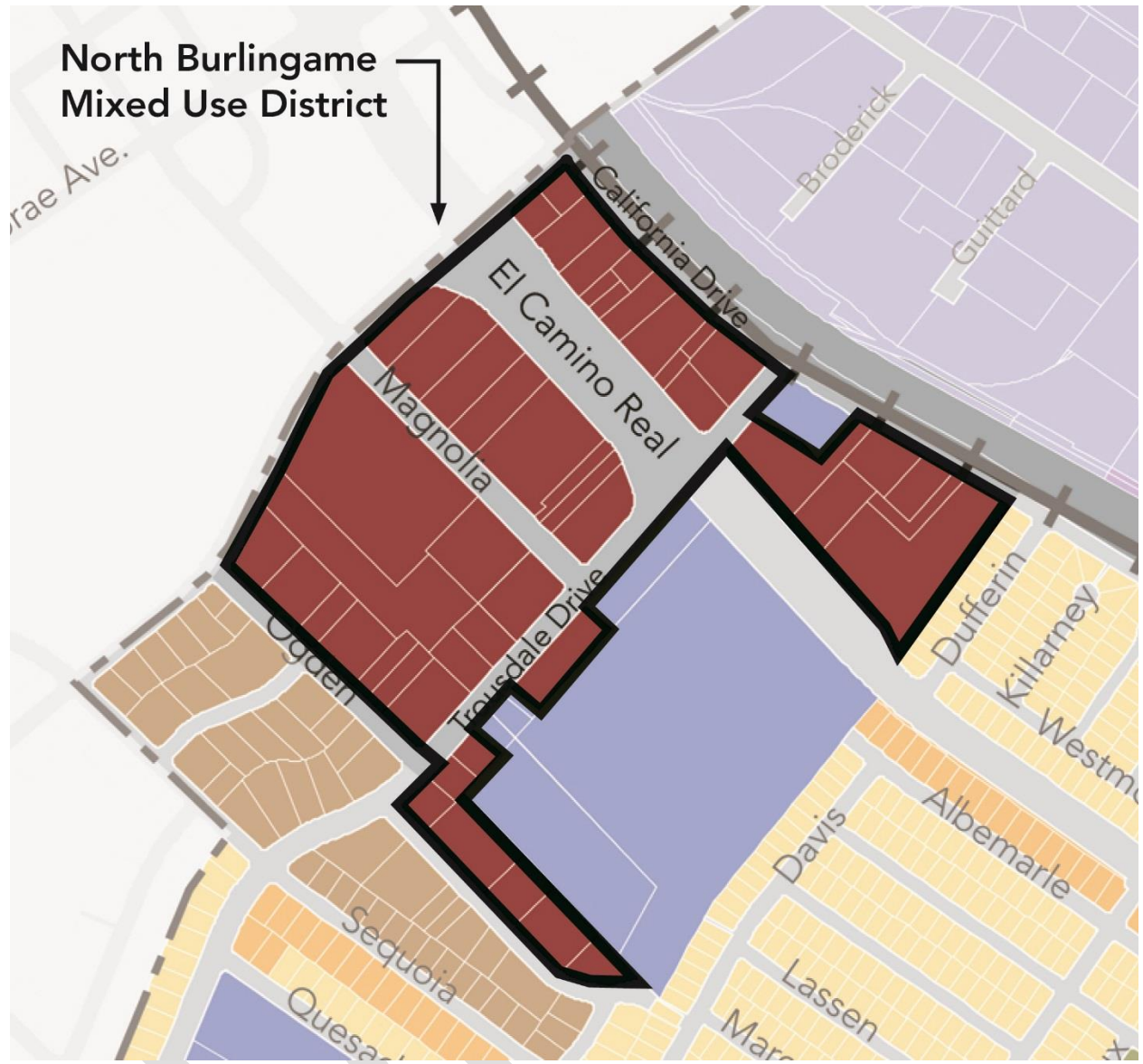
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual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

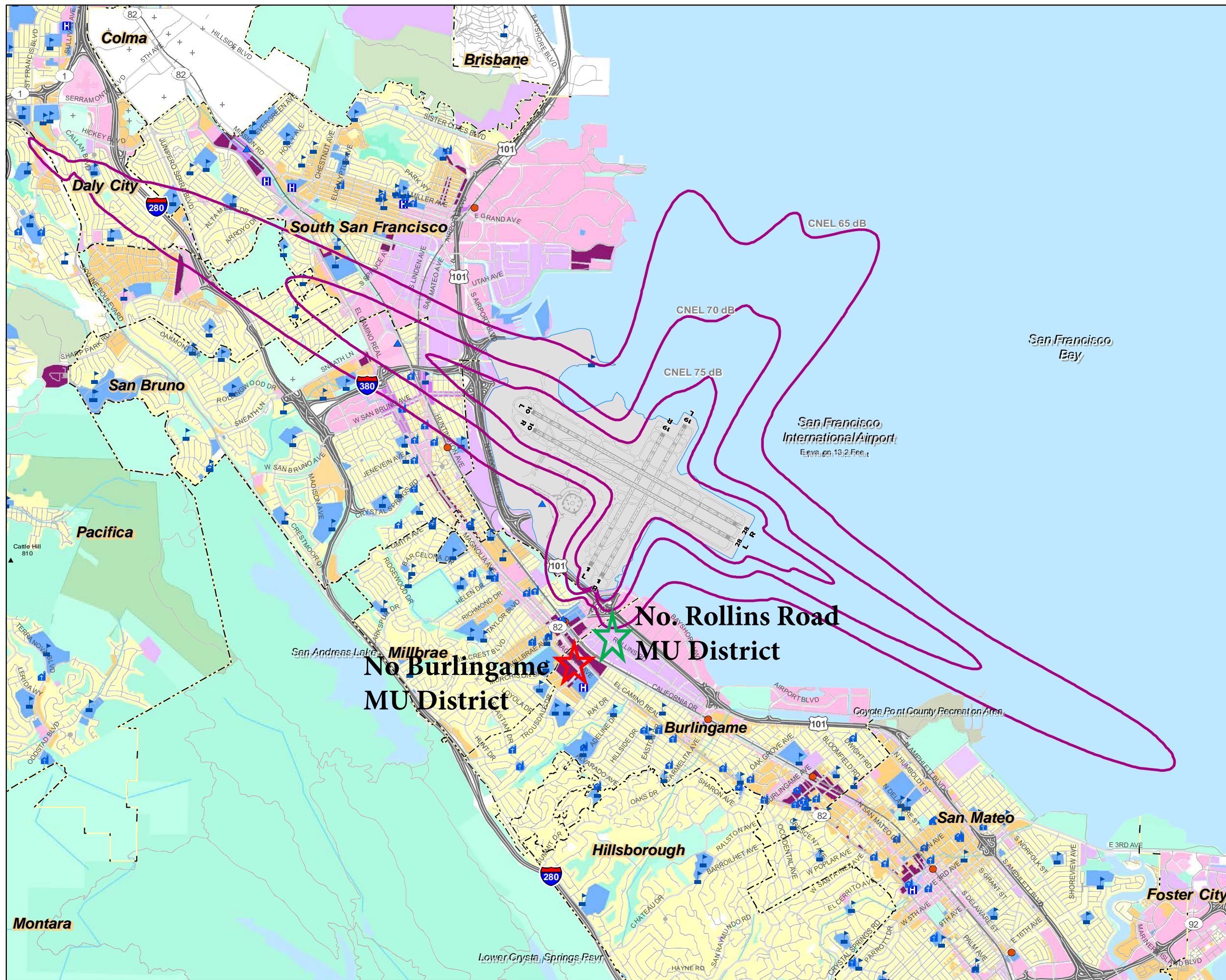
C. Avigation Easement. Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the Airport Land Use Compatibility Plan) shall include the grant of an avigation easement 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.



North Burlingame
Mixed Use District



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

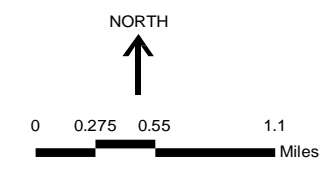


FIGURE 3
NORTH ROLLINS ROAD MIXED USE DISTRICT
COMPREHENSIVE AIRPORT LAND USE PLAN SAFETY COMPATIBILITY ZONES

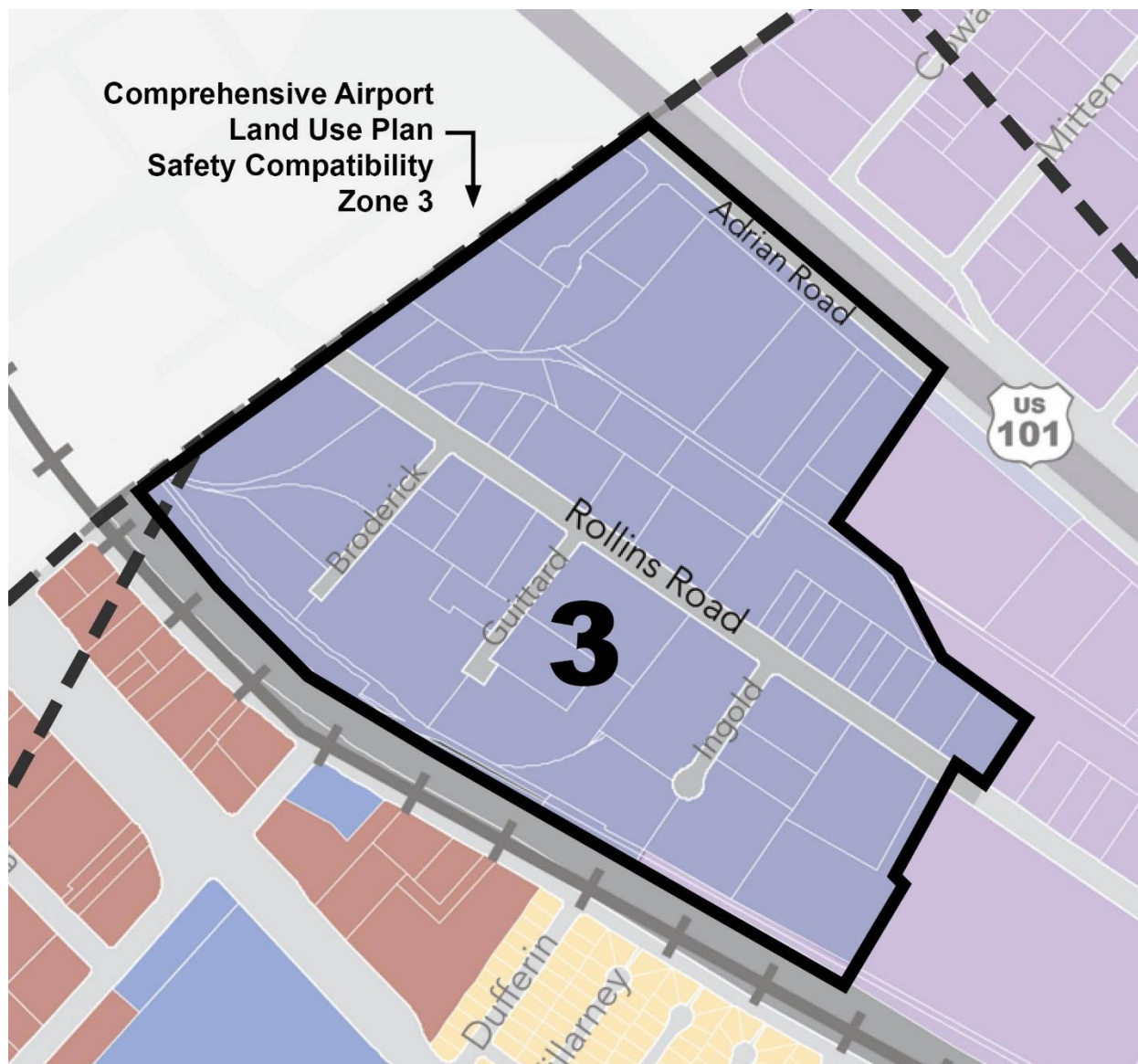


FIGURE 5
NORTH BURLINGAME MIXED USE DISTRICT
COMPREHENSIVE AIRPORT LAND USE PLAN SAFETY COMPATIBILITY ZONES



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 aviation 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 ELEANOR JOHNS VICE PRESIDENT RICHARD J. GUGGENHIME 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@flysfso.com.

Sincerely,



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

C/CAG AGENDA REPORT

Date: October 15, 2020

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive C/CAG legislative update and bill summary for the end of the 2019-20 Legislative Session.

(For further information, contact Reid Bogert at rbogert@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors receive the C/CAG legislative update and bill summary for the end of the 2019-20 Legislative session.

FISCAL IMPACT

N/A

SOURCE OF FUNDS

N/A

BACKGROUND

The C/CAG Legislative Committee receives monthly written reports and oral briefings from C/CAG's State legislative advocates. Important or interesting issues that arise out of the committee meeting are reported to the Board.

The Legislative Committee is not scheduled to meet in October and November, per the timeline of the Legislative Calendar and the Legislature being on Final Recess for the 2020-21 cycle until December 7, 2020. The attached report includes an end-of-session summary regarding the outcomes for key bills of interest to C/CAG. The 2021-22 Legislative Session reconvenes on December 7, 2020, and the Legislature will return for regular business on January 4, 2021.

ATTACHMENTS

1. End-of-Session Legislative report from Shaw/ Yoder/ Antwih/ Schmelzer and Lange, Inc.
2. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>



October 1, 2020

TO: Board of Directors, City/County Association of Governments of San Mateo County

FM: Matt Robinson & Andrew Antwih, Shaw Yoder Antwih Schmelzer & Lange

RE: **Report on Bill Outcomes**

Legislative Update

The Legislature adjourned the 2019-20 Legislative Session around 1:30 a.m. on September 1. In the second year of the two-year session, 438 bills were sent to Governor Newsom. In a normal year, the number of bills sent to him would be in excess of one thousand. The Governor vetoed 56 bills. Several bills the C/CAG Board is tracking were passed by the Legislature, while others did not make the Governor’s desk. For the bills that made it to the Governor’s desk, the Governor had until September 30 to act on them. The Legislature will reconvene for the 2020-21 Legislative Session on December 7, with the work beginning in earnest in early January. The General Election is scheduled for November 3 and four of five of San Mateo County’s legislators are up for reelection – Senator Wiener and Assembly Members Berman, Mullin & Ting. Additionally, Senator Hill is termed-out in Senate District 13. Below is a short report on the key bills we have been tracking for your agencies and where each ended up.

Bills of Interest

SB 45 (Allen) Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020 – Failed to Reach Governor’s Desk

This bill would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of general obligation bonds in the amount of \$5.5 billion pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program. Stormwater projects are eligible for over \$400 million in funding. If approved by the Legislature, the bond would be on the November 3, 2020 ballot.

SB 288 (Wiener) CEQA Exemptions for Transportation Projects – Signed by Governor

The California Environmental Quality Act requires a lead agency to prepare and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have an effect. CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including projects for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use and projects for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes already in use. This bill

would revise and recast the above-described exemptions and further exempt from the requirements of CEQA certain projects for the institution or increase of bus rapid transit and regional rail services on public rail or highway rights of way, as specified, whether or not it is presently used for public transit. The bill would additionally exempt projects for rail, light rail, and bus maintenance, repair, storage, administrative, and operations facilities.

SB 757 (Allen) Transit Projects CEQA Judicial Review – Vetoed by Governor

The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 authorizes the Governor, until January 1, 2020, to certify projects that meet certain requirements for CEQA streamlining. This bill would additionally include projects to construct an exclusive public mass transit guideway and related fixed facilities meeting certain conditions as projects that are eligible for certification by the Governor under the leadership act. The bill would provide that the certification by the Governor expires if the lead agency fails to approve the project by January 1, 2024. In his veto message, the Governor noted his support for the idea, but could not sign the bill because SB 995 (Atkins) failed passed (the two bills were joined).

SB 899 (Wiener) Housing Development on School and Church Properties – Failed to Reach Governor’s Desk

This bill would provide that housing is a use by right on land owned ,on or before January 1, 2020, by a religious institution, defined as an institution owned, controlled, and operated and maintained by a bona fide church, religious denomination, or religious organization; or land owned by nonprofit colleges, specifically non-public, non-profit higher education institutions that are accredited by an agency recognized by the US Department of Education.

SB 902 (Wiener) Housing Production – Failed to Reach Governor’s Desk

This bill would authorize local governments to rezone neighborhoods for increased housing density, up to ten homes per parcel and would require a legislative body pass a resolution to adopt the plan and exempts that zoning action from being considered a project under the California Environmental Quality Act. To be eligible, an area must be urban infill, or be near high quality public transportation or a job-rich area. The local government can determine whether the individual projects will be ministerial/by right or subject to discretionary approval.

SB 995 (Atkins) Jobs and Economic Improvement Through Environmental Leadership Act – Failed to Reach Governor’s Desk

The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 authorizes the Governor, until January 1, 2020, to certify projects that meet certain requirements for CEQA streamlining. This bill would extend the authority of the Governor to certify a project to January 1, 2024 and would add housing projects meeting certain conditions to the list of projects eligible for certification.

SB 1044 (Allen) Firefighting Equipment and Foam – Signed by Governor

This bill prohibits the manufacture, sale, distribution, and use of firefighting foams containing per- and polyfluoroalkyl substances (PFAS chemicals) by January 1, 2022, with some exceptions, and requires notification of the presence of PFAS in the protective equipment of firefighters. **The C/CAG Board requested the Governor SIGN this bill.**

SB 1100 (Atkins) California Sea Level Rise State and Regional Support Collaborative – Failed to Reach Governor’s Desk

This bill would create the California Sea Level Rise State and Regional Support Collaborative and require the collaborative to provide information to the public and support to local, regional, and other state agencies for the identification, assessment, and the mitigation of sea level rise. The bill would require, upon appropriation, the Collaborative to expend no more than \$100,000,000 annually from appropriate bond funds in grants to local governments to update local and regional land use plans to take into account sea level rise and for directly related investments to implement those plans.

SB 1120 (Atkins) Housing Density – Failed to Reach Governor’s Desk

This bill would require a proposed housing development containing 2 residential units (duplexes) to be considered ministerially, without discretionary review or hearing, in areas zoned as single-family if the proposed housing development meets certain requirements. CEQA requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment. CEQA does not apply to the approval of ministerial projects. By establishing the ministerial review process described above, the bill would exempt these projects from CEQA.

SB 1351 (Beall) Transportation Improvement Fee: Revenue Bonds – Vetoed by Governor

This bill would authorize the state to issue revenue bonds, backed by a portion of the Transportation Improvement Fee, to fund capital improvements needed to preserve and protect the state highway system.

AB 725 (Wicks) Housing Element – Signed by Governor

This bill requires metropolitan and suburban jurisdictions, through their housing element process, to ensure that more land is zoned for medium-density housing typologies. It would do so by requiring at least 25% of the jurisdiction's share of the regional housing need for moderate- and above moderate-income housing must be allocated to sites with zoning that allows at least four units of housing, with moderate income sites being capped at a density of 100 units per acre. This bill would not apply to housing elements due before January 1, 2022.

AB 841 (Ting) Energy Efficiency Upgrades – Signed by Governor

This bill would establish a new program at the California Energy Commission (CEC) to fund appliance, plumbing and heating, ventilation, and air conditioning (HVAC) upgrades to schools using electric ratepayer-funded energy efficiency incentives. The bill requires the CEC to develop and administer the School Reopening Ventilation and Energy Efficiency Verification and Repair Program to award grants to local educational agencies to outfit schools with functional ventilation systems. Local educational agencies may apply for a grant pursuant to the program. **The C/CAG Board requested the Governor SIGN this bill.**

AB 2057 (Chiu) Seamless Bay Area – Failed to Reach Governor’s Desk

This bill initially represented the legislative vehicle for a potential Seamless Bay Area framework, with the stated intent of requiring future regional funds for public transportation in the nine-county San Francisco Bay area to be conditioned on advancing institutional reforms that improve accountability and

establish a seamlessly integrated regional transit system, so that these funds are responsibly spent and advance state mobility and environmental goals. However, if the bill is to move forward, the author is proposing to only include the establishment of a regional transit task force to further study and make recommendations on the items above and to require MTC, along with transit systems, to develop a regional mapping and wayfinding system.

AB 2237 (Berman) Contracting Limits – Failed to Reach Governor’s Desk

This bill would raise the limit for contracts no subject to competitive bidding from \$75,000 to \$150,000 for county transportation agencies in the Bay Area, including the San Mateo County Transportation Authority. SamTrans already has a \$150,000 threshold.

AB 3145 (Grayson) Mitigation Fee Cap – Failed to Reach Governor’s Desk

This bill would prohibit a city or county from imposing a mitigation fee or exaction if the total dollar amount they would impose on a proposed housing development is greater than 12 percent of the city or county’s median home price, unless approved by the Department of Housing and Community Development.

AB 3256 (Garcia) Economic Recovery, Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020 – Failed to Reach Governor’s Desk

This bill would enact the Economic Recovery, Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of general obligation bonds in the amount of \$6.98 billion pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program. Stormwater projects are eligible for \$400 million in funding from various programs, including \$200 million for projects that provide multiple benefits, including rainwater capture, reduction of stormwater pollution, and increased use of natural spaces for urban vegetation and forestry. If approved by the Legislature, the bond would be on the November 3, 2020 ballot.

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval – Failed to Reach Governor’s Desk

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects.

C/CAG AGENDA REPORT

Date: October 15, 2020

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a presentation on the Countywide Stormwater Program.

(For further information or questions, contact Matthew Fabry at mfabry@smcgov.org)

RECOMMENDATION

Receive a presentation on the Countywide Stormwater Program.

BACKGROUND

C/CAG administers the Countywide Water Pollution Prevention Program, more commonly referred to as the Countywide Stormwater Program (Stormwater Program), to assist its member agencies in complying with regulations to keep pollutants out of stormwater runoff. These regulations are promulgated by the State's San Francisco Bay Regional Water Quality Control Board (Water Board) through a regional permit called the Municipal Regional Permit (MRP). The Stormwater Program has two full-time staff members and support from outside consultants. Funding for the Stormwater Program comes from countywide fees on the property tax rolls imposed through the County Flood Control District (now Flood and Sea Level Rise Resiliency District) and a portion of C/CAG's \$10 fee imposed on vehicles registered in San Mateo County. These combined revenue streams generate approximately \$2.4 million per year.

The Stormwater Program supports C/CAG member agencies in three primary ways, each of which is described further in subsequent paragraphs:

- Providing technical support to C/CAG's member agencies for implementing their own local stormwater pollution prevention programs
- Implementing compliance programs directly on behalf of C/CAG member agencies when it makes sense to do so at a countywide scale
- Collaborate regionally with other countywide stormwater programs to develop technical assistance products or implement compliance programs directly when it makes sense to do so at a regional scale

Technical Support for Implementing Local Programs

The Stormwater Program supports C/CAG member agencies' local pollution prevention programs in various ways. In addition to the C/CAG Stormwater Committee that provides technical recommendations to the Board of Directors and guidance to staff on programmatic issues, there are nine subcommittees and workgroups that member agency representatives attend that address the breadth of municipal stormwater management and regulatory issues by providing guidance and implementation materials and training. These include new/redevelopment and construction site controls, green infrastructure planning and implementation, commercial business and illicit discharge management, public outreach and education, parks maintenance and less toxic pest controls, trash and litter controls, public works municipal maintenance activities, and water quality monitoring. The Stormwater Program also provides ongoing training and educational

workshops for member agencies on a variety of stormwater management topics. These activities cost approximately \$250k annually.

Another significant aspect of the Stormwater Program's support for local programs is large-scale planning and compliance support activities. This has included developing the Countywide Stormwater Resource Plan that ensures C/CAG member agencies remain eligible to compete for voter-approved bond funds for stormwater capture projects; providing ongoing technical assistance to local agencies regarding their long-term trash load reduction plans, including updating electronic maps, quantifying annual load reductions, and validating effectiveness of actions through on-land and in-creek visual assessments; developing a suite of green infrastructure guidance documents to support the mandate for each agency to adopt a local Green Infrastructure Plan; developing a countywide hydrology and sediment/pollutant transport model to determine required levels of green infrastructure and other controls to achieve long-term water quality improvement goals; performing a Reasonable Assurance Analysis to demonstrate to the Water Board that sufficient controls can be implemented within prescribed timeframes to achieve specific pollutant reductions, and most recently, developing an overall Mercury and PCBs Control Measures Plan showing what it will take to reduce these pollutants to prescribed levels within specific timelines. The cost of these efforts typically varies between \$600-800k annually.

Implementing Direct Compliance Programs

The Stormwater Program implements certain compliance programs on behalf of C/CAG member agencies. All water quality monitoring mandated in the MRP is performed by the Stormwater Program. This includes long-term status and trends monitoring in creeks throughout the county as well as pollutant-specific monitoring to identify prioritized areas to implement controls. The Stormwater Program pays mandated costs of contributing to the San Francisco Bay Regional Monitoring Program on behalf of C/CAG member agencies. In addition, the majority of public outreach and education requirements are implemented through the Stormwater Program, including outreach via the Stormwater Program's website (www.flowstobay.org), social media channels, and other online and in-person venues. These two efforts cost approximately \$1 million annually.

Collaborating on Regional Compliance Efforts

The Stormwater Program is a member of the Bay Area Stormwater Management Agencies Association (BASMAA) and the Stormwater Program manager sits on the BASMAA Board of Directors on behalf of C/CAG's member agencies. BASMAA's members are stormwater programs throughout the Bay Area. The Stormwater Program collaborates with these other programs on technical support materials or direct compliance programs when it is more cost-effective to do so at a regional scale. This includes collaboration on regional water quality monitoring data management and quality control efforts, regional grant activities, and other compliance and technical support projects. The Stormwater Program costs for participating in BASMAA regional efforts have typically been approximately \$100-200k annually.

Staff will provide a presentation summarizing key highlights of Stormwater Program achievements and areas of focus during Fiscal Year 2019-20, including information regarding the recently submitted Control Measures Plan for Mercury and PCBs, allocation of grant funds to advance regional stormwater projects, receipt of a California Resilience Challenge grant for developing resilient schoolyard concepts, and progress toward developing the Caltrans grant-funded Countywide Sustainable Streets Master Plan. Staff will also give an update on the current process for reissuing the MRP for its next five-year term.

ATTACHMENTS

1. None

C/CAG AGENDA REPORT

Date: October 15, 2020

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 20-56 awarding an aggregate total of \$759,000 in Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) County Program Manger Funds to five (5) traffic calming and arterial management projects, and further authorize the C/CAG Chair to execute associated funding agreements with project sponsors.

(For further information, contact Kim Wever at kwever@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 20-56 awarding an aggregate total of \$759,000 in Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA) County Program Manger Funds to five (5) traffic calming and arterial management projects, and further authorize the C/CAG Chair to execute associated funding agreements with project sponsors.

FISCAL IMPACT

The total available amount of TFCA County Program Manager Funds is \$759,000. This is comprised of \$585,000 of FY 2020/21 TFCA funding and \$174,000 of carryover from the FY 2019/20 TFCA program.

SOURCE OF FUNDS

The Bay Area Air Quality Management District (BAAQMD) is authorized under Health and Safety Code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the TFCA funds. These funds are used to implement projects to reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the BAAQMD to one or more public agencies designated to receive the funds. In San Mateo County, C/CAG is the TFCA grant Program Manager.

BACKGROUND

Key Information from the Limited Call for Projects

In accordance with guidelines issued by the Bay Area Air Quality Management District, C/CAG, as the Program Manager for the TFCA Program in San Mateo County, approves Expenditure Plans and projects that reduce air pollution, greenhouse gas emissions, and traffic congestion by improving transportation options. On February 13, 2020, the C/CAG Board adopted Resolution 20-08 approving the FY 2020/21 County Program Manager Expenditure Plan, which included a set-aside funding for

innovative projects to be developed and recommended by staff later that year.

Due to a few factors, including the COVID 19 pandemic, and the temporary shift in traffic pattern and transportation choices, it was determined a call for projects process was the best use of the funds originally reserved for innovative projects. From a countywide standpoint, the total amount available is small. Coupled with the strict policies from the TFCA fund source and the short timeline for expenditure, C/CAG staff released a Limited Call for Projects on July 24, 2020 seeking proposals for two types of projects. The two project types are arterial traffic management projects using advanced transportation technology; and traffic calming projects (quick build bike/pedestrian projects). These two types of projects meet the TFCA Program Goals: 1) reduce air pollution, including air toxics such as benzene and diesel particulates 2) conserve energy and help to reduce greenhouse gas emissions 3) improve water quality by decreasing contaminated runoff from roadways 4) improve transportation options; and 5) reduce traffic congestion.

It was estimated that a one-time total of five-hundred fifty thousand dollars (\$550,000) was available for the call for project, using funding set aside for innovative programs and unspent carryover from last fiscal year. The call for project specified the minimum and maximum grant awards at one-hundred thousand dollars (\$100,000) and five-hundred fifty thousand dollars (\$550,000), respectively. Due to decreased ridership on shuttles and carpooling as a result of the COVID-19 pandemic, staff determined there is savings from other projects approved in the FY2020/21 Expenditure Plan that had to be adjusted to meet the Air District's cost effectiveness requirement. As a result, the current total available grant amount is now at seven-hundred fifty-nine thousand dollars (\$759,000).

C/CAG invited local jurisdictions in San Mateo County to submit proposals for this grant program. Cities, towns, county and transit agencies in San Mateo County were eligible to apply. Other entities may partner with an eligible applicant to help shape the scope of work for the project proposal and play a role in project delivery. The Limited Call for Projects was posted on the C/CAG website as well as distributed via email to one hundred fifteen (115) contacts, including Board Members, City and County Managers, City and County Staff, SamTrans staff and C/CAG Committee Members.

Evaluation

C/CAG received a total of ten (10) project proposals by the August 21, 2020 deadline. Out of the ten proposals, seven (7) are traffic calming projects and the remaining three (3) are arterial traffic management projects. Staff formed an evaluation panel, which consisted of three C/CAG staff, Kaki Cheung, Mikaela Hiatt, Kim Wever; and Elliot Goodrich with Caltrans District 4. The evaluation panel also received advice from two technical advisors, Robert Rich with the Metropolitan Transportation Commission and Richard Shinn with Iteris, on arterial traffic management projects. The evaluation panel scored the projects based on the following criteria: cost-effectiveness results, safety, project readiness and timely use of funds, community support, innovation, and countywide plans/consistency.

To be eligible, the project sponsor was required to prepare a Cost-Effectiveness (C/E) Worksheet to ensure that the project does not exceed the maximum C/E limit set by the Air District's County Program Manager Fund Expenditure Plan Guidance. C/E is used as screening criteria for all projects considered for TFCA allocation. Both arterial management and traffic calming projects must result in a C/E of less than one-hundred seventy-five dollars (\$175,000) per weighted ton of reduced emissions. All submitted project proposals met the C/E requirement.

Recommendation

Attachment 2, *TFCA FY2020/21 Limited Call for Projects Ranking*, summarizes all the applications received, and displays the order of recommended ranking. Based on the current available funding, the evaluation panel recommended fully funding the top four (4) highest rated projects. The remaining balance from the \$759,000 grant total was only able to partially fund the sixth (6th) project. The project sponsor of the (fifth) 5th project declined partial funding.

Both the Congestion Management Program Technical Advisory Committee (TAC) and the Congestion Management and Environmental Quality (CMEQ) Committee reviewed the grant selection at their September 17th and September 21st meetings, respectively. Both Committees recommended the projects for C/CAG Board's final approval. Staff is asking that the C/CAG Board reviews the project selection and awards funding to the five (5) traffic calming and arterial management projects. Staff also requests the Board authorizes the C/CAG Chair to execute individual funding agreements with each project sponsor.

ATTACHMENT

1. Resolution 20-56
2. TFCA FY2020/21 Limited Call for Projects Ranking
3. Draft Funding Agreement (Available for review and download at <https://www.ccag.ca.gov/committees/board-ofdirectors/>)
4. TFCA FY2020/21 Limited Call for Projects PowerPoint Presentation (Available for review and download at <https://www.ccag.ca.gov/committees/board-ofdirectors/>)

RESOLUTION 20-56

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE INDIVIDUAL FUNDING AGREEMENTS IN THE AGGREGATE TOTAL AMOUNT OF \$759,000 UNDER THE FISCAL YEAR 2020/21 TRANSPORTATION FUND FOR CLEAN AIR (TFCA) COUNTY PROGRAM MANAGER FUND FOR THE SELECTED TRAFFIC CALMING AND ARTERIAL MANAGEMENT PROJECTS

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG); that,

WHEREAS, the Board of Directors of the City/County Association of Governments, at its February 13, 2020 meeting, approved certain projects and programs for funding through San Mateo County's local share of Transportation Fund for Clean Air (TFCA) revenues, including innovative projects to be selected at a later time; and

WHEREAS, C/CAG invited local agencies to submit project proposals for this grant program and the evaluation panel, the Congestion Management Technical Advisory Committee (TAC), as well as the Congestion Management & Environmental Quality (CMEQ) Committee recommended projects to the Board of Directors for award; and

WHEREAS, City of South San Francisco is recommended to receive \$150,000 of TFCA Funds for the East of 101 Bicycle Safety Improvement Project, and

WHEREAS, City of Half Moon Bay is recommended to receive \$109,650 of TFCA Funds for the Main Street Traffic Calming Project, and

WHEREAS, City of Daly City is recommended to receive \$180,000 of TFCA Funds for the Daly City Crosswalk Enhancements Project, and

WHEREAS, City of Belmont is recommended to receive \$230,000 of TFCA Funds for the Ralston Ave. Adaptive Signalization System Project, and

WHEREAS, City of Millbrae is recommended to receive \$89,350 of TFCA Funds for the Millbrae Ave. and Helen Dr. Traffic Calming Pilot Project, and

WHEREAS, the Board of Directors approved the project scopes and specific recommended grant amounts for the aforementioned projects; and

WHEREAS, it is necessary for C/CAG to enter into Project Sponsor agreements with the individual agencies receiving TFCA project funding, setting forth the responsibilities of each party.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the City/County Association of Governments of San Mateo County that the aforementioned five projects are approved for TFCA funding and that the Chair is authorized to enter into funding agreements with the individual agencies receiving Fiscal Year 2020/21 Transportation Fund for Clean Air funding for an aggregate total amount of \$759,000, and further authorize the Executive Director to negotiate final terms of the agreement prior

to execution by the Chair, subject to legal counsel approval as to form.

PASSED, APPROVED, AND ADOPTED, THIS 15TH DAY OF OCTOBER 2020.

Marie Chuang, Chair

TFCA FY2020/21 Limited Call for Projects Ranking

Ranking	Lead Applicant (Agency/ Jurisdiction)	Project Type	Project Title	Brief Description	Total Project Cost	Recommended TFCA Grant Award Amount
1	South San Francisco	Traffic Calming	East of 101 Bicycle Safety Improvement Project	The Project proposes to install a new video detection system that allows for bicycle detection at seven (7) intersections along E Grand Ave. and Forbes Blvd. Currently, bicyclists could not trigger lights to change along this corridor. The project aims to improve bicyclists safety and overall flow.	\$175,000	\$150,000
2	Half Moon Bay	Traffic Calming	Main Street Traffic Calming	This smart growth and traffic calming project includes pavement marking and signage for 1.29 miles of Class III bike route, five (5) high visibility crosswalks, directional signage and temporary & reusable stretaerie-type street facilities in the Half Moon Bay downtown area.	\$129,000	\$109,650
3	Daly City	Traffic Calming	Daly City Crosswalk Enhancements	This project consists of installing high visibility crosswalks throughout several corridors in the City's Vision Zero High Injury Network. In addition, touchless pedestrian push buttons will be installed at a corridor intersection, as a pilot project. The project aims to increase pedestrian visibility and create more livable and safer, pedestrian-friendly corridors for residents going to any of the activity centers along the corridors.	\$204,000	\$180,000
4	Belmont	Arterial Traffic Management	Ralston Ave. Adaptive Signalization System	This project proposes utilizing advanced adaptive traffic signalization technology along Ralston Avenue between State Route 82 and Interstate 280. The project aims to reduce congestion for motorists, and improve operations and safety for bicyclists and pedestrians at intersections.	\$255,500	\$230,000

5	Millbrae	Arterial Traffic Management	Citywide Virtual Bicycle and Ped Detection	The Millbrae – Citywide Virtual Bicycle & Pedestrian Detection and Cloud-Based Signal Monitoring System will provide Internet of Things (IoT) equipment at City and Caltrans traffic signals to allow bicycles and pedestrians to share their GPS position data via mobile apps to actuate the traffic signal and HAWK facilities (Peds only for HAWKs). The system will provide a cloud based Advanced Transportation Management System for City and Caltrans monitoring only and data analysis.	\$181,000	\$ -
6	Millbrae	Traffic Calming	Millbrae Ave and Helen Drive Traffic Calming Pilot	As part of the City of Millbrae’s Neighborhood Traffic Calming Program, this project will install interim thermoplastic/painted Bulb-outs and delineators to reduce crossing widths and define drive aisles to promote safer alternative modes of travel near and around schools, City/County Bike and Pedestrian Routes, and local parks/recreational areas.	\$118,991	\$89,350
7	Burlingame	Traffic Calming	Lyon Hoag Traffic Calming	Implementation of quick build traffic calming improvements, including but not limited to: restriping and converting a Class II bike lane to Class IIB bike lane, constructing temporary trial traffic circles and bulb-outs with striping and flexible delineators, temporary speed cushions, and high visibility crosswalks enhancements.	\$385,000	\$ -

8	San Bruno	Traffic Calming	San Bruno Bicycle Route Installation Project	The project proposes the implementation of class 3 bike routes identified in the City of San Bruno Walk 'n Bike Plan. The purpose of the project is to improve the environment and neighborhood livability by reducing traffic, air pollution, noise and energy consumption by implementing components of a comprehensive bikeway network and making biking in San Bruno safer, easier and more popular.	\$615,000	\$ -
9	Burlingame	Arterial Traffic Management	Smart Corridor Detection Improvement	The proposed project would improve existing traffic signals along Burlingame's portion of the SMART Corridor with the addition of video detection systems. The project will procure and install video detection cameras at six intersections along the California Drive corridor. The purpose of adding video detection is to ensure detection of all modes at the Smart Corridor intersections, improve traffic flow along California Drive during normal operations, and more readily adaptable to changing conditions at the intersection.	\$311,000	\$ -
10	Pacifica	Traffic Calming	Crespi Dr Bike and Ped Improvement Phase 1	The project will install curb extensions, advance stop markings, upgrade and enhancing existing crosswalks to high visibility along Crespi Drive. The project will encourage residents of Pacifica to safely walk and bicycle to the nearby Linda Mar beach, Cabrillo Elementary School, The U.S. Postal Service Office, Pacifica Community Center, shopping center, retirement community, and other commercial establishments while enjoying the scenic beauty of our community.	\$137,000	\$ -
					Total Available TFCA Funds	\$759,000

C/CAG AGENDA REPORT

Date: October 15, 2020

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a presentation on the State Highway System Congestion and Safety Performance Assessment for San Mateo County 2019 Update

(For further information, contact Jeff Lacap at jlacap@smcgov.org)

RECOMMENDATION

That the C/CAG Board of Directors receive a presentation on the State Highway System Congestion and Safety Performance Assessment for San Mateo County 2019 Update.

FISCAL IMPACT

There is no fiscal impact to receive the presentation. The cost to perform the update was \$95,135. C/CAG and the San Mateo County Transportation Authority have each provided half the funding.

SOURCE OF FUNDS

- C/CAG Congestion Management Funds
- San Mateo County Transportation Authority (SMCTA) Measure A Sales Tax

BACKGROUND

In 2017, C/CAG and the San Mateo County Transportation Authority (SMCTA) determined that there was a need to develop performance measures specifically for the highway network within San Mateo County, and jointly funded development of the 2017 State Highway System Congestion and Safety Performance Assessment for San Mateo County. The report assessed conditions of the current state highway system network in San Mateo County for congestion and safety. Performance measures for congestion included Total Vehicle Hours of Delay, Travel Speed (Percent of Free-Flow Speed), and Travel Time Reliability. Performance measures for safety included total traffic collisions (fatalities and injuries) and traffic collision rate per mile assessments. The performance assessment, which included transportation indicators comparable to the Metropolitan Transportation Commission (MTC) Vital Signs for the Bay Area, focused specifically on San Mateo County and therefore provides more details for countywide consideration.

The latest update, conducted in Spring 2019 and completed earlier this year before the COVID-19 pandemic, focused on the same assessment of the state highway system, including US-101, I-280, I-380, SR-92, SR-84, SR-35 (Skyline Boulevard), SR-82 (El Camino Real), and SR-1.

Findings include:

- 14 analyzed segments near the US-101/SR-92 interchange ranked in the bottom 25 segments based on observed total delay during the morning peak hour period.
- Updated collision data indicates high collision rates per mile along the analyzed segments on US-101 and CA-84.
- 12 analyzed segments along SR-92 and US-101 ranked in the bottom 25 segments based on percent of free flow speed during the evening peak hour period.

This performance assessment will assist in current and future transportation planning. For example, projects submitted to MTC for inclusion in Plan Bay Area 2050 such as the SR-92/US-101 Interchange; the US 101 Managed Lane project north of I-380; and the continuation of efforts for improving the connections to the Dumbarton Bridge, are in alignment with the congestion hotspots as shown in this 2019 Performance Assessment.

The performance assessment will also inform future needs assessments and prioritization, such as the SMCTA's Highway Program, C/CAG's Congestion Management Program, and other transportation planning efforts.

The COVID-19 crisis has significantly impacted traffic, congestion, and transit ridership. It is difficult to estimate future near-term traffic and congestion. There are a multitude of interrelated variables that will influence future traffic patterns, including the timing of when a vaccine is available for widespread distribution; when the majority of office employees will return to their offices; when schools fully reopen; the length and depth of the economic recession; and if returning employees feel comfortable taking transit and or carpooling.

Although it is uncertain how traffic and congestion patterns will look like post-pandemic, C/CAG staff are utilizing available and new data and tools to assist in understanding near-term travel behaviors. C/CAG uses MTC's data to compare pre-pandemic and current traffic patterns. Current traffic patterns show that AM and PM peak hour travel times across the San Mateo Bridge (SR-92) and Dumbarton Bridge (SR-84) bridges are back to approximately 50-60% of pre-pandemic levels.

In April, the C/CAG Board approved a subscription to Streetlight Data to provide the latest traffic mobility insights within San Mateo County from location-based GPS data. That subscription went into effect on September 1, 2020. Hence, C/CAG and participating cities can use Streetlight to monitor existing and pre-pandemic traffic patterns.

Staff will continue to monitor traffic and transportation planning trends during the COVID-19 crisis and bring new relevant information to the C/CAG Committees and Board as it becomes available.

ATTACHMENT

- State Highway System Congestion and Safety Performance Assessment for San Mateo County 2019
(The entire document is available online at the C/CAG website at:
<https://ccag.ca.gov/committees/board-of-directors-2/>*)*

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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September 21, 2020

The Honorable Gavin Newsom
Governor, State of California
State Capitol
Sacramento, CA 95814

RE: AB 841 (Ting) – REQUEST FOR SIGNATURE

Dear Governor Newsom:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I am writing to request your signature on AB 841 (Ting). This bill creates a program to make the air safer to breathe and the water safer to drink in public schools, with considerable focus on schools in disadvantaged communities and near heavy traffic corridors. It also accelerates the installation of infrastructure for zero-emission vehicles, thus combatting the largest source of local air pollution. Both portions of the bill can help mitigate the health risks associated with COVID-19 for all Californians.

AB 841 directs funds authorized but unspent by the CPUC to a program administered by the California Energy Commission (CEC) to upgrade heating, cooling, and ventilation systems in public schools, prioritizing schools in underserved communities and those near freeways or industrial pollution.

Improving heating, ventilation and air conditions at schools can help reduce the spread of COVID-19. These HVAC upgrades must be done by trained professionals, however, to save energy and ensure a healthier building environment. As a Local Government Partner to PG&E, C/CAG's San Mateo County Energy Watch energy efficiency program will coordinate with the CEC efforts to improve the wellbeing of students and teachers in the schools we serve. Installing electrical equipment on the utility side of the meter where it is needed to charge electric cars, trucks and buses, accelerates the deployment of needed charging infrastructure and keeps workers on the job at a time when unemployment is high. Expanding transportation electrification is also key to reducing GHG emissions.

C/CAG supports AB 841 because it can decrease unemployment, reduce air pollution, and help improve the health and safety of students and teachers in school buildings, without exacerbating California's budgetary challenges. We respectfully request your signature on AB 841.

Sincerely,



Marie Chuang, Chair
City/ County Association of Governments of San Mateo County

Cc: The Honorable Phil Ting, California State Assembly



CITY/COUNTY ASSOCIATION OF GOVERNMENTS
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September 21, 2020

The Honorable Gavin Newsom
Governor, State of California
State Capitol
Sacramento, CA 95814

RE: SB 1044 (ALLEN) – REQUEST FOR SIGNATURE

Dear Governor Newsom:

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I respectfully request your signature on SB 1044 (Allen), which will prohibit the manufacture, sale and use of certain firefighting foam that contains “forever” chemicals per- and poly-fluoroalkyl substances (PFAS) and requires manufacturers of PFAS-containing firefighting gear to provide written notice to purchasers that the gear contains PFAS.

PFAS are a class of manufactured chemicals that are widely used in industrial and consumer products that resist heat, stains, grease and water. These “forever” chemicals are extremely stable and do not break down, causing accumulation in both the environment and our bodies. PFAS are linked to numerous health problems including cancer. PFAS contaminates drinking water around the country. The State Water Resources Control Board has found that the public water systems serving 19 million Californians have wells that are contaminated with PFAS.

One of the primary sources of this contamination is the use of PFAS-containing firefighting foam, used to fight liquid fires, known as “Class B” fires. Firefighters already face greater risks of cancer and other health problems than the general population due to exposure related to their vital work. Elevated levels of PFAS chemicals have been documented in the bodies of firefighters, putting them at greater risk of harm from the health effects associated with PFAS, including cancer.

SB 1044 addresses two sources of PFAS chemicals that threaten the health of firefighters and pollute our drinking water. The bill bans the use of firefighting foam containing PFAS chemicals, with specified exceptions and delayed implementation under certain circumstances. In addition, to better protect the health of fire fighters, the bill requires manufacturers of PFAS-containing firefighting gear to notify anyone purchasing the gear that it contains PFAS. This will allow firefighting organizations and firefighters to make informed choices to limit unnecessary exposure.

Furthermore, SB 1044 will support C/CAG’s member agencies in addressing PFAS chemicals, as mandated by the Municipal Regional Stormwater Permit (MRP) administered by the San Francisco Regional Water Quality Control Board. The MRP currently identifies alternative flame retardants, including PFAS chemicals, as priority constituents for further study and control. The statewide phase out of PFAS containing chemicals in firefighting foam provides the most cost-

effective approach to managing these compounds by controlling them at the source, rather than having to manage the pollutants downstream once they have already had significant environmental and human health impacts. During the current reissuance process of the MRP, the Regional Water Quality Board is considering promulgating new requirements for municipalities to control water quality impacts related to firefighting foam and PFAS chemicals. Signing SB 1044 could potentially avoid this unnecessary expenditure of local resources. Controlling pollutants at the source through regulatory requirements and expanding producer responsibility, as well as taking a statewide approach when possible to reduce local resource impacts, align with C/CAG's adopted legislative policies and priorities.

SB 1044 will protect everyday Californians and firefighters from unnecessary exposure to these harmful chemicals and move the state towards safe and effective alternatives. Enacting a statewide phase out of PFAS chemicals in firefighting foam will also advance water quality goals with respect to impacts on the San Francisco Bay and Pacific Ocean and reduce unnecessary administrative and financial impacts for municipalities in San Mateo County. For these reasons, C/CAG respectfully requests that you sign SB 1044 into law.

Sincerely,



Marie Chuang, Chair
City/County Association of Governments of San Mateo County

Cc: The Honorable Ben Allen, California State Senate