C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AIRPORT LAND USE COMMITTEE (ALUC)

AGENDA

Date: September 22, 2022
Time: **4:30 p.m.**

Please note that on September 16, 2021, the Governor signed AB 361, which amended certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings remotely via telephonically or by other electronic means under specified circumstances. Thus, pursuant to Government Code section 54953(e), C/CAG Committee meetings will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below:

Join Zoom Meeting:
https://us02web.zoom.us/j/83555437727?pwd=VkZ2R1lCRWFKcDJTQ3FJQnhQR0htUT09

Meeting ID: 835 5543 7727
Passcode: 272664

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Passcode: 272664
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Persons who wish to address the ALUC Committee on an item to be considered at this meeting, or on items not on this agenda, are asked to submit written comments to kkalkin@smcgov.org. Oral comments will also be accepted during the meeting through Zoom. Please see instructions for written and oral public comments at the end of this agenda.

1.	Call to Order/Roll Call	Action (O'Connell)
2.	Brief Overview of Teleconference Meeting Procedures	Information (Kalkin)
3.	Public Comment on Items not on the Agenda	Limited to 2 minutes per speaker

4.	Approval of Minutes – August 25, 2022	Action (O'Connell)	Page 1
5.	San Carlos Airport Land Use Compatibility Plan Consistency Review – Amendments to the City of Redwood City's Downtown Precise Plan (DTPP) and General Plan to establish a new Transit District subarea within the DTPP.	Action (Kalkin)	Page 5
6.	San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Project Nomar, a two-building office/life science campus at 1699 and 1701 Old Bayshore Highway, Burlingame.	Action (Kalkin)	Page 20
7.	Member Comments/Announcements		
8.	Items from Staff	Information (Kalkin)	
9.	Adjournment – *Next regular meeting – Oct. 27, 2022*		

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

If you have any questions regarding the C/CAG Airport Land Use Committee Meeting Agenda, please contact Susy Kalkin at kkalkin@smcgov.org .

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PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Courtyard, 555 County Center, Redwood City, CA, and on C/CAG's website at: http://www.ccag.ca.gov.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: http://www.ccag.ca.gov. Please note that C/CAG's office is temporarily closed to the public; please contact Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

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

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

1. Written comments should be emailed to kkalkin@smcgov.org
2. The email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. If your emailed comments are received at least 2 hours prior to the meeting, they will be provided to the ALUC Committee members, made publicly available on the C/CAG website along with the agenda, but will not be read aloud by staff during the meeting. We cannot guarantee that comments received less than 2 hours before the meeting will be distributed to the Committee members, but they will be included in the administrative record of the meeting.

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

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

Airport Land Use Committee (ALUC)
Meeting Minutes
August 25, 2022

1. Call to Order/Roll Call

Chair O'Connell called the meeting to order at 4:31 pm. via the Zoom platform. The attendance sheet is attached.

2. Brief Overview of Teleconference Meeting Procedures

C/CAG staff gave an overview of the meeting protocols being implemented due to COVID-19, noting the meeting is being conducted as a Zoom online meeting pursuant to the provisions of AB 361.

3. By motion, find that, as a result of the continuing COVID-19 pandemic state of emergency declared by Governor Newsom, meeting in person would present imminent risks to the health and safety of attendees.

Chair O'Connell called for a motion on the matter. Motion: Member Howard moved approval, and Member Ortiz seconded the motion. Motion carried (10-0-0) by the following roll call vote: AYE - Members Ortiz, DiGiovanni, Howard, Hamilton, Rak, Nicolas, Ford, Williams, Vice Chair Oliva and Chair O'Connell. NO – none. ABSTAIN – none.

4. Public Comment on items not on the Agenda

None

5. Minutes of the July 28, 2022 Meeting

Motion: Vice Chair Oliva moved, and Member Howard seconded, approval of the June 23, 2022 minutes. Member Ford requested the minutes related to Item 6, the amendments to the San Carlos ALUCP, be modified to add additional mention of the exceptional efforts extended by Ms. Kalkin and Rich Newman in achieving consensus on the issues. The modification was accepted by the motioning parties. Amended motion carried (11-0-0) by the following roll call vote: AYE - Members Ortiz, DiGiovanni, Sullivan, Howard, Hamilton, Rak, Nicolas, Ford, Williams, Vice Chair Oliva and Chair O'Connell. NO – none. ABSTAIN – none.

6. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Millbrae Downtown and El Camino Real Specific Plan.

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

Vice Chair Oliva questioned whether Millbrae staff (and South San Francisco staff on the next item) were in agreement with the recommendations. Roscoe Mata, Millbrae Planning Director, noted that Millbrae staff worked closely with C/CAG staff to address the issues that were identified, and they will be incorporated into the final Specific Plan document.

DRAFT

Motion: Member Vice Chair Oliva moved, and Member Sullivan seconded, approval of the staff recommendation. Motion carried (11-0-0) by the following roll call vote: AYE - Members Ortiz, DiGiovanni, Sullivan, Howard, Hamilton, Rak, Nicolas, Ford, Williams, Vice Chair Oliva and Chair O'Connell. NO – none. ABSTAIN – none.

7. San Carlos Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Proposed six-story life science/research and development building, including a related rezoning request, for a property at 405 Industrial Road, San Carlos.

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

Member Rak noted that because this project would be going before the San Carlos City Council in the future he wished to abstain from voting at this time.

Motion: Member Ortiz moved, and Member Ford seconded, approval of the staff recommendation. Motion carried (10-0-1) by the following roll call vote: Members Ortiz, DiGiovanni, Sullivan, Howard, Hamilton, Nicolas, Ford, Williams, Vice Chair Oliva and Chair O'Connell. NO – none. ABSTAIN – Rak.

8. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – South San Francisco 2040 General Plan Update, Zoning Code Update and Housing Element Update.

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

Chair O'Connell noted that the Committee had requested Millbrae staff prepare amendments to its Specific Plan and return to the ALUC for subsequent review and questioned whether that was appropriate for this application as well. Staff noted that there were very few amendments/conditions in the South San Francisco recommendation and felt that they were straight forward requests that would not reach the level of needing further Committee review.

Member Ford expressed concern with issues raised in the comment letter provided by SFO staff which noted opposition to South San Francisco introducing residential uses into the areas east of US 101, which have historically been used exclusively for industrial and commercial uses, and an area that the airport has used as a noise abatement departure procedure in order to reduce the volume of traffic over established residential areas. She also noted the letter raised concerns about confusing language in the planning documents relating to Critical Airspace Surfaces. Staff responded that while introducing residential use into the East of US101 area in South San Francisco is a departure from current practice she noted that the ALUC's role is only to determine whether such use would be compatible with the SFO ALUCP. She further noted that the area is almost entirely outside of the 65 dB CNEL contour, and therefore residential use would be consistent with the ALUCP noise policies. She further noted that the language issue relative to Critical Airspace surfaces had been satisfactorily resolved between South San Francisco and SFO staff, and the revised language is reflected in the Errata sheets.

Chair O'Connell requested clarification on whether future projects would be reviewed by the ALUC for noise sensitive uses and avigation easements. Staff responded that the South

San Francisco General Plan and Zoning Code are being amended to include all the requirements of the ALUCP, so individual projects would not be reviewed by the ALUC; South San Francisco would take on that responsibility. In response to further questions about how a subsequent override would be processed, Ms. Kalkin clarified that if South San Francisco were to process an application for a use or structure that was not consistent with the ALUCP, the application would need to first be submitted for review and a determination by the ALUC.

Motion: Member Sullivan moved, and Member Nicolas seconded, approval of the staff recommendation. Motion carried (11-0-0) by the following roll call vote: AYE - Members Ortiz, DiGiovanni, Sullivan, Howard, Hamilton, Rak, Nicolas, Ford, Williams, Vice Chair Oliva and Chair O'Connell. NO – none. ABSTAIN – none.

9. Member Comments/Announcements

None

10. Items from Staff

C/CAG staff advised that the City of South San Francisco had sent notice to C/CAG of its intent to consider an override of the ALUC determination finding the residential portion of the mixed-use project at 180 El Camino Real incompatible with the SFO ALUCP.

11. Adjournment

The Chair adjourned the meeting at 5:12 pm.

DRAFT

2022 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Feb	Mar	Apr	June	July	Aug
Terry O'Connell	Brisbane	X	X	X	X	X	X
Ricardo Ortiz	Burlingame			X	X	X	X
Pamela DiGiovanni	Daly City		X	X		X	X
Patrick Sullivan	Foster City			X	X		X arrived 4:32
Robert Brownstone	Half Moon Bay			X			
Anne Oliva	Millbrae	X	X	X	X	X	X
Diane Howard	Redwood City	X	X	X	X		X
Tom Hamilton	San Bruno	X	Y	Y	X	X	X
Adam Rak	San Carlos			X	X	X	X
Warren Slocum	San Mateo County & Aviation Rep.					X arrived 4:39	
Mark Nagales	South San Francisco	X	X	X	X	X	Y
Carol Ford	Aviation Representative	X	X	X	X	X	X
Dave Williams	HMB Airport Pilots Assn	X	X	X	X	X	X

X – Committee Member Attended
Y – Designated Alternate Attended

Staff and guests in attendance for the August 25, 2022, meeting: Susy Kalkin and Sean Charpentier, C/CAG staff; Lisa Costa Sanders, San Carlos staff; Roscoe Mata, Millbrae staff; Tony Rozzi, South San Francisco staff; Nupur Sinha, SFO staff; Gretchen Kelly, San Carlos Airport Manager; Rich Newman, Jane Vaughan and Katherine Ingersoll

DRAFT

C/CAG AGENDA REPORT

Date: September 22, 2022

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Amendments to the City of Redwood City's Downtown Precise Plan (DTPP) and General Plan to establish a new Transit District subarea within the DTPP.

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

RECOMMENDATION

That the Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that proposed amendments to the City of Redwood City's Downtown Precise Plan (DTPP) and General Plan to establish a new Transit District subarea within the DTPP are consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following condition:

- *If the C/CAG Board, in its capacity as the San Mateo County Airport Land Use Commission, approves pending amendments to Overflight Policy 2 that would require all new residential projects within a newly designated Overflight Notification Zone 2 (which covers the geography of AIA B) to incorporate a recorded overflight notification requirement as a condition of approval, Redwood City's Downtown Precise Plan (DTPP) shall be amended to incorporate such provisions.*

BACKGROUND

The City of Redwood City proposes amendments to its Downtown Precise Plan (DTPP) to create a new subarea, the Transit District, within the DTPP. The Transit District would cover approximately 16.6 acres, including the Sequoia Station Shopping Center, the existing Transit Center, and the Caltrain parking lot, and would focus on transit-oriented development within this subarea. The proposal includes the potential for up to 1,630,000 sf of office use and up to 1,100 new residential units within the Transit District, with no changes proposed to existing height limits.

While all of Redwood City falls within Airport Influence Area A (AIA A) a portion of the DTPP and the new Transit District fall also lie within AIA B, the Project referral area. California Government Code Section 65302.3 states that a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). Accordingly, the City of Redwood City has referred the subject amendments to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos ALUCP.

DISCUSSION

I. ALUCP Consistency Evaluation

Three sets of airport/land use compatibility policies in the San Carlos ALUCP relate to the proposed Zoning and General Plan Amendment: (a) noise compatibility policies and criteria, (b) safety policies and criteria, and (c) airspace protection policies. The following sections address each issue.

(a) Noise Policy Consistency Analysis

Pursuant to Noise Policy 1 of the San Carlos ALUCP, the projected 60dB CNEL contour defines the noise impact area for the San Carlos Airport. All land uses located outside this contour are deemed consistent with the noise compatibility policies of the ALUCP. As shown on Attachment 2, the Project Area is located well outside of the 60dB CNEL noise contour, and the project is therefore consistent with the noise compatibility policies of the San Carlos ALUCP.

(b) Safety Policy Consistency Analysis

Runway Safety Zones - The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on Attachment 3, a very small portion of the DTPP Area lies within Safety Zone 6, the Traffic Pattern Zone, though the Transit District area lies outside the Safety Zone. In accordance with Safety Compatibility Criteria Table 4-4 and Policy 2e of the San Carlos Airport ALUCP, residential and office development are compatible and are not restricted for safety reasons within this Zone.

(c) Airspace Protection Policy Consistency Analysis

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

Per Airspace Protection Policy 5, in order to be deemed consistent with the ALUCP, the maximum height of a new structure must be the lower of 1) the height of the controlling airspace protection surface shown on Exhibit 4-4; or 2) the maximum height determined to not be a "hazard to air navigation" by the FAA in an aeronautical study prepared pursuant to filing of FAA Form 7460-1.

The Project Area is located beneath the outer reaches of the FAR Part 77 airspace protection surfaces for San Carlos Airport (see Attachment 4) where the airspace protection surface is at approximately 305' or more above mean sea level. The maximum height permitted in the Project area is 136 feet, with an allowance for an additional 10 feet for roof top projections, for an overall maximum of 146 ft., which would be well below Part 77 airspace surfaces.

Per ALUCP Exhibit 4-4a, (Attachment 5), FAA notification would be required for a structure exceeding 150-200 feet, so the maximum height of 146 ft for the Plan area would be below this

threshold. As an additional factor, it is noted that the DTPP currently includes language acknowledging the potential role of the FAA in development review, as follows:

> "The northwestern part of the Downtown Precise Plan is also within Airport Influence Area B. The configuration of Airport Influence Area B is based on federal airspace protection parameters for San Carlos Airport. Proposed development located within the Area B portion of the DTPP area is subject to Federal Aviation Administration (FAA) review. The review consists of an aeronautical study conducted by FAA staff to determine if the maximum height, building materials, and other features of the proposed development will create any airspace impacts/hazards to aircraft in flight, including affects on aircraft navigation and communications. The findings of the FAA aeronautical study should be considered by the City as part of its review and action on the proposed development."

II. Overflight Compatibility

Overflight Policy 1 – Real Estate Transfer Disclosure

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

"Notice of Airport in Vicinity

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine if they are acceptable to you."

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

Overflight Policy 2 – Potential Amendments

In July 2022, the Airport Land Use Committee approved a recommendation that the C/CAG Board, in its capacity as the San Mateo County Airport Land Use Commission, approve amendments to Overflight Policy 2, which would require new residential projects within a newly designated Overflight Notification Zone 2 (which covers the geography of AIA B) to record an Overflight Notification as a condition of approval. While this provision has not yet been adopted by the ALUC, there is a pending public hearing on the matter scheduled. If the amendment is adopted, it would

apply to residential projects within the DTPP that are located within the Overflight Notification Zone 2, so the following condition is recommended:

- If the C/CAG Board, in its capacity as the San Mateo County Airport Land Use Commission, approves pending amendments to Overflight Policy 2 that would require all new residential projects within a newly designated Overflight Notification Zone 2 (which covers the geography of AIA B) to incorporate a recorded overflight notification requirement as a condition of approval, Redwood City's Downtown Precise Plan (DTPP) shall be amended to incorporate such provisions.

ATTACHMENTS

1. ALUCP application, together with related project description and exhibits (excerpts). *Full application materials available at:* https://ccag.ca.gov/committees/airport-land-use-committee/ *(See September meeting – Additional Meeting Materials)*
2. Exh. 4-2 - San Carlos Airport ALUCP - Future Conditions (2035) Aircraft Noise Contours
3. Exh. 4-3 San Carlos Airport Safety Zones.
4. Exh 4-4 - Part 77 Airspace Protection Surfaces
5. Exh 4-4a – FAA Notification Filing Reqs

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

APPLICANT INFORMATION		
Agency: City of Redwood City		
Project Name: Transit District Downtown Precise Plan (DTPP) and General Plan Amendments		
Address: Transit District areas - 16.6 acres	APN: Transit District areas - 16.6 acres	
City: Redwood City	State: CA	ZIP Code: 94063
Staff Contact: Lindy Chan, Principal Planner	Phone: 650-780-7237	Email: lchan@redwoodcity.org

PROJECT DESCRIPTION

The City of Redwood City proposes amendments to the DTPP and General Plan to create the Transit District which would allow for redevelopment of the existing Transit Center and Sequoia Station properties, provide a new hub of office, residential and retail uses, anticipate development of the envisioned four-track Caltrain station north of the existing station, and incorporate circulation improvements to ensure adequate vehicular, bicycle and pedestrian connections. The DTPP would continue to apply to the Transit District, except where expressly provided otherwise. No change is proposed to maximum building heights.

REQUIRED PROJECT INFORMATION

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

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

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

   a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.

   - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.

   b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.

   - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.

   c) Airspace Protection:

   - Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

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

2. Real Estate Disclosure requirements related to airport proximity

3. Any related environmental documentation (electronic copy preferred)

4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

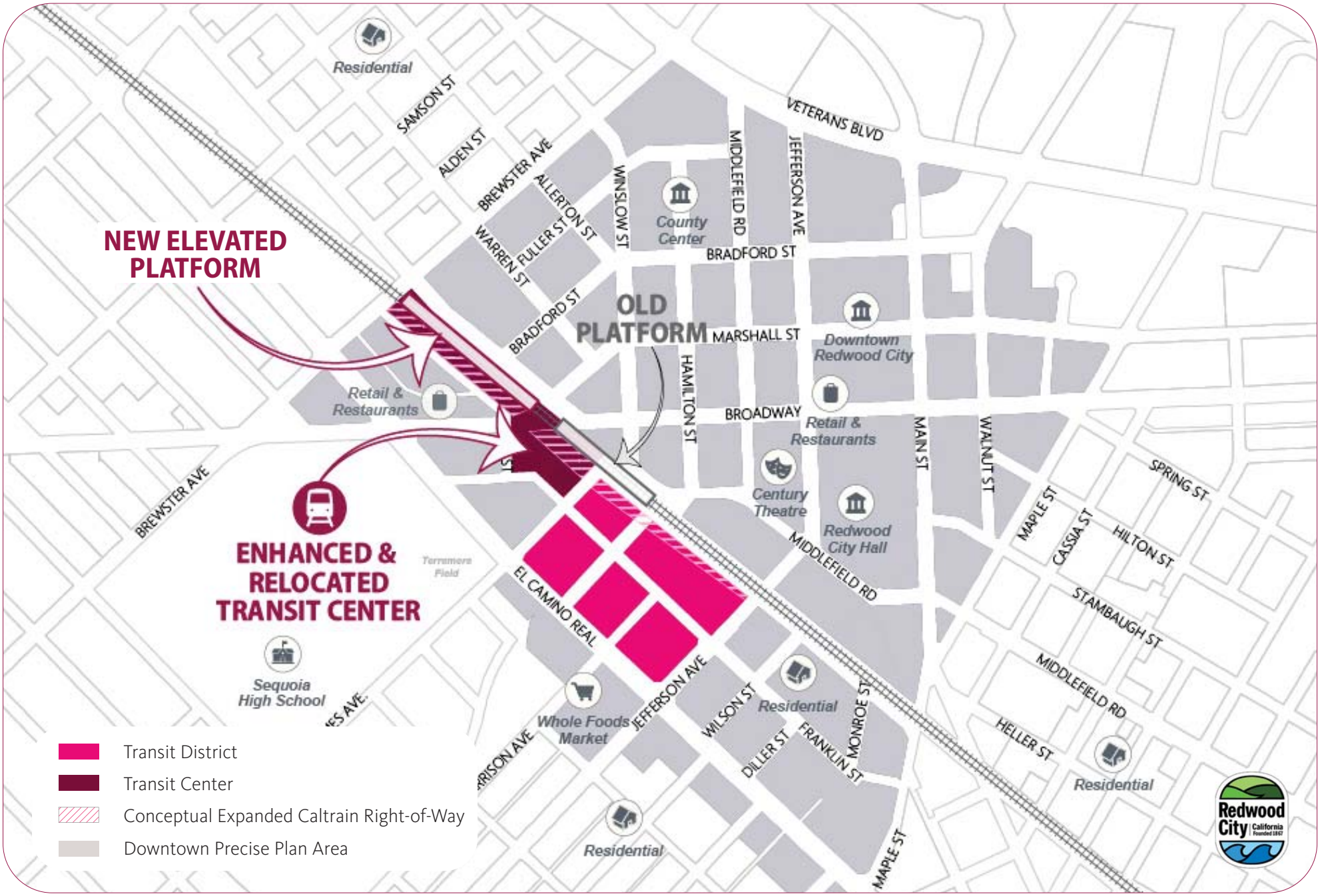
1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site
3. Building heights relative to mean sea level (MSL)

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

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

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

TRANSIT DISTRICT MAP



Transit District Key Amendments include:

- **Establish the boundaries of the Transit District:** create a new district, the Transit District, within the DTPP area focused on transit-oriented development. The Transit District would be a new sub-area within the DTPP totaling 16.6 acres with over 2,200 linear feet along the Caltrain tracks, and would include the Sequoia Station Shopping Center (approximately 12 acres), the Transit Center (approximately 2.1 acres), and the Perry parcel Caltrain parking lot (approximately 2.5 acres), which would service future station platforms and amenities (see Figure 1).

- **Establish development capacity in the Transit District:** establish and cap development potential for office use (maximum of 1,630,000 sq. ft.) and anticipate residential development capacity of 1,100 residential units in the Transit District, separate from the caps assumed elsewhere in the DTPP. These figures assume an average of approximately 325,000 sq. ft. of office per block for up to 5 blocks and an average of 275 units per block for up to 4 blocks. The retail and lodging caps would continue to govern the entire DTPP area, including the Transit District.

- **Circulation**: revise the DTPP regulations for new streets to facilitate potential track expansions and station relocation in the Transit District.
    - Change Hamilton (between El Camino Real and Franklin) from a Downtown Core Street (at 104 ft. wide) to a City Street (at 60 ft. wide)
    - Change Harrison (between El Camino Real and Franklin) from a required to a recommended street
    - Remove requirements for street segments on Hamilton and Harrison from Franklin Street to the Caltrain tracks and along the tracks
    - Require protected bike facilities along El Camino Real, James, Brewster, and Arguello streets
    - Require wider pedestrian facilities (sidewalks) along Franklin and Hamilton streets

- **Parking:** establish parking ratios for bicycles and vehicles in the Transit District:

    Bicycles

    - Existing (DTPP area):
        - 1 space for each 5 vehicle parking spaces
    - Proposed Transit District:
        - Residential: 1 space per unit
        - Nonresidential: 1 space per 2,000 sq. ft.

    Vehicles

    - Residential – lowered ratio based on feedback from the joint PC/AAC study session.
        - Existing (DTPP area): minimum of .75 - 1.5 and maximum of 1.5 – 3 spaces per bedroom
        - Proposed Transit District: no minimum and maximum of 1.5 spaces per unit
    - Lodging – lowered ratio based on feedback from the joint PC/ AAC study session.

        - Existing (DTPP area): minimum of .5 – 1 and maximum of 1 space per lodging unit
        - Proposed Transit District: minimum of .35 - .75 and maximum of 1 space per lodging unit
    - Other uses
        - Existing (DTPP area): minimum of 3 – 6 and maximum of 6 spaces per 1,000 sq. ft.
        - Proposed Transit District: minimum of 1.5 – 3 and maximum of 3 spaces per 1,000 sq. ft.

- **Design:** add Contemporary Design to permitted architectural styles in the proposed Transit District, modify the minimum building heights (step down storefronts) to improve the streetscape and retail uses, and add a guideline for upper-story setbacks on nonresidential development to reduce the massing on taller buildings. No changes are proposed to the maximum allowable building heights.

- **Open space and track expansion:** allow exceptions to building placement requirements (i.e., build-to-corner, building setback, and frontage coverage requirements) and minimum heights for sites providing privately owned publicly accessible open space and for sites that are constrained by potential anticipated Caltrain track improvements and realignment. The exceptions would allow for reduced massing and shadows, an enhanced pedestrian experience, and provide support for ground floor retail. For open space, added a new requirement to activate these areas to promote safety and usability.

- **Process:** require City Council, rather than Planning Commission, to take final action on large projects within the Transit District. Review and recommendation would still be required from the Planning Commission.

Transit District

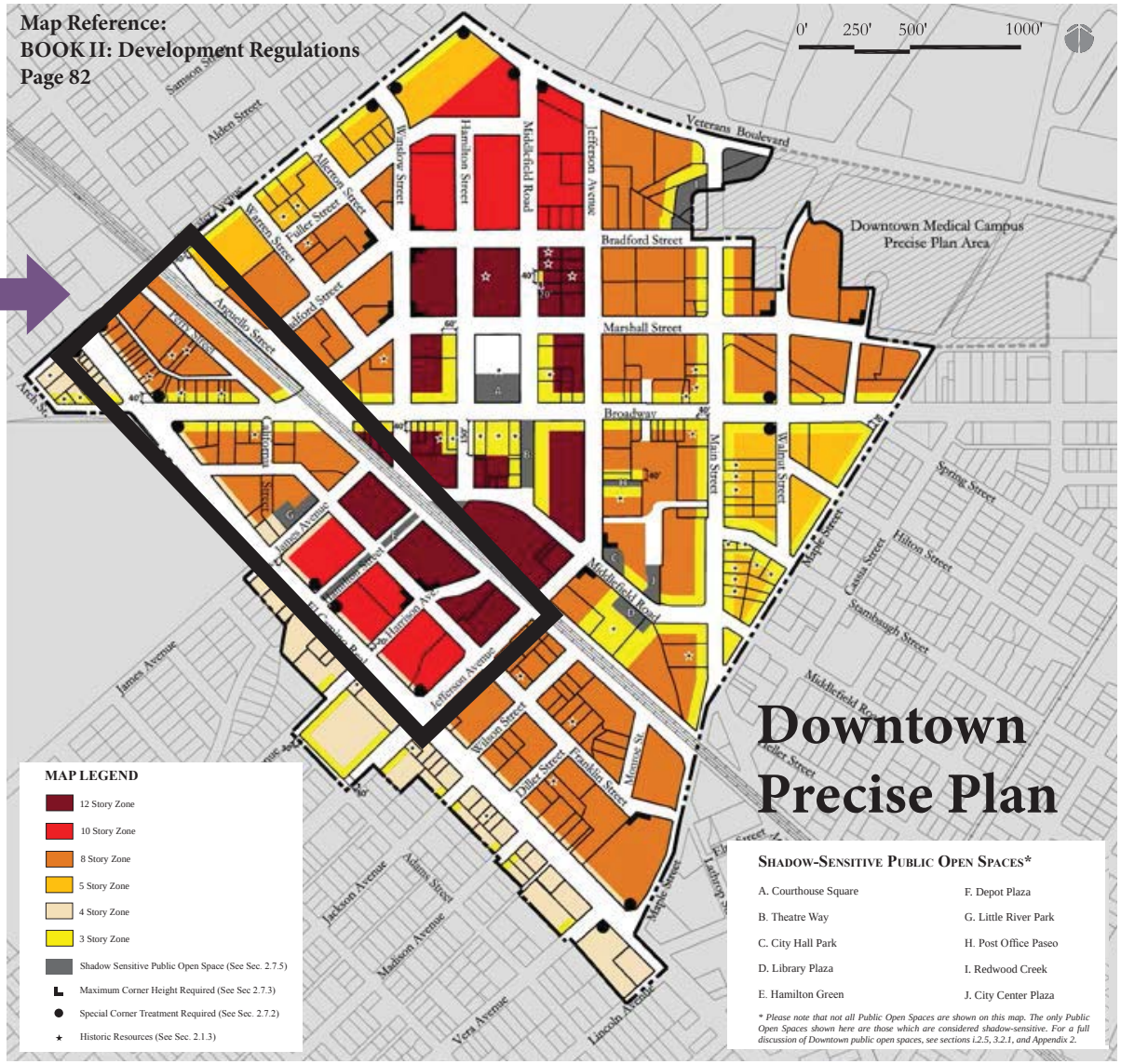
Map Disclaimer and Details:

Transit District Map (LEFT): The Transit District boundary is depicted on the focused Transit District map featured on the left side of this document only. This map is not the same scale as the Downtown Precise Plan Map, and should be considered for visual reference only. Outline depictions are not survey-grade.

Downtown Precise Plan Map (RIGHT): Image and legend materials refer to the exact maps and legend materials within the Downtown Precise Plan book with date "Adoption date January 24, 2011; Last Amended on June 11, 2018." The last version where amendments had impacted map updates is the book with "Adoption date Janaury 24, 2011; Last Amended on November 28, 2016."

The purpose of the black-lined rectangular box on top of the image is to highlight the generalized area where the Transit District Map applies. This black-lined rectangular box does NOT represent the Transit District boundary nor does it represent an area defining new amendments.

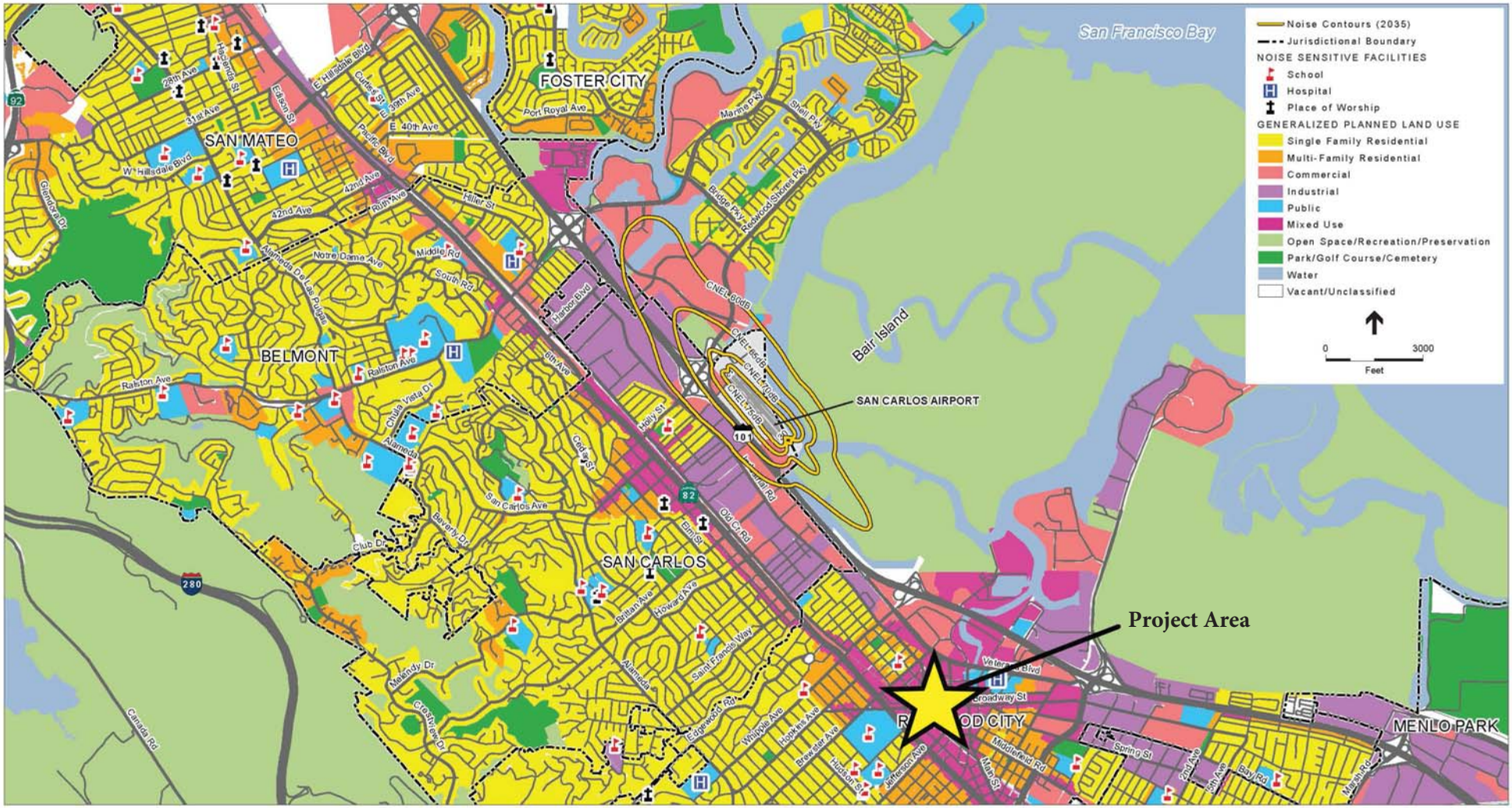
Layout Prepared: April 27, 2022



HEIGHT REGULATIONS MAP

BUILDING HEIGHT AND DISPOSITION REGULATIONS CHART						
Height Zones (Sec. 2.7.1)	12 Story Zone	10 Story Zone	8 Story Zone	5 Story Zone	4 Story Zone	3 Story Zone
Maximum Height (Sec. 2.7.2)						
Maximum	~~12 floors /~ 136 feet	~~10 floors /~ 114 feet	~~8 floors /~ 92 feet	~~5 floors / 59~~60 feet	~~4 floors / 48~~ 50 feet	~~3 floors /~ 35 feet
Relation to Single Family Homes	---	---	---	---	Required	Required
Special Corner Treatment	Required at ●	Required at ●	Required at ●	Required at ●	Required at ●	Required at ●
Accessory Buildings	~~1.5 floors /~ 14 feet	~~1.5 floors /~ 14 feet	~~1.5 floors /~ 14 feet	~~1.5 floors /~ 14 feet	~~1.5 floors /~ 14 feet	~~1.5 floors /~ 14 feet
Minimum Height (Sec. 2.7.3)						
Required Minimum Height	~~3 floors /~ 25 feet - 35 feet	~~3 floors /~ 25 feet - 35 feet	~~3 floors /~ 25 feet - 35 feet	~~3 floors /~ 25 feet - 35 feet	~~3 floors /~ 25 feet - 35 feet	~~3 floors /~ 25 feet - 35 feet
Maximum Corner Height	Tallest mass located at	Tallest mass located at	Tallest mass located at	Tallest mass located at	Tallest mass located at	Tallest mass located at
Building Disposition Types (Sec 2.7.4)						
Rearyard	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Courtyard	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Tower	Permitted	Permitted	Permitted	---	---	---
Specialized	Discretionary	Discretionary	Discretionary	Discretionary	---	---

Legend:
Permitted : These elements are allowed, by right, as indicated.
Required : These elements are required of all new development as indicated.
Discretionary: These elements may or may not be permitted, subject to consideration by the Planning Manager/Designee
--- : These elements are not permitted, as indicated.
12 floors / 136 feet: Maximum or minimum height, measured in habitable floors and in feet, measured from average finish grade.



SOURCE: Belmont, 1982; San Mateo County, 1986; Foster City, 1993; Menlo Park, 1994; San Carlos, 2009; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

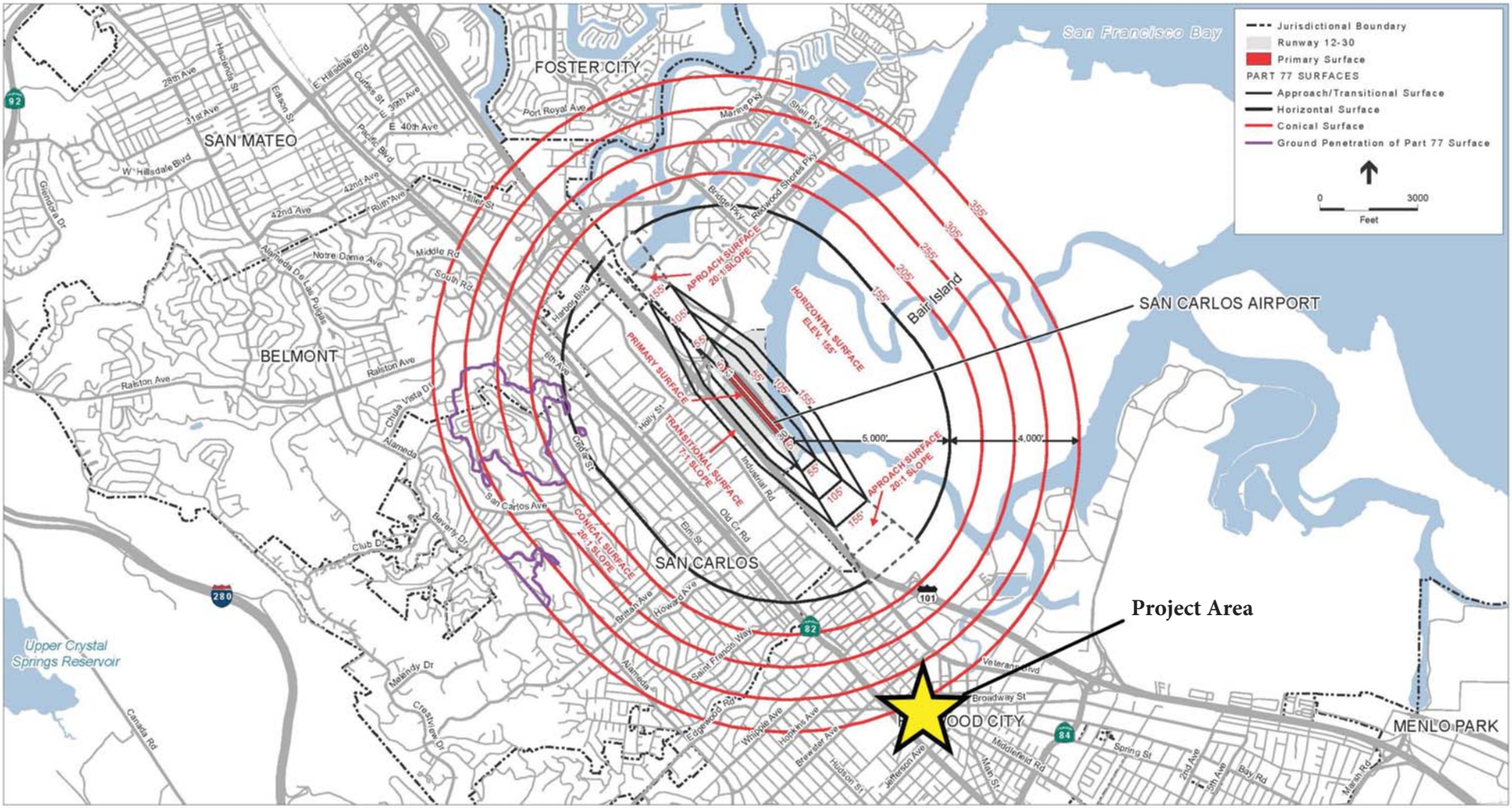
San Carlos Airport ALUCP . 130753

Exhibit 4-2
Future Conditions (2035) Aircraft Noise Contours

SOURCE: ESRI, 2014; ESA Airports, 2014

San Carlos Airport ALUCP . 130753

Exhibit 4-3
San Carlos Airport Safety Zones



SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

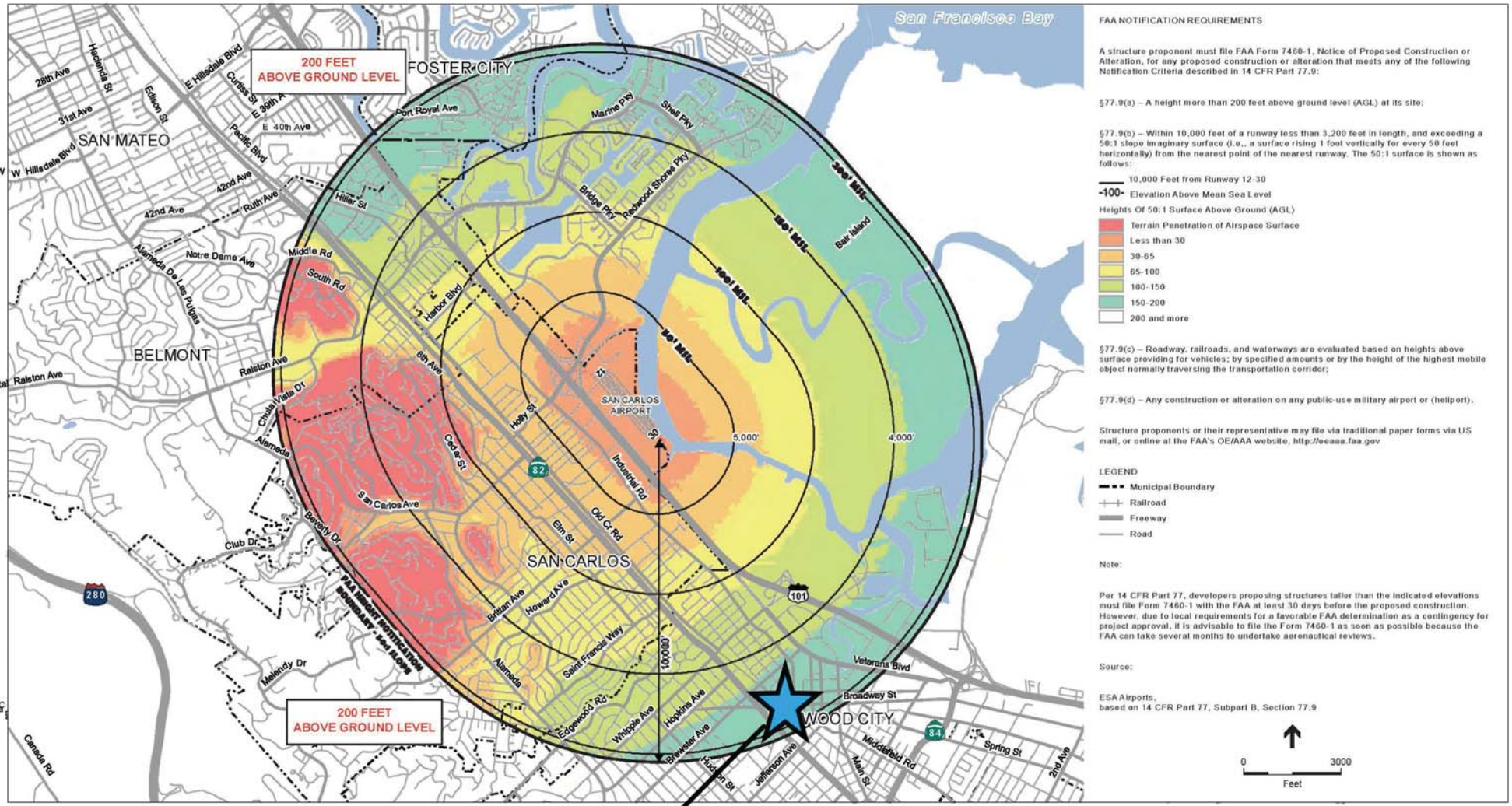
NOTE 1: All elevations on this exhibit are expressed in feet above mean sea level (MSL). The elevation of San Carlos Airport is 5 feet MSL.

NOTE 2: Locations where the ground/terrain penetrates the FAR Part 77 airspace surfaces are approximate and were developed using ground elevation contours provided by the San Mateo County Planning and Building Department, 2014.

San Carlos Airport ALUCP . 130753

Exhibit 4-4

San Carlos Airport Part 77 Airspace Protection Surfaces



SOURCE: USGS, 1999-2013; ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

San Carlos Airport ALUCP . 130753

Exhibit 4-4a

FAA Notification Form 7460-1 Filing Requirements

C/CAG AGENDA REPORT

Date: September 22, 2022

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Project Nomar, a two-building office/life science campus at 1699 and 1701 Old Bayshore Highway, Burlingame.

(For further information or response to questions, contact Susy Kalkin – kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed Project Nomar life science campus is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), subject to the following conditions:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Burlingame an FAA "Determination of No Hazard".*

DISCUSSION

Project Description

The proposed project consists of construction of two office/life science buildings (6 & 7-stories) and a 9-level parking garage on a site at 1699 and 1701 Old Bayshore Hwy, Burlingame.

ALUCP Consistency Evaluation

The subject project is located within Airport Influence Area B (AIA B), the "Project Referral" area, for San Francisco International Airport. California Government Code Section 65302.3 states that a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). Additionally, per SFO ALUCP Policy GP-10.1, since the City of Burlingame has not amended its Zoning Ordinance 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 1.a., 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 1.b., the project site is located outside of the safety zones established in the SFO ALUCP, and therefore the safety policies and criteria do not apply to this proposed project.

(c) Height of Structures/Airspace Protection

Structure Height

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 critical aeronautical 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.

As proposed, the tallest structure, the 7-story life science building, would be 143 to the top of the roof screen. With a ground elevation of approximately 3 feet above mean sea level (MSL), the height of the project would therefore be about 146' above MSL. As indicated in the comment letter provided by SFO Planning and Environmental Affairs (Attachment 2), the lowest critical aeronautical surface above the Proposed Project is approximately 375-385 feet above MSL, so the project would be more than 229 feet below critical airspace.

However, as shown on Attachment 3, the Project is located in an area that requires FAA notification for projects greater than 30-65 feet tall. As a result, the following condition is included:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Burlingame an FAA "Determination of No Hazard".*

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 application materials note that the Proposed Project is not located on the shore and is not anticipated to cause any visual, electronic or navigational issues. It also notes that the project sponsor has worked with an ornithologist to incorporate bird-safe glazing to protect them from crashing into glass façades.

(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.

The application materials acknowledge that the ownership understands that the law requires that, since the property is within and "airport influence area" the following statement must be included and any notice of intent 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 associate 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.

As a result, the Proposed Project would comply with the Real Estate Disclosure provisions of ALUCP Policy IP-1.

ATTACHMENTS

1. ALUCP application, together with related project description and plan set excerpts
    a. SFO ALUCP Exh. IV-5 – Noise Compatibility Zones
    b. SFO ALUCP Exh. IV-9 –Safety Compatibility Zones
    c. SFO ALUCP Exh. IV-18 – Critical Aeronautical Surfaces
2. Comment letter from SFO Planning and Environmental Affairs
3. SFO ALUCP Exh. IV-12 – FAA Notification Form 7460-1 Filing Reqs.

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

APPLICANT INFORMATION		
Agency: King Bayshore Owner LLC		
Project Name: Project Nomar - 1699 and 1701 Old Bayshore Highway		
Address: 800 Boylston Street, Suite 2400	APN 026-302-550, 026-302-530, 026-302-400, 026-301-180	
City: Boston	State: MA	ZIP Code: 02199
Staff Contact: Peter Banzhaf	Phone: 415.515.7506	Email: pb@heliosre.com

PROJECT DESCRIPTION

The Project is a new research and development two-building campus located at the intersection of Bayshore Highway and Malcolm Road in Burlingame, CA. A primary goal is to create high quality design and functionality to attract leading industry life science tenants to Burlingame and contribute to the City's established business community. The construction of the Project will be new, ground up, 6-story and 7-story steel frame buildings with glass and metal curtain wall. The Project's site is designed to promote pedestrian access with the public realm through a new plaza activating the street-scape between the two occupied buildings.

REQUIRED PROJECT INFORMATION

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

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

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

   a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.

      - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.

   b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.

      - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.

   c) Airspace Protection:

      - Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

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

2. Real Estate Disclosure requirements related to airport proximity

3. Any related environmental documentation (electronic copy preferred)

4. Other documentation as may be required (ex. related staff reports, etc.)

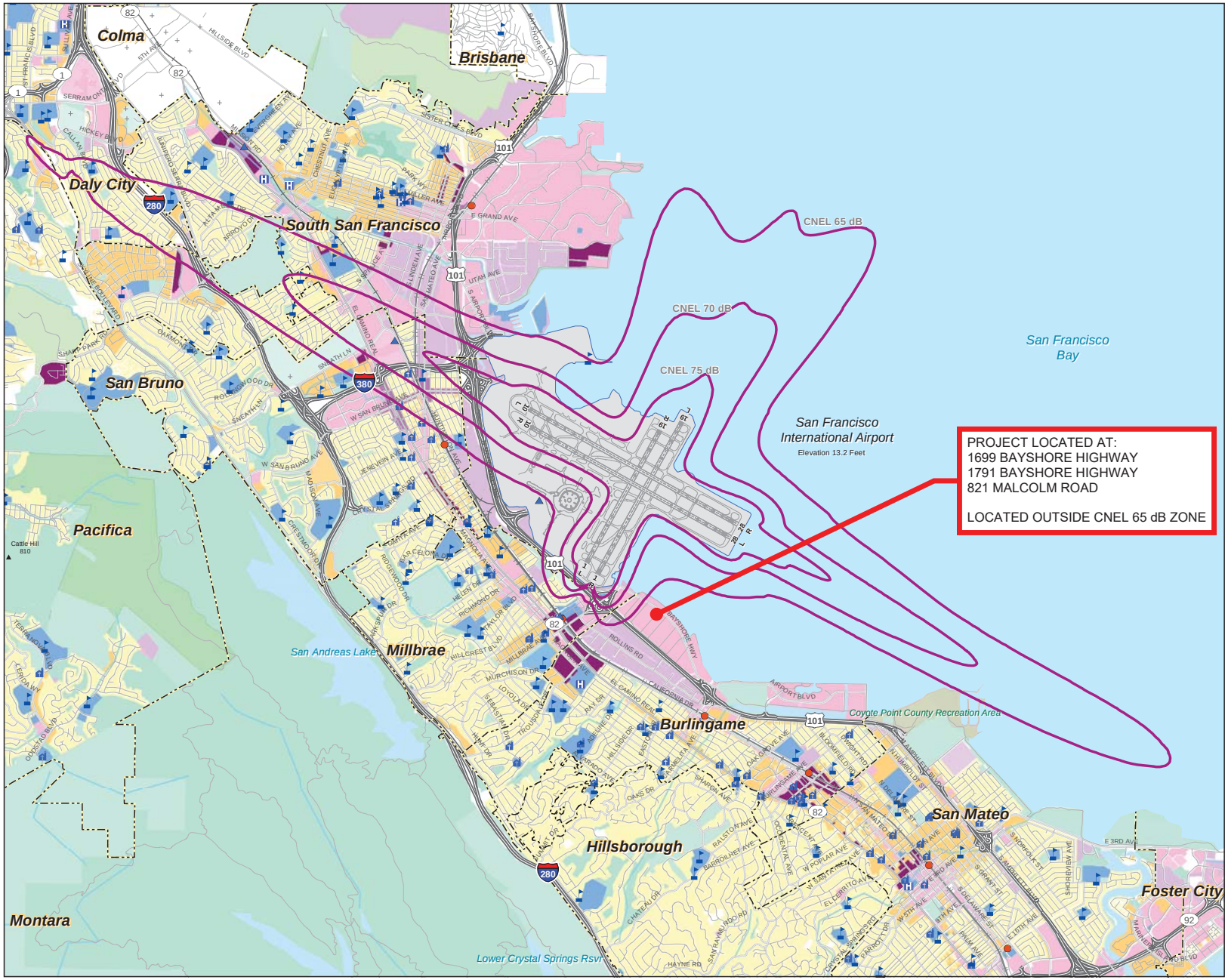
Additional information For Development Projects:

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

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

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

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



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

0 0.275 0.55 1.1 Miles

Exhibit IV-5
NOISE COMPATIBILITY ZONES
Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport

C/CAG
City/County Association of Governments
of San Mateo County, California

Table IV-1 Noise/Land Use Compatibility Criteria

	COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)			
LAND USE	**BELOW 65 dB**	**65-70 dB**	**70-75 dB**	**75 dB AND OVER**
Residential				
Residential, single family detached	Y	C	N *(a)*	N
Residential, multi-family and single family attached	Y	C	N *(a)*	N
Transient lodgings	Y	C	C	N
Public/Institutional				
Public and Private Schools	Y	C	N	N
Hospitals and nursing homes	Y	C	N	N
Places of public assembly, including places of worship	Y	C	N	N
Auditoriums, and concert halls	Y	C	C	N
Libraries	Y	C	C	N
Outdoor music shells, amphitheaters	Y	N	N	N
Recreational				
Outdoor sports arenas and spectator sports	Y	Y	Y	N
Nature exhibits and zoos	Y	Y	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N
Golf courses, riding stables, and water recreation	Y	Y	Y	Y
Commercial				
Offices, business and professional, general retail	Y	Y	Y	Y
Wholesale; retail building materials, hardware, farm equipment	Y	Y	Y	Y
Industrial and Production				
Manufacturing	Y	Y	Y	Y
Utilities	Y	Y	Y	Y
Agriculture and forestry	Y	Y *(b)*	Y *(c)*	Y *(c)*
Mining and fishing, resource production and extraction	Y	Y	Y	Y

Notes:

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

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

C (conditionally compatible) = Land use and related structures are permitted, provided that sound insulation is provided to reduce interior noise levels from exterior sources to CNEL 45 dB or lower and that an avigation easement is granted to the City and County of San Francisco as operator of SFO. See Policy NP-3.

N (No) = Land use and related structures are not compatible..

(a) Use is conditionally compatible only on an existing lot of record zoned only for residential use as of the effective date of the ALUCP. Use must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources. The property owners shall grant an avigation easement to the City and County of San Francisco prior to issuance of a building permit for the proposed building or structure. If the proposed development is not built, then, upon notice by the local permitting authority, SFO shall record a notice of termination of the avigation easement.

(b) Residential buildings must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources.

(c) Accessory dwelling units are not compatible.

SOURCES: Jacobs Consultancy Team 2010. Based on State of California General Plan Guidelines for noise elements of general plans; California Code of Regulations, Title 21, Division 2.5, Chapter 6, Section 5006; and 14 CFR Part 150, Appendix A, Table 1.

PREPARED BY; Ricondo & Associates, Inc., June 2012.

SITE AND ACOUSTICAL MEASUREMENTS

Site

The proposed project consists of two, eight-level laboratory and office buildings totaling 450,000 square feet located immediately west of Old Bayshore Highway. Malcolm Road bisects the site. Both buildings are north of Stanton Road. San Francisco International Airport (SFO) is approximately 3,500 feet north of the project site. Per SFO's FAR Part 150 document[5], the site is located just outside the airport's 65 dB CNEL noise contour.

Acoustical Measurements

Between 18 and 21 April 2022, we conducted three long term acoustical measurements and three short-term measurements at the set back of the proposed eight-story office buildings. During this three-day period, we measured each hourly Leq to determine the exterior façade requirements per CALGreen and day-night average sound levels for City Noise Element evaluation.

Over these three days, the maximum hourly Leq reached 74 dBA along Old Bayshore Highway and 68 dBA along Malcolm Road. CNEL levels ranged between 58 and 70 dBA. See **Figure 1** for measurement locations.

Table 1: Measured Noise Levels

Location and Elevation	Max Hourly Leq (dB)	CNEL (dB)	Date (Time)	Dominant Noise Source
LT-1	68.0	58.3	April 18, 2022 (3:00 p.m.) to April 21, 2022 (3:00 p.m.)	Vehicular Traffic and Sporadic Air compressor at Burlingame Heating building; occasional aircraft takeoffs from SFO
LT-2	73.7	58.8	April 18, 2022 (3:00 p.m.) to April 21, 2022 (3:00 p.m.)	Vehicular Traffic; occasional aircraft takeoffs from SFO
LT-3	74.7	69.6	April 18, 2022 (3:00 p.m.) to April 21, 2022 (3:00 p.m.)	Vehicular Traffic; occasional aircraft takeoffs from SFO
ST-1 (5')	59.6*	58.3*	*Measurements used to correlate with Long Term	Vehicular Traffic; occasional aircraft takeoffs from SFO
ST-2 (40')	59.9*	58.6*	*Measurements used to correlate with Long Term	Vehicular Traffic; occasional aircraft takeoffs from SFO
ST-3 (5')	68.6*	70.2*	*Measurements used to correlate with Long Term	Vehicular Traffic; occasional aircraft takeoffs from SFO

[5] https://www.flysfo.com/sites/default/files/media/sfo/noise-abatement/sfopart150_workshop2_boards_ada.pdf.

Location and Elevation	Max Hourly Leq (dB)	CNEL (dB)	Date (Time)	Dominant Noise Source
ST-4 (40')	65.6*	67.2*	*Measurements used to correlate with Long Term	Vehicular Traffic; occasional aircraft takeoffs from SFO
ST-5 (5')	57.2*	58.2*	*Measurements used to correlate with Long Term	Vehicular Traffic; occasional aircraft takeoffs from SFO

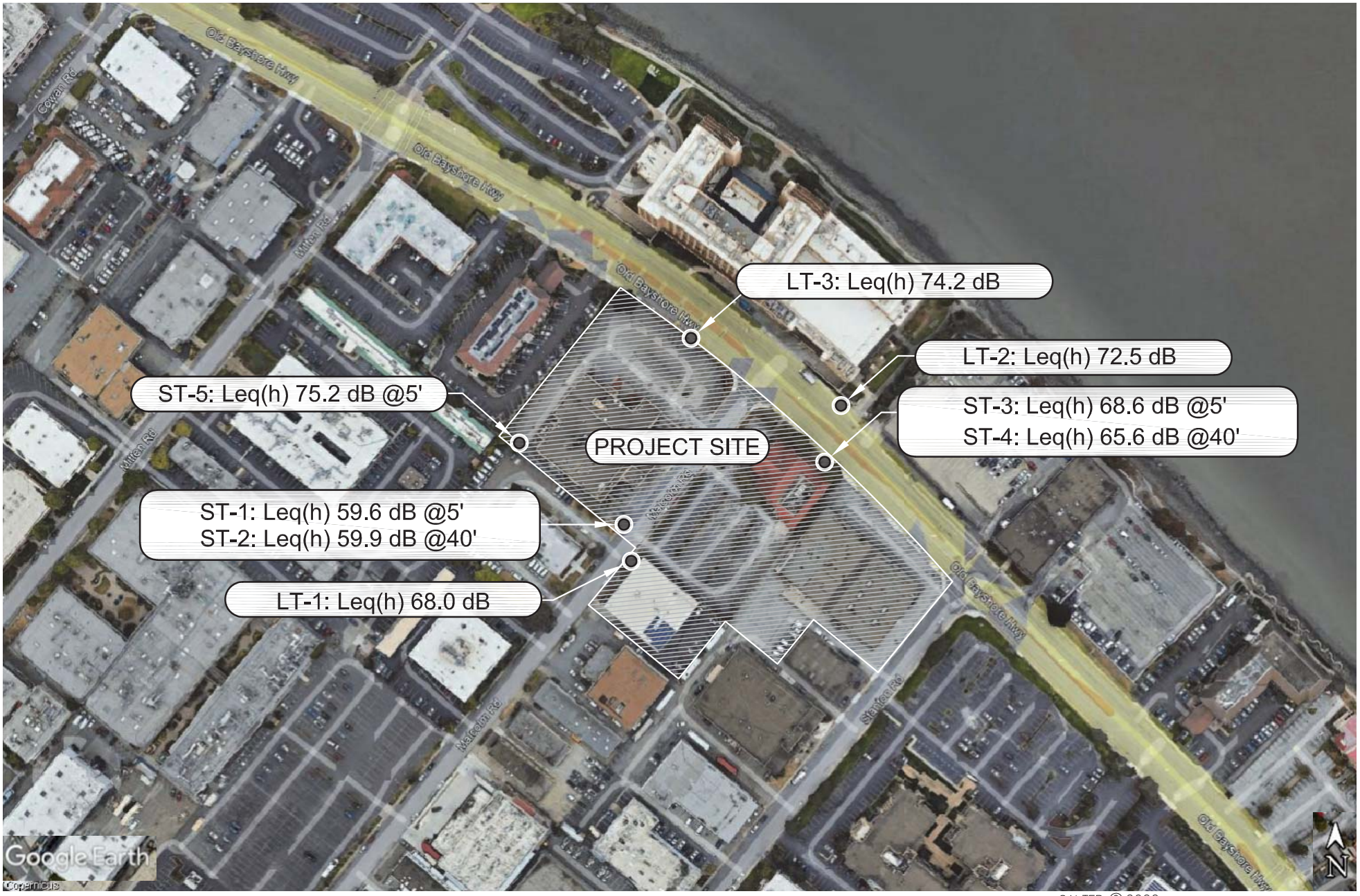
NOISE ASSESSMENT

CALGreen Code Compliance

The maximum hourly Leq at the project site exceeds 65 dBA and require the assessment to determine the minimum sound transmission class (STC) rating to achieve the required maximum hourly Leq of 50 dBA inside the project. The proposed exterior façade consists of full height glass curtain walls. Based on the measured noise levels and project façade design the exterior façade assemblies require the following minimum STC ratings shown in Figure 2. Our calculations assume the following:

- For both buildings, facades appear to have up to 90% vision glazing (curtainwall) at the East façade and Eastern half of the North and South facades, per Sheets A20-01 to A20-03.
- For both buildings, facades have been estimated to have 50% glazing at the West façade and Western half of the North and South facades, per Sheets A20-01 to A20-03.
- The curtainwall structure is separate from the framing support of the interior gypsum board.
- Interiors assumed to have hard-surfaced floors and ceilings (e.g., typical open plan or R&D tenant spaces).
- Tenant floors are 15 feet deck to deck per Sheet A20-03.
- Growth in traffic volumes of 1% each year for 10 years, resulting in a 1 dB growth in traffic noise levels (consistent with Caltrans methodology).
- SFO flight volumes are assumed to grow at 1% per year, resulting in a 1 dB growth in CNEL.
- Precast concrete wall for first floor of both buildings, per Sheets A20-01 to A20-03.

Window STC ratings should be inclusive of frames and/or the entire window and/or curtainwall assembly, not just the glazing (tested per ASTM E90). Typically, most dual glazed assemblies that meet Title 24 requirements are equivalently rated STC 28. Because satisfying the CALGreen performance standard requires a minimum assembly STC rating, all window assemblies must be sound rated.



SALTER © 2022
FOR ACOUSTICAL DESIGN INFORMATION ONLY

PROJECT NOMAR CORE & SHELL MEASUREMENT LOCATIONS AND MEASURED NOISE LEVELS

FIGURE 1

Salter # 22-0178

NA/ECS 04.29.22

For reference, typical construction-grade dual-pane windows achieve an STC rating of 28. One-inch assemblies (two 1/4-inch-thick panes with a 1/2-inch airspace) typically achieve an STC rating of 32. Where STC ratings above 33 are required, at least one pane may need to be laminated. To achieve ratings above STC 42, an assembly incorporating more than 1-inch insulated glazing is usually needed (e.g., an interior storm window/jockey/"pony" sash). However, this will depend on the specific window manufacturer.

Burlingame Noise Element

The site noise levels were between CNEL 58 dB and 70 dB. As such, the site noise environment is within the City's "Conditionally Acceptable" land use compatibility category for buildings of this type.

Potential Plaza Activity Noise Calculations

The public plaza between the two project buildings will have a variety of uses, including amplified live music, farmers' markets, and other events where elevated or loud noise emissions could occur. A preliminary calculation shows that window assembly STC ratings would need to be significantly increased to reduce maximum Plaza event noise impacts on tenant areas overlooking the plaza (south façade of the North Building and the north façade of the South Building.

The goal for this area is to reduce the potential for speech interference from amplified band noise transmission into the buildings by attenuating maximum amplified band noise to below 55 to 60 dBA indoors. Reducing band noise below 55 to 60 dBA would improve speech intelligibility assuming that people indoors were speaking at noise levels above 60 dBA (i.e., a conversational voice noise level). Additionally, low-frequency noise emissions from amplified music (bass) are typically in 1/3 octave frequency bands which are outside (below) the STC metric's envelope. Therefore, higher-STC rated assemblies would be needed to address this low-frequency acoustic energy.

Assumptions

For our calculation we used recent measurements of an amplified rock n' roll band at a local municipal event (free outdoor concert at a downtown plaza in the greater Bay Area). This multi-person band produced a noise level of 85 dBA at a distance of 35-feet from the stage. We also assumed the base window assemblies recommended on Figure 2 to meet CalGreen Code requirements (STC 31) on these facades.

Findings and Recommendations

Assuming that a similar band were to be set up on Malcolm Road between the two project buildings, we predict that band noise transmission through the STC 31 window assemblies required to meet the CalGreen Code noise level of 50 dBA Leq indoors from environmental noise sources would be as loud as 63 dBA. This would likely interfere with speech communication indoors. To reduce maximum levels below 60 dBA and approach 55 dBA, window assemblies with STC ratings of at least STC 44 would be needed.

This increase could potentially be accomplished by the incorporation of a jockey sash interior storm window as described above. We are available to discuss this issue further.

Regardless of the window assemblies selected for this portion of the building, we recommend that the owners make the future tenants aware of possible future Plaza activities in disclosure documentation. A public website or notification would also be beneficial for people to adjust schedules or interior programming if necessary.

* * *

This concludes our comments on the subject project. Please contact us if you have any questions.

Best,

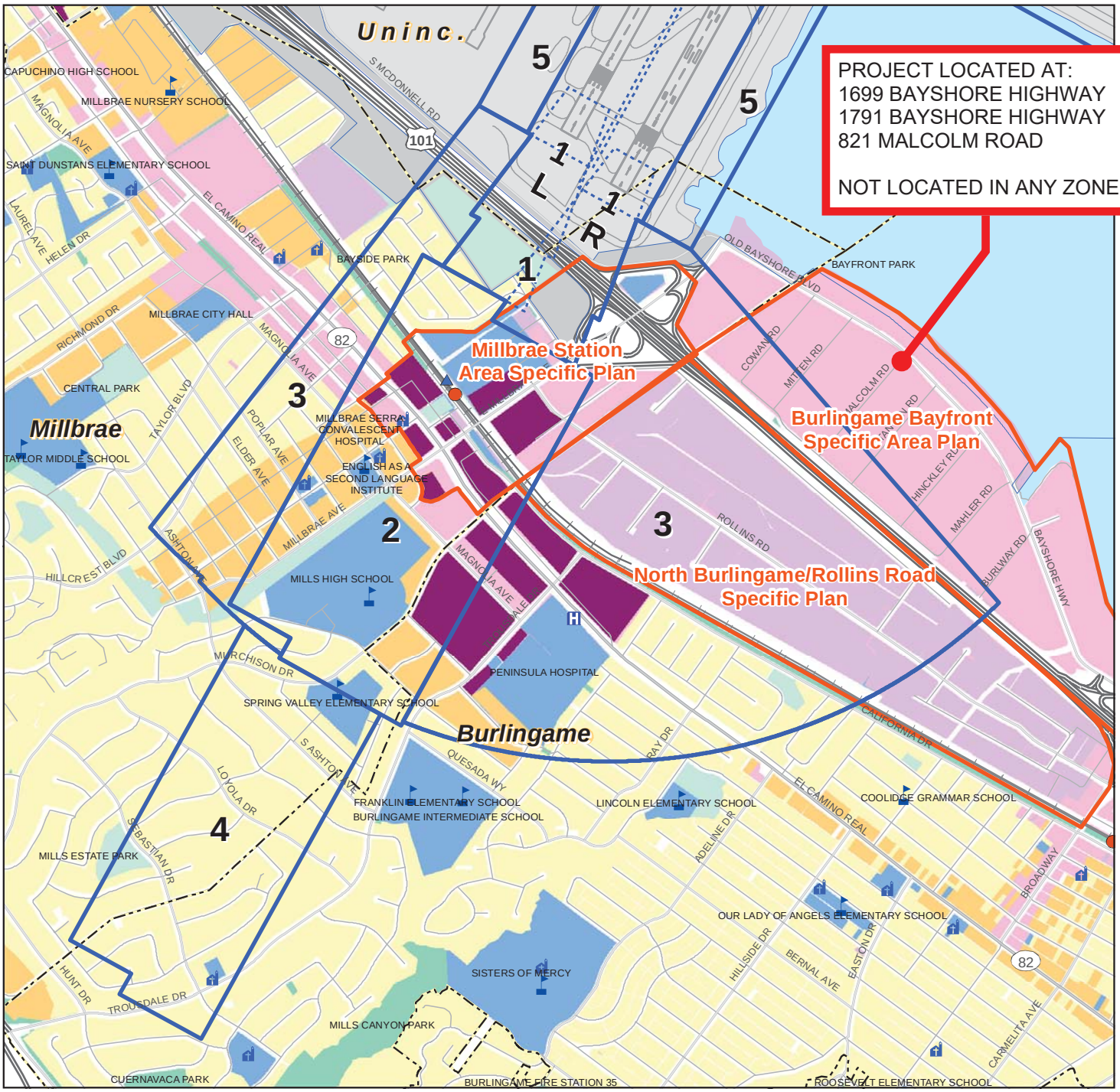
CHARLES M. SALTER ASSOCIATES, INC.

Niko Abenoja
Consultant

Ethan Salter, PE, LEED AP
Vice President

Enclosures as noted

Cc: Roger Heady (roger.heady@perkinswill.com)



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

NORTH

0 0.125 0.25 0.5 Miles

Sources:

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

ExhibitIV-9

SAFETY COMPATIBILITY ZONES IN THE CITIES OF BURLINGAME AND MILLBRAE

Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport

C/CAG

City/County Association of Governments
of San Mateo County, California

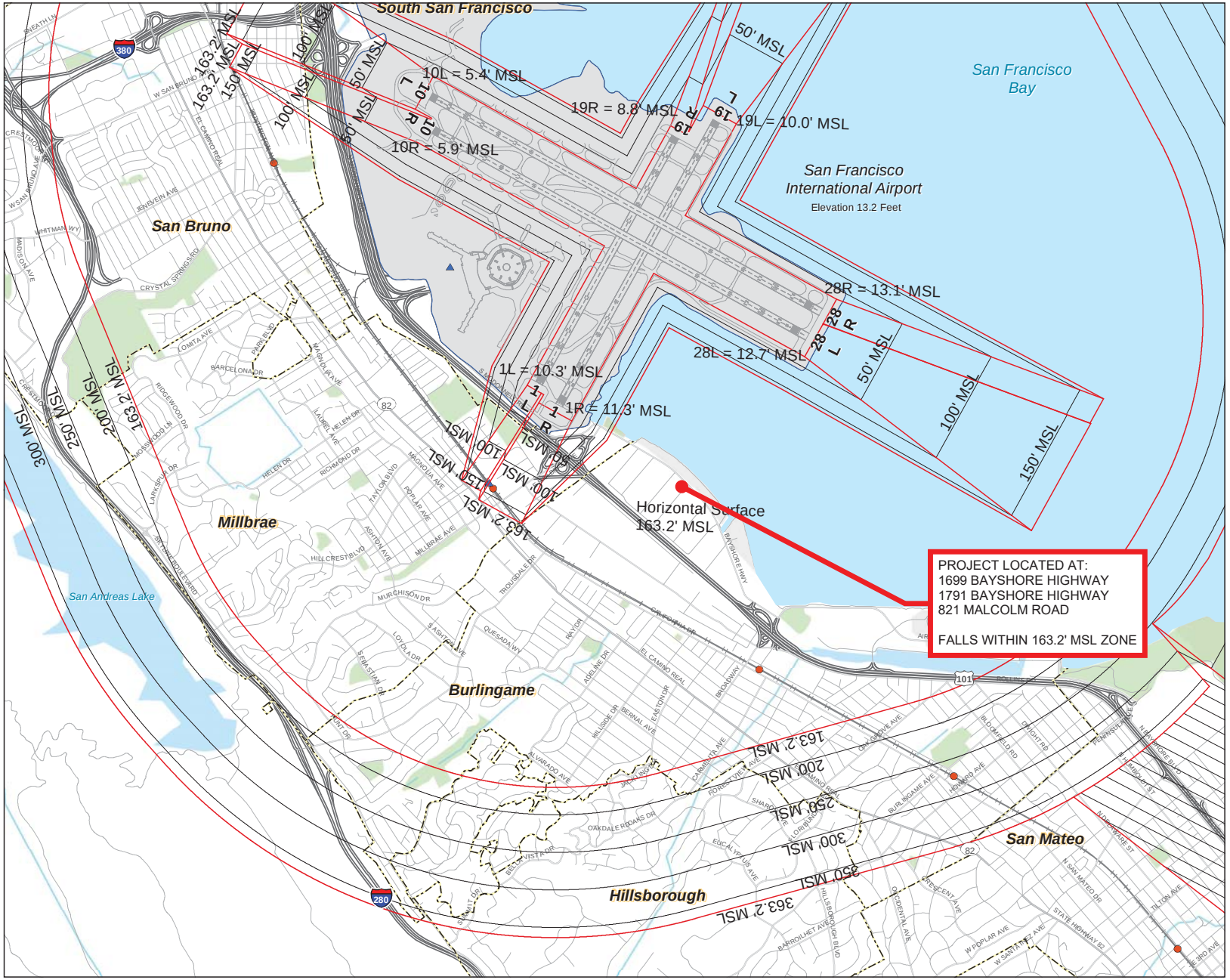
AIRSPACE PROTECTION:

The following documents prove compliance to the airspace protection of the project.
Our project falls within the 163.2' MSL zone. We have filed with the FAA for the project heights using our consultant "Aviation Systems".

Our project area MSL is 3.12 feet per NOAA. Our current documents have been using NAVD88 which is reported at -.06 per NOAA. This means that our building heights compared to MSL are +146.18 for the building to be 1699 Bayshore Highway and +131.18 for the building to be at 1701 Bayshore Highway.

Structure Name	Latitude (DD-MM-SS.SS)	Longitude (DD-MM-SS.SS)	Site Elevation	Structure Height (AGL)
1699 Bayshore Highway	37-36-03.26 N	122-22-12.32 W	6 NAVD	143 NAVD (137')
1699 Bayshore Highway	37-36-04.61 N	122-22-12-84 W	6 NAVD	143 NAVD (137')
1699 Bayshore Highway	37-36-03.66 N	122-22-14.37 W	6 NAVD	143 NAVD (137')
1699 Bayshore Highway	37-36-01.68 N	122-22-10.67 W	6 NAVD	143 NAVD (137')
1699 Bayshore Highway	37-36-02.60 N	122-22-09.99 W	6 NAVD	143 NAVD (137')
1701 Bayshore Highway	37-36-05.17 N	122-22-15.79 W	6 NAVD	128 NAVD (122')
1701 Bayshore Highway	37-36-06.40 N	122-22-15.67 W	6 NAVD	128 NAVD (122')
1701 Bayshore Highway	37-36-05.04 N	122-22-17.02 W	6 NAVD	128 NAVD (122')
1701 Bayshore Highway	37-36-04.38 N	122-22-15.74 W	6 NAVD	128 NAVD (122')
1701 Bayshore Highway	37-36-05.69 N	122-22-14.27 W	6 NAVD	128 NAVD (122')

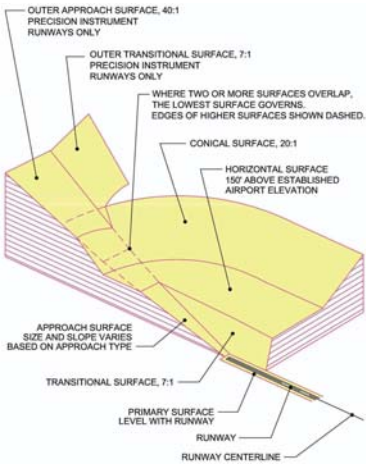
Our project is not located on the shore and is not anticipated to cause any visual, electronic or navigational issues. For wildlife hazards our site is not anticipated to increase any wild life within the area. We have worked with an ornithologist to develop bird safety measures to protect them from crashing into our glass facades and reduce bird disorientation. We do not anticipate any impact to the airports wildlife.



LEGEND

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

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



Sources:

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

NORTH

0 0.125 0.25 0.5 Miles

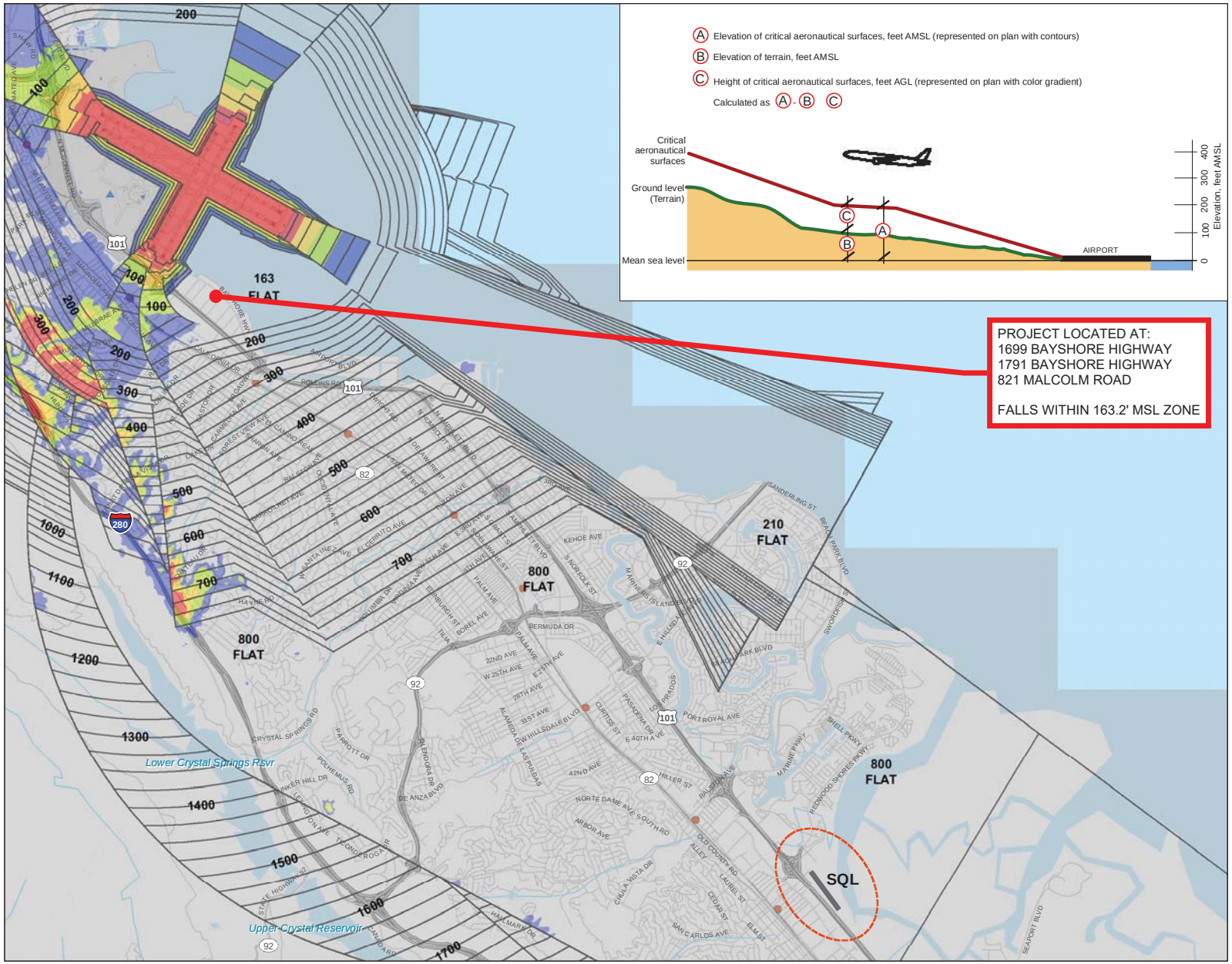
Exhibit IV-15

14 CFR PART 77 AIRPORT IMAGINARY SURFACES -- SOUTH SIDE

Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport

C/CAG

City/County Association of Governments
of San Mateo County, California



LEGEND

- A — 100 — Elevation of critical aeronautical surfaces, feet Above Mean Sea Level (AMSL), North American Vertical Datum of 1988 (NAVD88)
- C **Height of Critical Aeronautical Surfaces, Feet Above Ground Level (AGL)**
  - 35 and lower
  - 35- 65
  - 65 - 100
  - 100 - 150
  - 150 and more
- Airport Property
- BART Station
- CALTRAIN Station
- Regional Park or Recreation Area
- Municipal Boundary
- Railroad
- Freeway
- Road

Notes:

1. This map is intended for informational and conceptual planning purposes, generally representing the aeronautical surfaces considered most critical by San Francisco International Airport (SFO) and its constituent airlines. It does not represent actual survey data, nor should it be used as the sole source of information regarding compatibility with airspace clearance requirements in the development of data for an FAA Form 7460-1, Notice of Proposed Construction or Alteration. SFO does not certify its accuracy, information, or title to the properties contained in this plan. SFO does make any warrants of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.

2. This map does not replace the FAA's obstruction evaluation / airport airspace analysis (OE/AAA) review process. Proposing construction at elevations and heights that are lower than the critical aeronautical surfaces shown on this map, (a) does not relieve the construction sponsor of the obligation to file an FAA Form 7460-1, and (b) does not ensure that the proposal will be acceptable to the FAA, SFO, air carriers, or other agencies or stakeholders. SFO, San Mateo County, and local authorities having jurisdiction reserve the right to re-assess, review, and seek modifications to projects that may be consistent with this critical aeronautical surfaces map but that through the FAA OE/AAA process are found to have unexpected impacts to the safety or efficiency of operations at SFO.

Sources: San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009

NORTH

0 0.25 0.5 1 Miles

Exhibit IV-18

CRITICAL AERONAUTICAL SURFACES -- SOUTHEAST SIDE

Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport

C/CAG

City/County Association of Governments
of San Mateo County, California

AVIATION
SYSTEMS

July 14, 2022

Mr. Peter Banzhaf
Helios Real Estate Partners
44 Montgomery Street, 3rd Floor
San Francisco, CA 94104

Re: 22-O-0900.001 1699 &1701 Bayshore Highway

Dear Mr. Banzhaf:

As requested, ASI has electronically filed the eight points of the buildings for 1699 and 1701 Bayshore Highway filing project. An electronic copy of this submittal is being sent for your records.

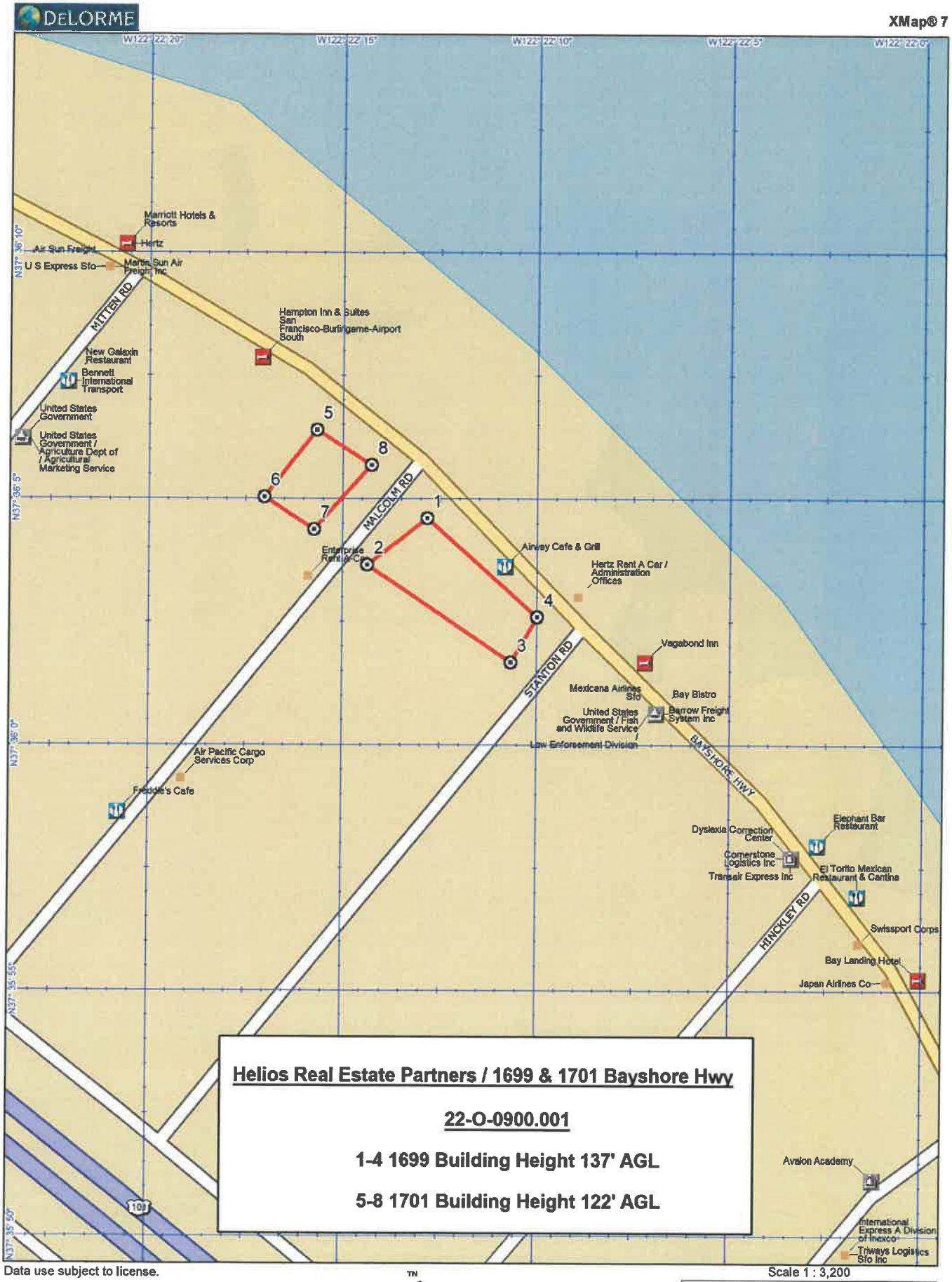
If you need additional information on this filing, please contact us.

Sincerely,

Kevin Justis
President

Enclosures: Filing List Spreadsheet
Map
Proof of FAA Filing

18726 S. Western Ave. • Suite 405 • Gardena, CA 90248
Tel: 310.819.8500 • Fax: 310.819.8503 • email: asi@aviationsystems.com • www.aviationsystems.com


DeLORME
XMap® 7
W122° 22' 20"
W122° 22' 15"
W122° 22' 10"
W122° 22' 5"
W122° 22' 0"
N37° 36' 10"
N37° 36' 5"
N37° 36' 0"
N37° 35' 55"
N37° 35' 50"
Marriott Hotels & Resorts
Hertz
Air Sun Freight
U S Express Sfo
Martin Sun Air Freight Inc
MITTEN RD
Hampton Inn & Suites San Francisco-Burlingame-Airport South
New Galaxin Restaurant
Bennett International Transport
United States Government
United States Government / Agriculture Dept of / Agricultural Marketing Service
MALCOLM RD
Enterprise Rent-A-Car
Airway Cafe & Grill
Hertz Rent A Car / Administration Offices
Vagabond Inn
STANTON RD
Mexicana Airlines Sfo
Bay Bistro
United States Government / Fish and Wildlife Service / Law Enforcement Division
Barrow Freight System Inc
BAYSHORE HWY
Air Pacific Cargo Services Corp
Freddie's Cafe
Dyslexia Correction Center
Elephant Bar Restaurant
Cornerstone Logistics Inc
Transair Express Inc
El Torito Mexican Restaurant & Cantina
HINCKLEY RD
Swissport Corps
Bay Landing Hotel
Japan Airlines Co
Avalon Academy
International Express A Division of Inexco
Triways Logistics Sfo Inc
101
1
2
3
4
5
6
7
8
Helios Real Estate Partners / 1699 & 1701 Bayshore Hwy
22-O-0900.001
1-4 1699 Building Height 137' AGL
5-8 1701 Building Height 122' AGL
Data use subject to license.
© DeLorme. XMap® 7.
www.delorme.com
TN
MN (13.0°E)
Scale 1 : 3,200
1" = 266.7 ft
Data Zoom 16-0

Federal Aviation Administration

« OE/AAA

Project Submission Success
Project Name: KING -000734777-22

Project KING -000734777-22 has been submitted successfully to the FAA.

Your filing is assigned Aeronautical Study Number (ASN):

2022-AWP-14050-OE
2022-AWP-14051-OE
2022-AWP-14052-OE
2022-AWP-14053-OE
2022-AWP-14054-OE
2022-AWP-14055-OE
2022-AWP-14056-OE
2022-AWP-14057-OE

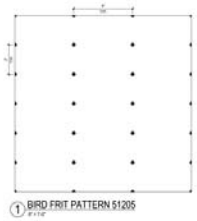
Please refer to the assigned ASN on all future inquiries regarding this filing.

Please return to the system at a later date for status updates.

It is the responsibility of each e-filer to exercise due diligence to determine if coordination of the proposed construction or alteration is necessary with their state aviation department. Please use the link below to contact your state aviation department to determine their requirements:
State Aviation Contacts

To ensure e-mail notifications are delivered to your inbox please add noreply@faa.gov to your address book. Notifications sent from this address are system generated FAA e-mails and replies to this address will NOT be read or forwarded for review. Each system generated e-mail will contain specific FAA contact information in the text of the message.

Building Design – Bird Safety



The project proposes to incorporate bird-safe glazing utilizing Viracon approved frit pattern 51205, 4" width by 2" height as shown. This will be used on the curtainwall glazing from the ground floor up until a height exceeding 60'.

The utilization of this strategy is expected to significantly reduce the risk to bird collisions with the project.

H. T. HARVEY & ASSOCIATES
Ecological Consultants
50 years of field notes, exploration, and excellence

REAL ESTATE DISCLOSURE:

Ownership has understanding that the law requires that, since the property is within an “airport influence area” designated by the airport land use commission, the following statement must be included in the notice of intention to offer the property for sale:

Notice of Airport in Vicinity
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

ENVIRONMENTAL ANALYSIS:

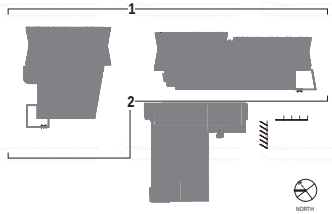
The project is undergoing CEQA and other biological technical studies required by the City of Burlingame. These are in process and can be provided if requested by the Authority having Jurisdiction. In our understanding there are no specifically required environmental analysis for our project location.

CITY STAFF REPORT STUDIES:

The city of Burlingame has undergone planning board review of the proposed project on January 24th, 2022 and August 22nd, 2022. Those reports are available on the city planning website for public record and can be provided if requested.

1 NORTHEAST ELEVATION
1" = 20'-0"

2 SOUTHWEST ELEVATION
1" = 20'-0"



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MEP
MEYER+ENGINEERS
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LANDSCAPING
SWA GROUP
530 BUSH STREET 5TH FLOOR SAN FRANCISCO, CA 94108

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2099 GATEWAY PLACE, SUITE 550 SAN JOSE, CA 95110

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ACCO ENGINEERED SYSTEMS
1133 ALADDIN AVENUE SAN LEANDRO, CA 94577

DESIGN BUILD - PLUMBING
MARELICH MECHANICAL
24041 AMADOR STREET HAYWARD, CA 94544

DESIGN BUILD - PLUMBING
TAYLOR ENGINEERS
1080 MARINA VILLAGE PARKWAY SUITE 501 ALAMEDA, CA 94501

DESIGN BUILD - ELECTRICAL
PRIME ELECTRIC
1941 RINGWOOD AVE SAN JOSE, CA 95131

DESIGN BUILD - FIRE PROTECTION
BFP FIRE PROTECTION, INC.
17 JANIS WAY SCOTTS VALLEY, CA 95066

OWNER
KING STREET PROPERTIES
800 BOYLSTON STREET, SUITE 1570 BOSTON, MA 02199

HELIOS REAL ESTATE PARTNERS
44 MONTGOMERY ST, 3RD FLOOR SAN FRANCISCO,CA 94104

PROJECT

1699 & 1701 Bayshore Highway

ADDRESS OF RECORD:
1669 & 1699 BAYSHORE HIGHWAY 810 & 821 MALCOLM

KSP

KING STREET PROPERTIES
800 BOYLSTON STREET, SUITE 1570
BOSTON, MA 02199

HELIOS REAL ESTATE PARTNERS

HELIOS REAL ESTATE PARTNERS
44 MONTGOMERY ST, 3RD FLOOR
SAN FRANCISCO,CA 94104

KEYPLAN

ISSUE CHART

1	ISSUED FOR 50% CD / GMP	08.09.2022
ISSUE	NAME	DATE

Job Number 020106.100

TITLE

ELEVATIONS

SHEET NUMBER

A20 - 01

ISSUE FOR 50% CD / GMP 8/8/2022

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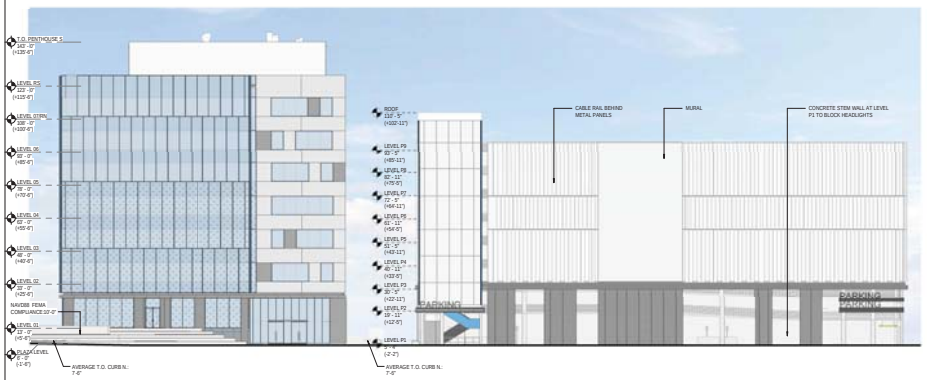
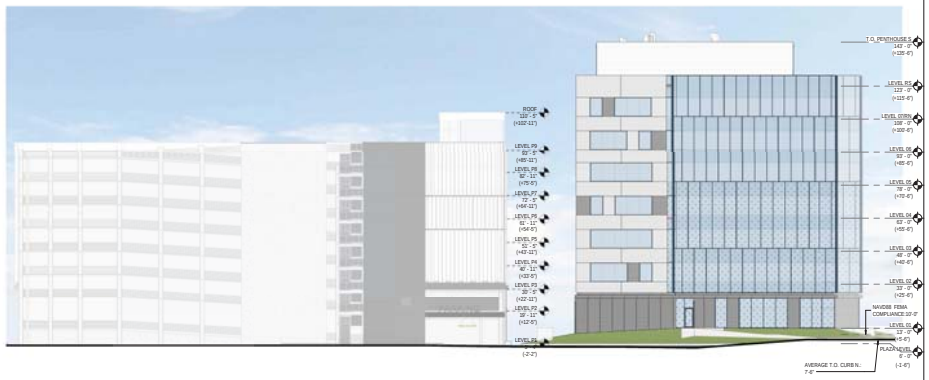
8/19/2022 10:30:57 AM Autodesk Docs://Projekt Horizon Buildings/ph24_HZH-Helios Project Horizon.rvt



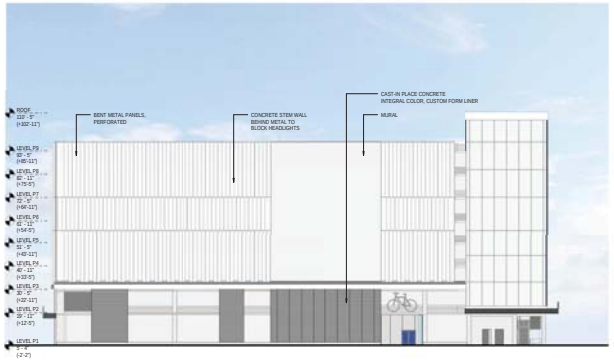
6 NORTH ELEVATION - SOUTH BUILDING AND GARAGE
1" = 20'-0"



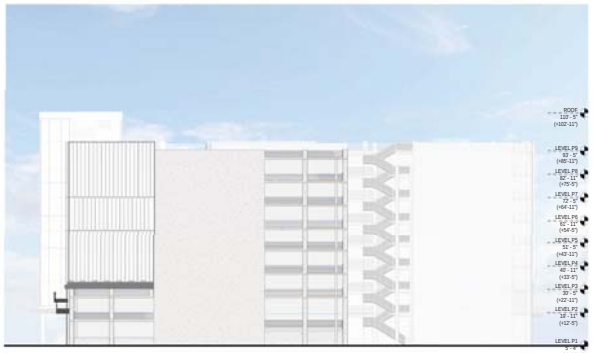
3 SOUTH ELEVATION - SOUTH BUILDING AND GARAGE
1" = 20'-0"

5 NORTH ELEVATION - NORTH BUILDING
1" = 20'-0"

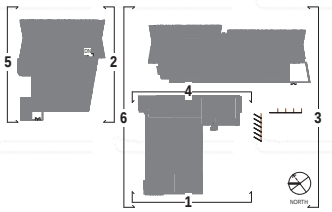
2 SOUTH ELEVATION - NORTH BUILDING
1" = 20'-0"



4 EAST ELEVATION - GARAGE BUILDING
1" = 20'-0"



1 WEST ELEVATION - GARAGE BUILDING
1" = 20'-0"



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MEYER+ENGINEERS
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LANDSCAPING
SWA GROUP
530 BUSH STREET,5TH FLOOR SAN FRANCISCO, CA 94108

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ACCO ENGINEERED SYSTEMS
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DESIGN BUILD - PLUMBING
MARELICH MECHANICAL
24041 AMADOR STREET HAYWARD, CA 94544

DESIGN BUILD - PLUMBING
TAYLOR ENGINEERS
1080 MARINA VILLAGE PARKWAY SUITE 501 ALAMEDA, CA 94501

DESIGN BUILD - ELECTRICAL
PRIME ELECTRIC
1941 RINGWOOD AVE SAN JOSE, CA 95131

DESIGN BUILD - FIRE PROTECTION
BFP FIRE PROTECTION, INC.
17 JANIS WAY SCOTTS VALLEY, CA 95066

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KING STREET PROPERTIES
800 BOYLSTON STREET, SUITE 1570 BOSTON, MA 02199

HELIOS REAL ESTATE PARTNERS
44 MONTGOMERY ST, 3RD FLOOR SAN FRANCISCO,CA 94104

PROJECT

1699 & 1701 Bayshore Highway

ADDRESS OF RECORD:
1669 & 1699 BAYSHORE HIGHWAY
810 & 821 MALCOLM

KSP

KING STREET PROPERTIES
800 BOYLSTON STREET, SUITE 1570
BOSTON, MA 02199

HELIOS REAL ESTATE PARTNERS

HELIOS REAL ESTATE PARTNERS
44 MONTGOMERY ST, 3RD FLOOR
SAN FRANCISCO,CA 94104

KEYPLAN

ISSUE CHART

1	ISSUED FOR 50% CD / GMP	08.09.2022
ISSUE	DESC	DATE

Job Number 020036.100

TITLE

ELEVATIONS

SHEET NUMBER

A20 - 02

ISSUE FOR 50% CD / GMP 8/8/2022

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1699, 1701 Bayshore Highway
Burlingame, CA 94010

ISSUE FOR 50% CD / GMP
8/9/2022

KSP King Street Properties
HELIOS REAL ESTATE PARTNERS

Perkins&Will

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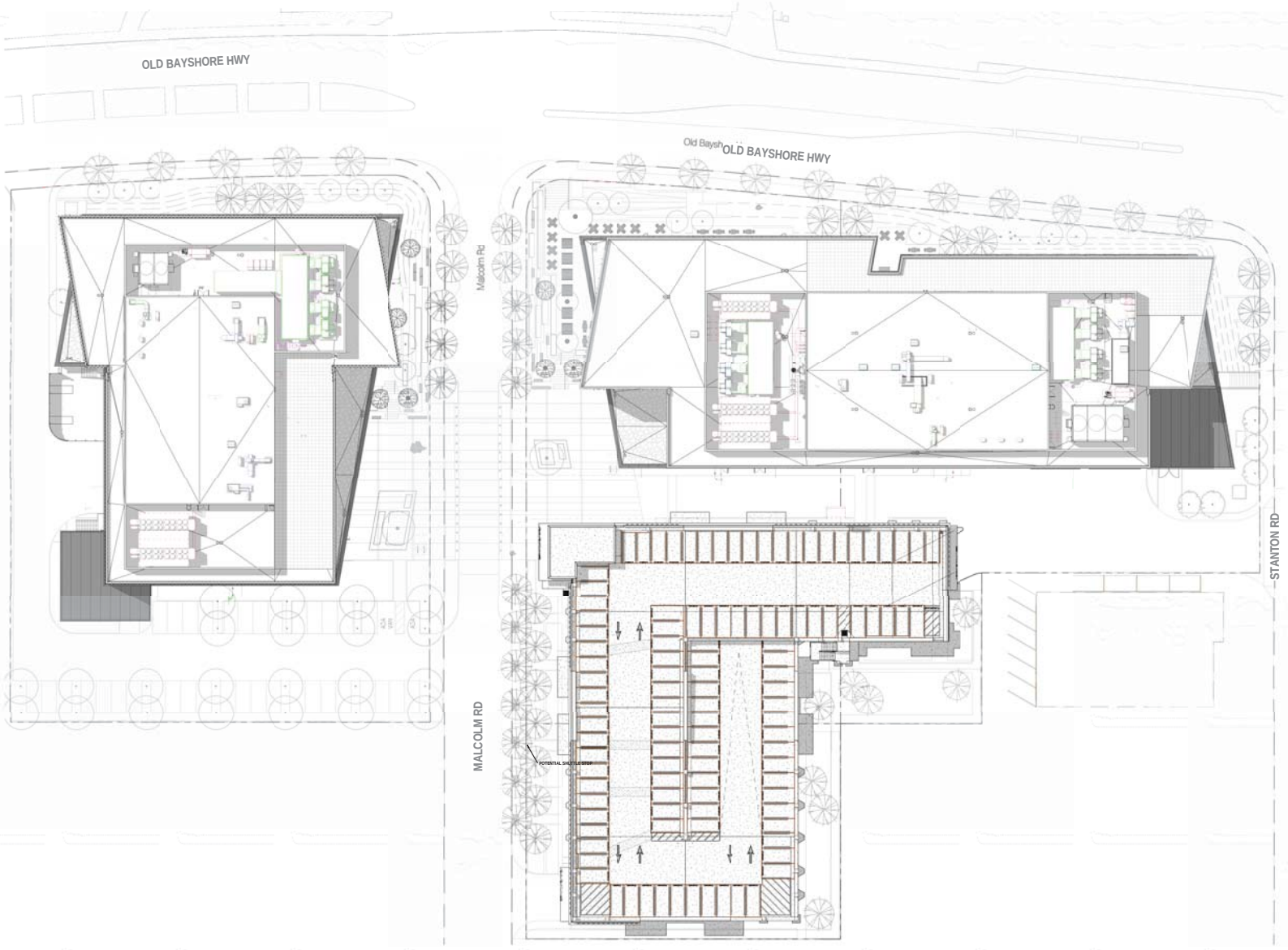

1 ARCHITECTURAL SITE PLAN
1" = 20'-0"

NORTH

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t 415.856.3000
f 415.856.3001
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550 SOUTH HOPE STREET, SUITE 1700 LOS ANGELES CALIFORNIA 90071

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PROJECT

1699 & 1701 Bayshore Highway

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KSP

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800 BOYLSTON STREET, SUITE 1570
BOSTON, MA 02199

HELIOS REAL ESTATE PARTNERS

HELIOS REAL ESTATE PARTNERS
44 MONTGOMERY ST, 3RD FLOOR
SAN FRANCISCO,CA 94104

KEYPLAN

ISSUE CHART

1	ISSUED FOR 50% CD - GMP	08.09.2022
ISSUE	NAME	DATE

Job Number 020106.100

TITLE

ARCHITECTURAL SITE PLAN

SHEET NUMBER

A01-01

© 2021 Perkins and Will

ISSUE FOR 50% CD / GMP 8/8/2022

8/19/2022 10:17:01 AM Autodesk Docs://Projekt Avenue Building/ARCH_ADP/Holistic Project Solutions

San Francisco International Airport

September 13, 2022

TRANSMITTED VIA E-MAIL
kkalkin@smcgov.org

Susy Kalkin
ALUC Staff
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, California 94063

Subject: Application for Land Use Consistency Determination for New Research and Development Campus at 1699 – 1701 Old Bayshore Highway, Burlingame

Thank you for notifying San Francisco International Airport (SFO or the Airport) regarding the Airport Land Use Commission's (ALUC) land use consistency determination for the proposed construction of two new 6--and 7-story research and development buildings at 1699 – 1701 Old Bayshore Highway (the Proposed Project) within the City of Burlingame (the City). We appreciate this opportunity to coordinate with ALUC in considering and evaluating potential land use compatibility issues for the Project.

According to the Application for Land Use Consistency Determination, the Proposed Project is located at 1699 – 1701 Old Bayshore Highway, at the intersection of Old Bayshore Highway and Malcolm Road, in the City. This property consists of 4 parcels: Assessor's Parcel Numbers (APNs) 026-302-550, 026-302-530, 026-302-400, and 026-301-180. The Proposed Project would construct two new 6- and 7-story steel frame buildings with glass and metal curtain wall with a maximum building height of 143 feet. The goal of the project is to create high quality design and functionality to attract leading industry life science tenants to the City.

The Proposed Project site is inside Airport Influence Area B as defined by the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP). The Proposed Project site would be located outside the 65 decibel Community Noise Equivalent Level (dBA CNEL) contour and the safety compatibility zones, and therefore would not appear to be inconsistent with the Noise and Safety Compatibility policies adopted in the SFO ALUCP. The Airport notes that this area is south of departing aircraft from Runways 1L and 1R and the reverse thrust of arriving aircraft on Runways 28L and 28R. While this factor does not affect ALUCP compatibility determinations, site designers should take proximity to departing aircraft into account when planning and designing the site.

The lowest critical aeronautical surfaces above the Proposed Project are at an elevation of approximately 370-385 feet above mean sea level (AMSL) as defined from the origin of the North American Vertical Datum of 1988 (NAVD88). Given that the ground elevation at the Proposed Project site is 3 feet AMSL (NAVD88), the maximum height of the building, as currently defined (146 feet AMSL for the proposed building located at 1699 Old Bayshore Highway and 131 feet AMSL for proposed building located at 1701 Old Bayshore Highway), would be below the critical aeronautical surfaces and the Proposed Project would not appear to be incompatible with the Airspace Compatibility Policies of the SFO ALUCP, subject to the issuance of a "Determination of No Hazard" from the Federal Aviation Administration (FAA) for any proposed structures (see below), and determinations from the City/County Association of Governments of San Mateo County as the designated ALUC.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

LONDON N. BREED *MAYOR* | ELEANOR JOHNS *PRESIDENT* | MALCOLM YEUNG *VICE PRESIDENT* | EVERETT A. HEWLETT, JR. | JANE NATOLI | JOSE F. ALMANZA | IVAR C. SATERO *AIRPORT DIRECTOR*

Post Office Box 8097 San Francisco, California 94128 Tel 650.821.5000 Fax 650.821.5005 www.flysfo.com

Note that this determination does not waive the requirement for the Proposed Project sponsor to undergo Federal Aviation Administration (FAA) review for the permanent structures as described in 14 Code of Federal Regulations Part 77. Additionally, the Airport notes that on August 26, 2022, the FAA issued a Determination of No Hazard to Air Navigation for a temporary drill rig and crane, under Aeronautical Study Number 2022-AWP-12414-OE. As a condition to this Determination, the structure will need to be marked/lighted in accordance with the FAA Advisory Circular 70/7460-1M, Obstruction Marking and Lighting, flags/red lights-Chapters 3 (Marked), 4, 5 (Red), 14 (Temporary), and 15. This determination includes temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the permanent structure. However, equipment that has a height greater than the studied structure will require the Proposed Project sponsor to submit a separate notice to the FAA as described in 14 Code of Federal Regulations Part 77.

Due to the proximity of the Proposed Project to the Airport, Airspace Protection Policies (AP-1 through AP-4) from the SFO ALUCP are enclosed as reminders of incompatible site characteristics, especially as it pertains to wildlife attractants, particularly large flocks of birds, that pose threats to safe aircraft operations, and building materials or features that reflect and create bright lights or glare.

* * *

The Airport appreciates your consideration of these comments. If I can be of assistance, please do not hesitate to contact me at (650) 821-6678 or at nupur.sinha@flysfo.com.

Sincerely,

DocuSigned by:
Nupur Sinha
7D552AE6A4CE495...

Nupur Sinha
Director of Planning and Environmental Affairs
San Francisco International Airport

Attachment
SFO ALUCP Airspace Protection Policies

cc: Sean Charpentier, C/CAG
Audrey Park, SFO

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and associated with human disease of varying severity.

b. Biosafety Level 3 practices, safety equipment, and facility design and construction are applicable to clinical, diagnostic, teaching, research, or production facilities in which work is done with indigenous or exotic agents with a potential for respiratory transmission, and which may cause serious and potentially lethal infection.

c. Biosafety Level 4 practices, safety equipment, and facility design and construction are applicable for work with dangerous and exotic agents that pose a high individual risk of life-threatening disease, which may be transmitted via the aerosol route and for which there is no available vaccine or therapy.

4.5 Airspace Protection

The compatibility of proposed land uses with respect to airspace protection shall be evaluated in accordance with the policies set forth in this section. These policies are established with a twofold purpose:

1. To protect the public health, safety, and welfare by minimizing the public's exposure to potential safety hazards that could be created through the construction of tall structures.

2. To protect the public interest in providing for the orderly development of SFO by ensuring that new development in the Airport environs avoids compromising the airspace in the Airport vicinity. This avoids the degradation in the safety, utility, efficiency, and air service capability of the Airport that could be caused by the attendant need to raise visibility minimums, increase minimum rates of climb, or cancel, restrict, or redesign flight procedures.

4.5.1 FEDERAL REGULATIONS REGARDING TALL STRUCTURES

14 Code of Federal Regulations (CFR) Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*, governs the FAA's review of proposed construction exceeding certain height limits, defines airspace obstruction criteria, and provides for FAA aeronautical studies of proposed construction. **Appendix F** describes the FAA airspace review process and the extent of FAA authority related to airspace protection.

4.5.2 PART 77, SUBPART B, NOTIFICATION PROCESS

Federal regulations require any person proposing to build a new structure or alter an existing structure with a height that would exceed the elevations described in CFR Part 77, Subpart B, Section 77.9, to prepare an FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, and submit the notice to the FAA. The regulations apply to buildings and other structures or portions of structures, such as mechanical equipment, flag poles, and other projections that may exceed the aforementioned elevations.

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Exhibit IV-10 depicts the approximate elevations at which the 14 CFR Part 77 notification requirements would be triggered; see **Exhibit IV-11** for a close-up view of the northern half and **Exhibit IV-12** for a close-up view of the southern half of the area. These exhibits are provided for informational purposes only. Official determinations of the areas and elevations within which the federal notification requirements apply are subject to the authority of the FAA. The FAA is empowered to require the filing of notices for proposed construction based on considerations other than height. For example, in some areas of complex airspace and high air traffic volumes, the FAA may be concerned about the potential for new construction of any height to interfere with electronic navigation aids. In these areas, the FAA will want to review all proposed construction projects.

The FAA has developed an on-line tool for project sponsors to use in determining whether they are required to file a Notice of Proposed Construction or Alteration. Sponsors of proposed projects are urged to refer to this website to determine whether they are required to file Form 7460-1 with the FAA:

https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm

4.5.3 AIRSPACE MAPPING

Part 77, Subpart C, establishes obstruction standards for the airspace around airports including approach zones, conical zones, transitional zones, and horizontal zones known as "imaginary surfaces." **Exhibit IV-13** depicts the Part 77 Civil Airport Imaginary Surfaces at SFO. The imaginary surfaces rise from the primary surface, which is at ground level immediately around the runways. The surfaces rise gradually along the approach slopes associated with each runway end and somewhat more steeply off the sides of the runways. The FAA considers any objects penetrating these surfaces, whether buildings, trees or vehicles travelling on roads and railroads, as obstructions to air navigation. Obstructions may occur without compromising safe air navigation, but they must be marked, lighted, and noted on aeronautical publications to ensure that pilots can see and avoid them.

Close-up views of the north and south sides of the Part 77 surfaces are provided in **Exhibit IV-14** and **Exhibit IV-15**, respectively. Additionally, **Exhibit IV-16** provides an illustration of the outer approach and transitional surfaces located on the southeast side of the Part 77 surfaces.

Together with its tenant airlines, SFO has undertaken a mapping effort to illustrate the critical aeronautical surfaces that protect the airspace required for multiple types of flight procedures such as those typically factored into FAA aeronautical studies, as shown on **Exhibit IV-17** and **Exhibit IV-18**. These aeronautical surfaces include those established in accordance with FAA Order 8260.3B, *U.S. Standard for Terminal Instrument Procedures (TERPS)*, and a surface representing the airspace required for One-Engine Inoperative (OEI) departures from Runway 28L (to the west through the San Bruno Gap).[16] The exhibits depict the lowest elevations from the combination of the OEI procedure surface and all TERPS surfaces. The surfaces are defined with Required Obstacle Clearance (ROC) criteria to ensure safe separation of aircraft using the procedures from the underlying obstacles. Any proposed structures penetrating these surfaces are likely to receive Determinations of Hazard (DOH) from the FAA through the 7460-1 aeronautical study process. These surfaces indicate the maximum height at which structures can be considered compatible with Airport operations.

[16] See Appendix F, Section F.3.2 for a discussion of one-engine inoperative procedures.

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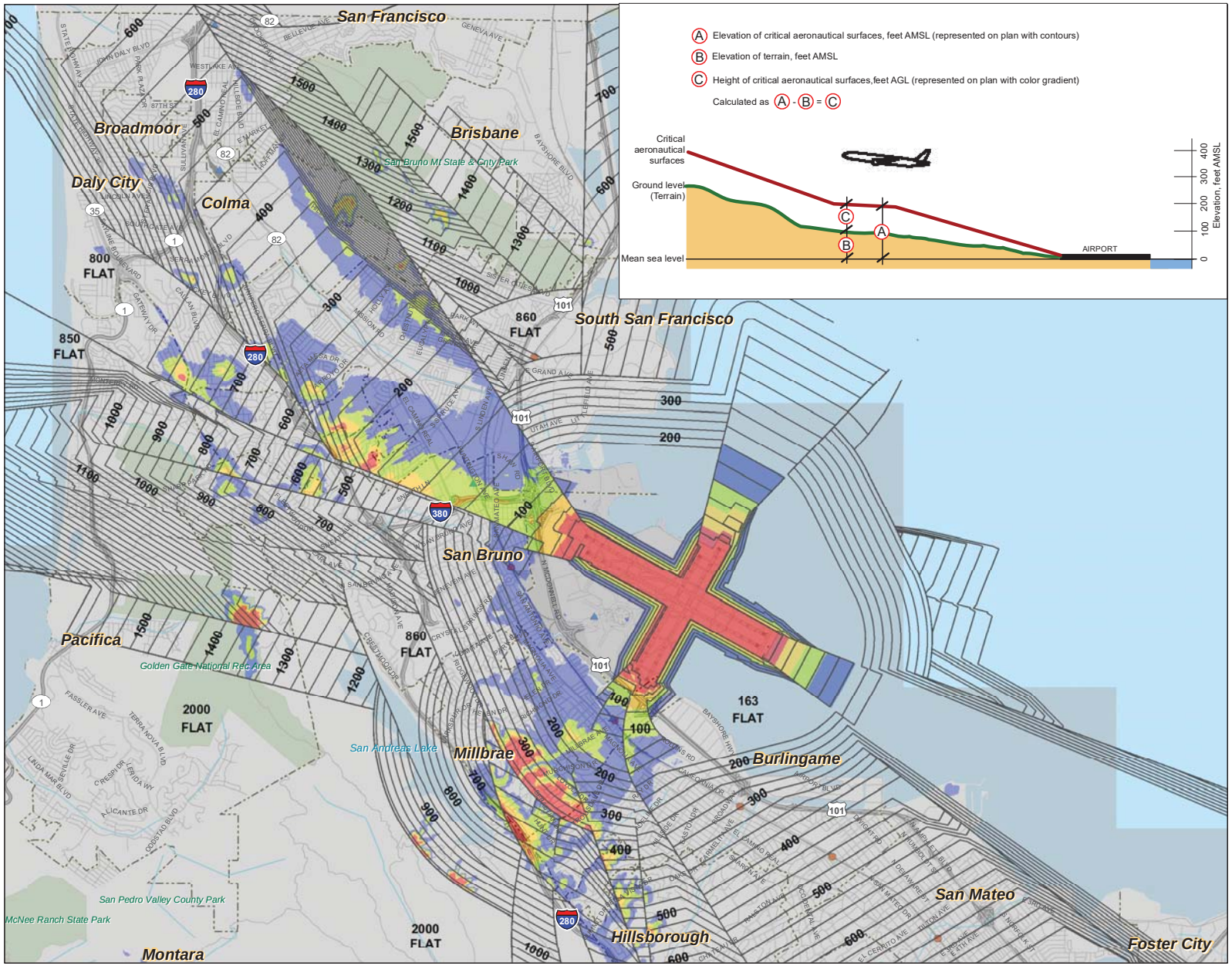

LEGEND

- A — 100 — Elevation of critical aeronautical surfaces, feet Above Mean Sea Level (AMSL), North American Vertical Datum of 1988 (NAVD88)
- C **Height of Critical Aeronautical Surfaces, Feet Above Ground Level (AGL)**
  - 35 and lower
  - 35- 65
  - 65 - 100
  - 100 - 150
  - 150 and more
- Airport Property
- BART Station
- CALTRAIN Station
- Regional Park or Recreation Area
- Municipal Boundary
- Railroad
- Freeway
- Road

Notes:

1. This map is intended for informational and conceptual planning purposes, generally representing the aeronautical surfaces considered most critical by San Francisco International Airport (SFO) and its constituent airlines. It does not represent actual survey data, nor should it be used as the sole source of information regarding compatibility with airspace clearance requirements in the development of data for an FAA Form 7460-1, Notice of Proposed Construction or Alteration. SFO does not certify its accuracy, information, or title to the properties contained in this plan. SFO does make any warrants of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.

2. This map does not replace the FAA's obstruction evaluation / airport airspace analysis (OE/AAA) review process. Proposing construction at elevations and heights that are lower than the critical aeronautical surfaces shown on this map, (a) does not relieve the construction sponsor of the obligation to file an FAA Form 7460-1, and (b) does not ensure that the proposal will be acceptable to the FAA, SFO, air carriers, or other agencies or stakeholders. SFO, San Mateo County, and local authorities having jurisdiction reserve the right to re-assess, review, and seek modifications to projects that may be consistent with this critical aeronautical surfaces map but that through the FAA OE/AAA process are found to have unexpected impacts to the safety or efficiency of operations at SFO.

Sources: San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009

NORTH

0 0.25 0.5 1 Miles

Exhibit IV-17

CRITICAL AERONAUTICAL SURFACES -- NORTHWEST SIDE

Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport

C/CAG

City/County Association of Governments
of San Mateo County, California

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Exhibit IV-19, which is provided for information purposes only, depicts a profile view of the lowest critical airspace surfaces along the extended centerline of Runway 10L-28R – the TERPS Obstacle Departure Procedure (ODP) surface, representing standard all-engines departures, and the approximate OEI surface developed by SFO through independent study in consultation with the airlines serving SFO. The exhibit also shows the terrain elevation beneath the airspace surfaces and various aircraft approach and departure profiles, based on varying operating assumptions. The exhibit illustrates a fundamental principle related to the design of airspace protection surfaces. The surfaces are always designed below the actual aircraft flight profile which they are designed to protect, thus providing a margin of safety. Note that the ODP climb profile is above the ODP airspace surface, and the OEI climb profile is above the OEI airspace surface.

4.5.4 AIRSPACE PROTECTION POLICIES

The following airspace protection policies (AP) shall apply to the ALUCP.

AP-1 COMPLIANCE WITH 14 CFR PART 77, SUBPART B, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

AP-1.1 Local Government Responsibility to Notify Project Sponsors

Local governments should notify sponsors of proposed projects at the earliest opportunity 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 Exhibit IV-10. Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. This requirement applies independent of this ALUCP.

AP-1.2 FAA Aeronautical Study Findings Required Before Processing Development Application

The sponsor of a proposed project that would exceed the FAA notification heights, as shown approximately on Exhibit IV-10, shall present to the local government permitting agency with his or her application for a development permit, a copy of the findings of the FAA's aeronautical study, or evidence demonstrating that he or she is exempt from having to file an FAA Form 7460-1. It is the responsibility of the local agency to consider the FAA determination study findings as part of its review and decision on the proposed project.

AP-2 COMPLIANCE WITH FINDINGS OF FAA AERONAUTICAL STUDIES

Project sponsors shall be required to comply with the findings of FAA aeronautical studies with respect to any recommended alterations in the building design and height and any recommended marking and lighting of their structures for their proposed projects to be deemed consistent with this ALUCP.

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AP-3 MAXIMUM COMPATIBLE BUILDING HEIGHT

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 SFO critical aeronautical surfaces map (Exhibits IV-17 and IV-18), 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.

For the vast majority of parcels, the height limits established in local zoning ordinances are lower than the critical airspace surfaces. In those cases, the zoning district height regulations will control. Compliance with the zoning district height and the SFO critical aeronautical surfaces map, however, does not relieve the construction sponsor of the obligation to file a FAA Form 7460-1 *Notice of Proposed Construction or Alteration*, if required, and to comply with the determinations resulting from the FAA's aeronautical study.

For a project to be consistent with this ALUCP, no local agency development permits shall be issued for any proposed structure that would penetrate the aeronautical surfaces shown on Exhibits IV-17 and IV-18 or the construction of which **has not** received a Determination of No Hazard from the FAA, or which would cause the FAA to increase the minimum visibility requirements for any instrument approach or departure procedure at the Airport.

AP-4 OTHER FLIGHT HAZARDS ARE INCOMPATIBLE

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

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

(a) Sources of glare, such as highly reflective buildings or building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots making approaches to the Airport.

(b) Distracting lights that that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting.

(c) Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.

(d) Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.

(e) Land uses that, as a regular byproduct of their operations, produce thermal plumes with the potential to rise high enough and at sufficient velocities to interfere with the control of aircraft in

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flight. Upward velocities of 4.3 meters (14.1 feet) per second at altitudes above 200 feet above the ground shall be considered as potentially interfering with the control of aircraft in flight.[17]

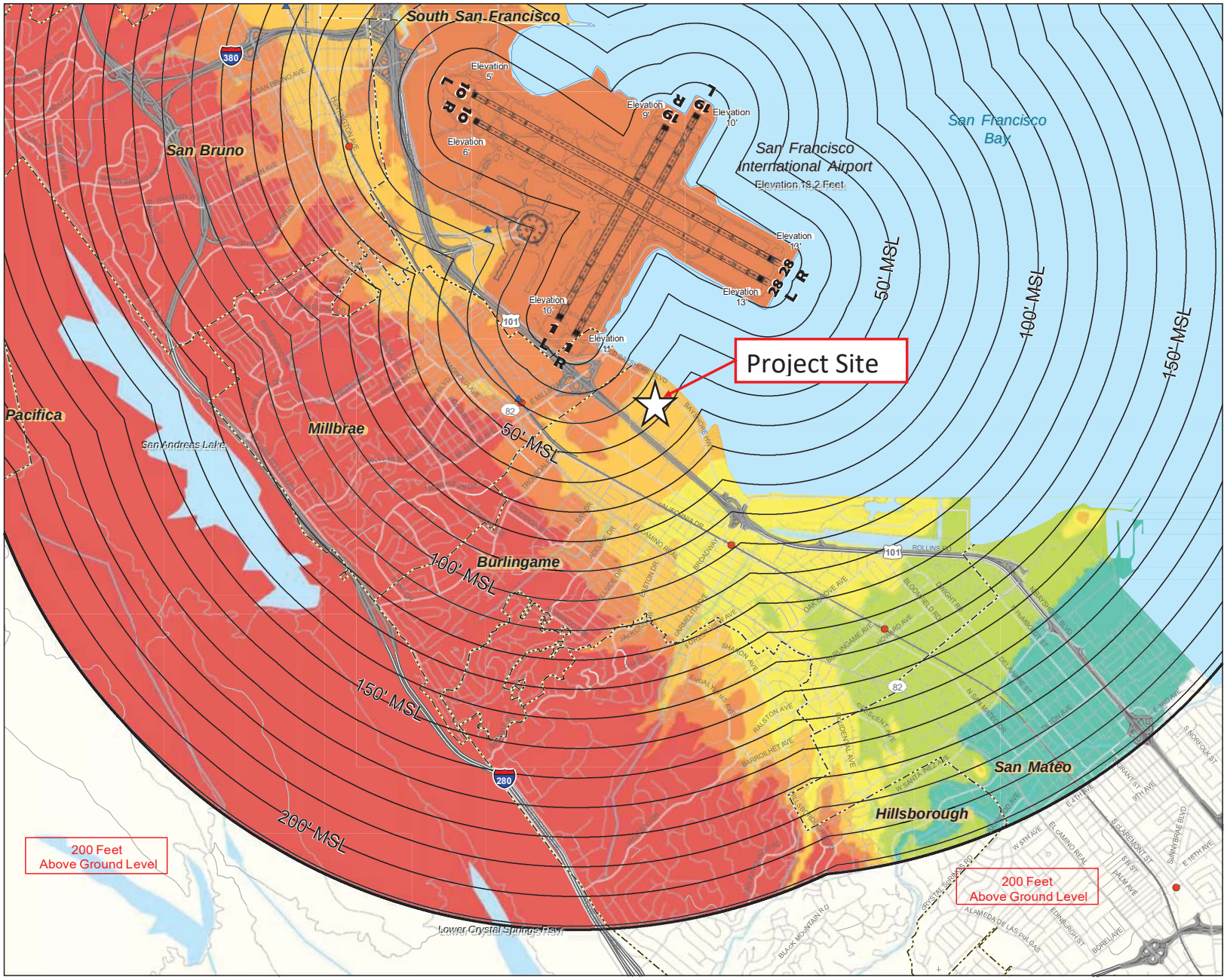
(f) Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, *Waste Disposal Sites On or Near Airports*, FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, and any successor or replacement orders or advisory circulars. Exceptions to this policy are acceptable for wetlands or other environmental mitigation projects required by ordinance, statute, court order, or Record of Decision issued by a federal agency under the National Environmental Policy Act.

4.5.5 iALP AIRSPACE TOOL

In consultation with C/CAG, SFO developed the iALP Airspace Tool, a web-based, interactive tool to evaluate the relationship of proposed buildings with the Airport's critical airspace surfaces. The iALP Airspace Tool is designed to assist planners, developers, and other interested persons with the implementation of the airspace protection policies of the SFO ALUCP. The tool helps users determine: (1) the maximum allowable building height at a given site, and/or (2) whether a building penetrates a critical airspace surface, and by how much, given the proposed building height.

A more detailed description of the iALP Airspace Tool and a tutorial explaining how to use it is presented in **Appendix J**. Use of this tool, however, does not relieve a project sponsor of the duty to comply with all federal regulations, including the obligation to file Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA.

[17] This is a threshold established by the California Energy Commission in its review of power plant licensing applications. See *Blythe Solar Power Project: Supplemental Staff Assessment, Part 2*,. CEC-700-2010-004-REV1-SUP-PT2, July 2010. California Energy Commission. Docket Number 09-AFC-6, p. 25. This criterion is based on guidance established by the Australian Government Civil Aviation Authority (Advisory Circular AC 139-05(0), June 2004). The FAA's Airport Obstructions Standards Committee (AOSC) is studying this matter but has not yet issued specific guidance.



FAA NOTIFICATION REQUIREMENTS

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

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

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

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

Heights of 100:1 Surface Above Ground (AGL)

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

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

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

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

LEGEND

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

Note:

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

Source:

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

NORTH

0 0.15 0.3 0.6 Miles

Exhibit IV-12
FAA NOTIFICATION FORM 7460-1 FILING REQUIREMENTS -- SOUTH SIDE
comprehensive Airport Land use plan
for the Environs of San Francisco International Airport

C/CAG
city/county Association of Governments of San Mateo county, california