



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

APPLICANT INFORMATION

Agency: City of Millbrae

Project Name: City of Millbrae Zoning Code and Zoning Map Update

Address: 621 Magnolia Avenue

APN: Citywide

City: Millbrae

State: California

ZIP Code: 94030

Staff Contact: Nestor Guevara

Phone: 650-259-2335

Email: nguevara@ci.millbrae.ca.us

PROJECT DESCRIPTION

The project consists of the City of Millbrae's 6th Cycle Draft Housing Element Update.

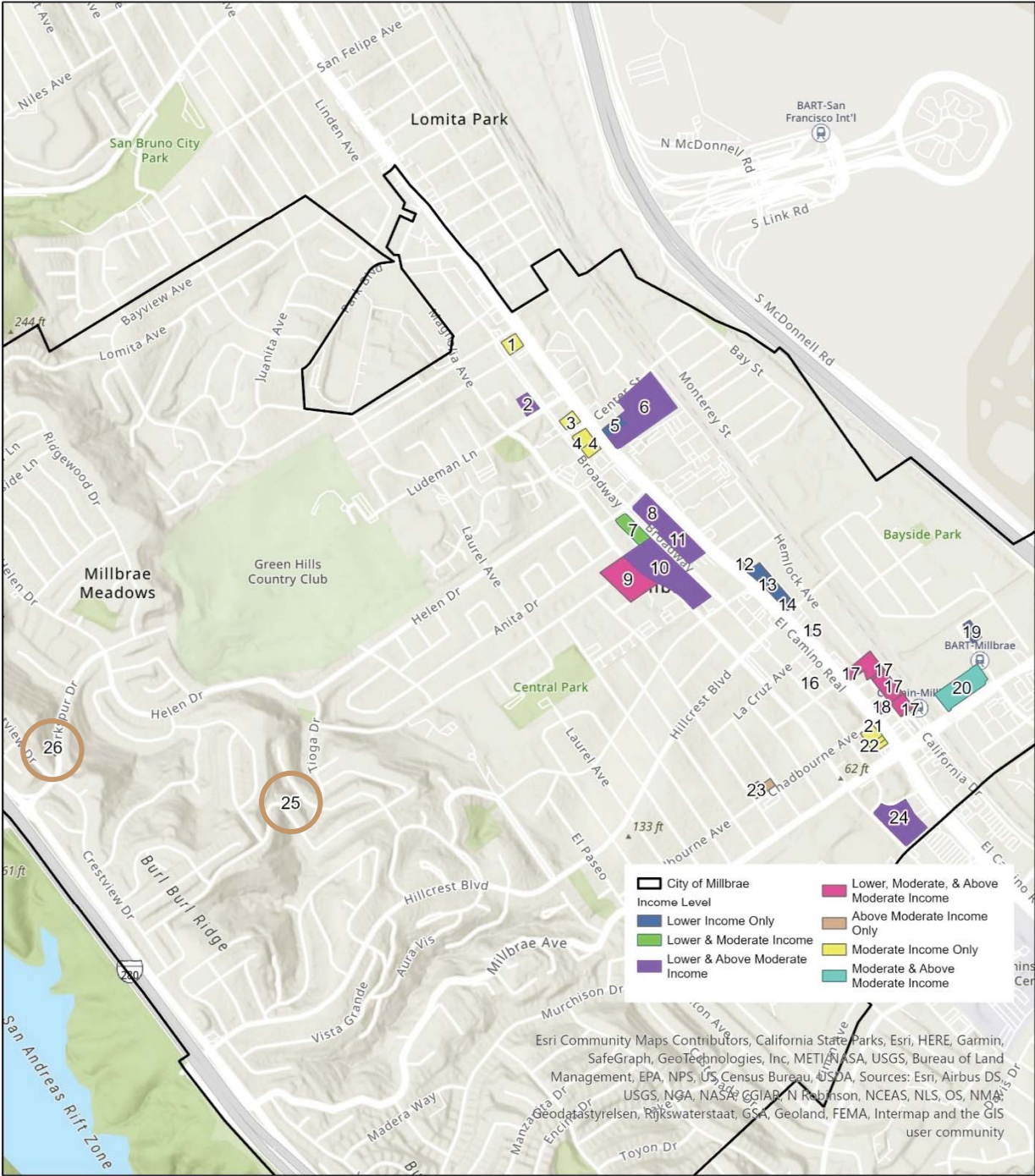
REQUIRED PROJECT INFORMATION

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.

Figure 7-4. Site Inventory Income Levels

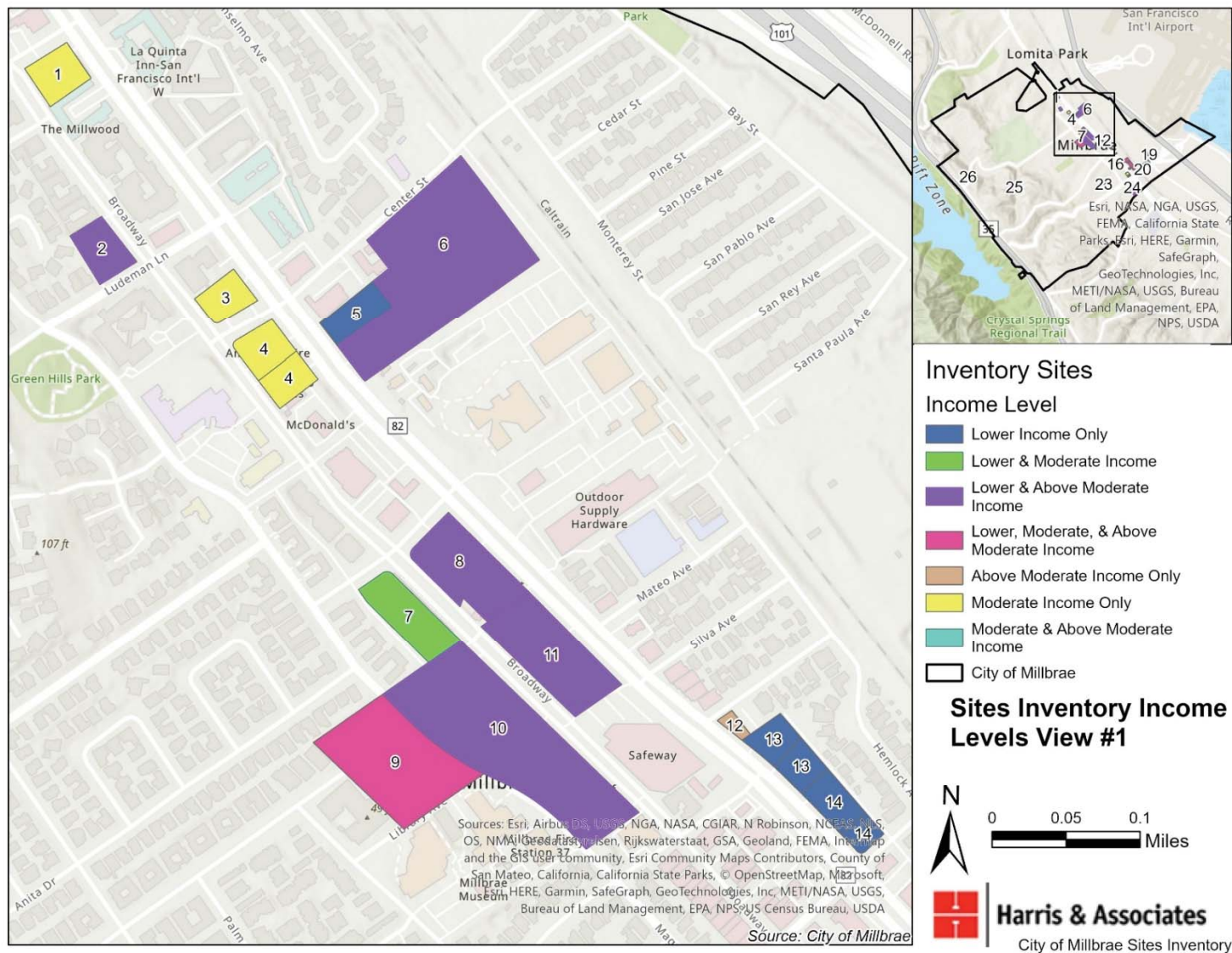


Source: City of Millbrae

2023-2031 Housing Element

Chapter 7. Adequate Site Inventory Analysis and Methodology

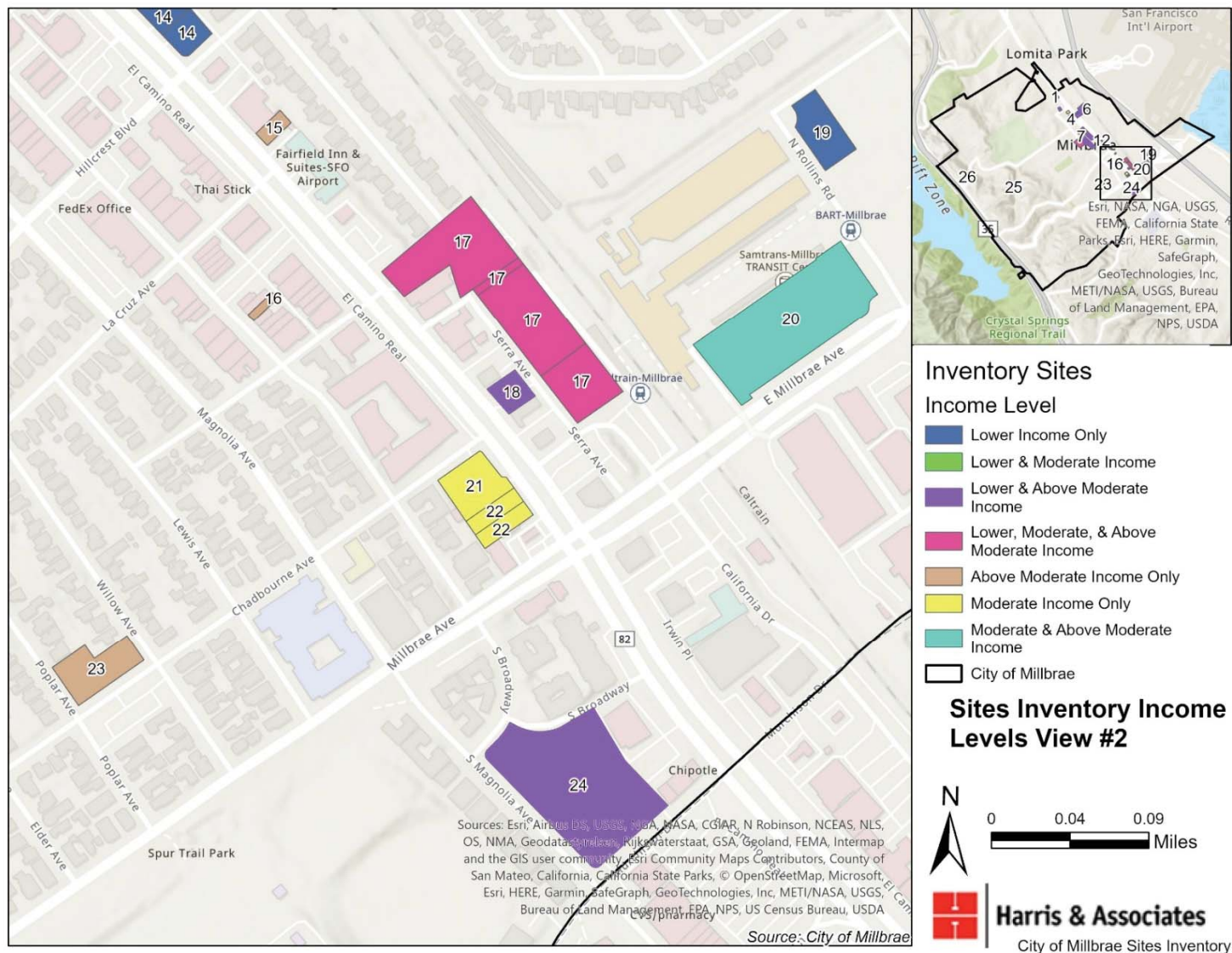
Figure 7-5. Site Inventory Income Levels View #1



2023–2031 Housing Element

Chapter 7. Adequate Site Inventory Analysis and Methodology

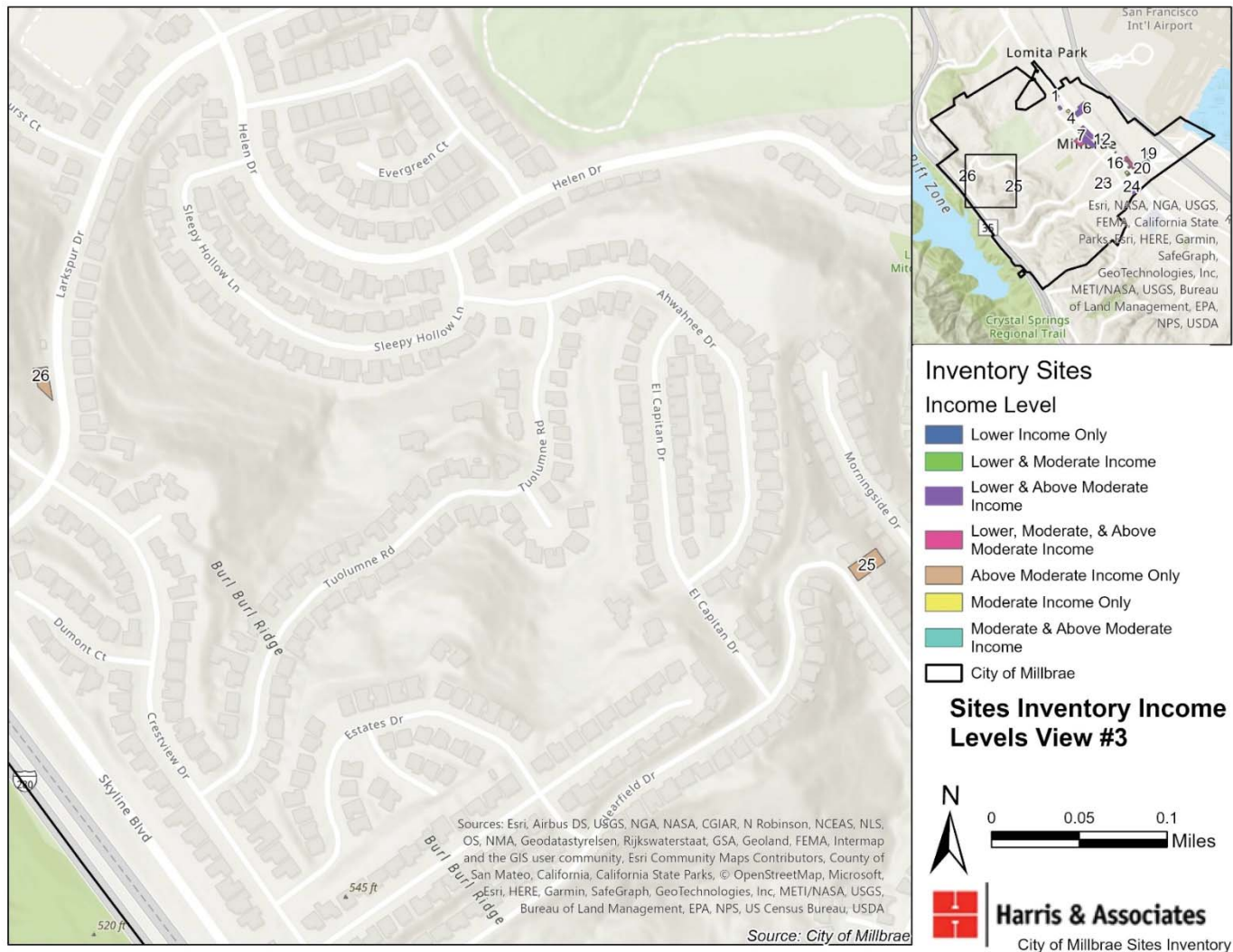
Figure 7-6. Site Inventory Income Levels View #2



2023–2031 Housing Element

Chapter 7. Adequate Site Inventory Analysis and Methodology

Figure 7-7. Site Inventory Income Levels View #3



2023–2031 Housing Element

Chapter 7. Adequate Site Inventory Analysis and Methodology

Table 7-8. Specific Plan Area Sites (Necessary Steps for Entitlements Found in Chapter 3, Housing Constraints)

Site No.	APN	Address	Area (ac)	Existing ¹		Proposed ¹		Density Realism ²	Units					SP Area	SP Adoptn. Date ³	I:LV Ratio ⁴	Status	Dev. Agmt.
				Zoning	Max Density	Zoning	Max Density		VLI	LI	Mod.	Above Mod.	Total					
1	021-278-010	1395 El Camino Real	0.60	Commercial (C)	N/A	Residential Mixed Use (RMU)	80	100%	-	-	48	-	48	DECRSP	N/A	0.12	Opportunity	N/A
3	021-291-020	1201 El Camino Real	0.54	Commercial (C)	N/A	Residential Mixed Use (RMU)	80	100%	-	-	43	-	43	DECRSP	N/A	0.18	Opportunity	N/A
4	021-292-030, 021-292-070	1121 El Camino Real; 1125 El Camino Real	1.12	Commercial (C)	N/A	Residential Mixed Use (RMU)	80	100%	-	-	88	-	88	DECRSP	N/A	0.86	Opportunity	N/A
5	021-324-310	1150 El Camino Real	0.55	Commercial (C)	N/A	Corridor Mixed Use (CMU)	130	85%	61	-	-	-	61	DECRSP	N/A	0.24	Opportunity	N/A
6	021-324-320	1100 El Camino Real	4.35	Commercial (C)	N/A	Corridor Mixed Use (CMU)	130	66%	19	-	-	357	376	DECRSP	N/A	2.32	Approved	Affordable Housing Requirement and Regulatory Agreement
7	021-362-310	979 Broadway	1.11	Planned Development (PD)	N/A	Residential Mixed Use (RMU)	80	100%	11	-	78	-	89	DECRSP	N/A	0.82	Opportunity	N/A
8	021-364-080	959 El Camino Real	1.80	Commercial (C)	N/A	Corridor Mixed Use (CMU)	130	119%	26	-	-	252	278	DECRSP	N/A	1.95	Approved	Affordable Housing Requirement and Regulatory Agreement
9	021-420-220	West of Magnolia Ave. and Library Ave.	3.11	Planned Development (PD)	N/A	Residential Mixed Use (RMU)	80	100%	50	38	60	100	248	DECRSP	N/A	0.06	Opportunity	N/A
10	021-420-110	537 Broadway	5.63	Planned Development (PD)	N/A	Corridor Mixed Use (CMU)	130	85%	110	65	-	449	624	DECRSP	N/A	2.45	Opportunity	N/A
11	021-420-130	0	2.20	Planned Development (PD)	N/A	Corridor Mixed Use (CMU)	130	85%	80	40	-	124	244	DECRSP	N/A	0.05	Opportunity	N/A
12	021-314-100	480 El Camino Real	0.12	Commercial (C)	N/A	Corridor Mixed Use (CMU)	130	58%	-	-	-	9	9	DECRSP	N/A	0.00	Approved	N/A
13	024-123-190, 024-123-200	450 El Camino Real; 460 El Camino Real	0.88	Commercial (C)	N/A	Corridor Mixed Use (CMU)	130	85%	85	12	-	-	97	DECRSP	N/A	0.04	Opportunity	N/A
14	024-123-130, 024-123-140	400 El Camino Real; 420 El Camino Real	0.84	Commercial (C)	N/A	Corridor Mixed Use (CMU)	130	85%	92	-	-	-	92	DECRSP	N/A	0.44	Opportunity	N/A

2023–2031 Housing Element

Chapter 7. Adequate Site Inventory Analysis and Methodology

Table 7-8 (Continued)

Site No.	APN	Address	Area (ac)	Existing ¹		Proposed ¹		Density Realism ²	Units					SP Area	SP Adoptn. Date ³	I:LV Ratio ⁴	Status	Dev. Agmt.
				Zoning	Max Density	Zoning	Max Density		VLI	LI	Mod.	Above Mod.	Total					
15	024-154-240	300 El Camino Real	0.12	Commercial (C)	N/A	Corridor Mixed Use (CMU)	130	93%	-	-	-	14	14	DECRSP	N/A	4.93	In Review	N/A
16	024-152-180	230 Broadway	0.05	Downtown Improvement Area (DIA)	N/A	Downtown Mixed Use (DMU)	50	200%	-	-	-	5	5	DECRSP	N/A	0.33	In Review	N/A
17	024-154-460, 024-337-010, 024-337-080, 024-337-090	150 Serra Ave.	3.60	Transit Oriented Development (TOD)	80	Same as Existing	80	169%	-	49	24	415	488	MSASP	11/24/98	0.25	Approved	Development Agreement
18	024-335-150	130-140 El Camino Real	0.23	Transit Oriented Development (TOD)	80	Same as Existing	80	164%	-	3	-	27	30	MSASP	11/24/98	0.21	In Review	Affordable Housing Requirement and Regulatory Agreement
19	024-181-080	300 Millbrae, Bldg. 6A	0.54	Transit Oriented Development (TOD)	80	Same as Existing	80	183%	24	55	-	-	79	MSASP	11/24/98	0.00	Approved	Affordable Housing Requirement and Regulatory Agreement
20	024-180-350	300 Millbrae, Bldg. 5B	2.68	Transit Oriented Development (TOD)	80	Same as Existing	80	149%	-	-	20	300	320	MSASP	11/24/98	0.67	Approved	Affordable Housing Requirement and Regulatory Agreement
21	024-334-150	39 El Camino Real	0.57	Residential Mixed Use (RMU)	60	Same as Existing	60	100%	-	-	34	-	34	MSASP	11/24/98	0.50	Opportunity	N/A
22	024-334-020, 024-334-030	15 El Camino Real; 9 El Camino Real	0.61	Residential Mixed Use (RMU)	60	Same as Existing	60	100%	-	-	36	-	36	MSASP	11/24/98	0.39	Opportunity	N/A
24	024-344-090	95 Murchison Dr.	3.10	Commercial (C)	N/A	Corridor Mixed Use (CMU)	130	85%	80	45	-	219	344	DECRSP	N/A	0.79	Opportunity	N/A
TOTAL									638	307	431	2,271	3,647					

¹ The City expects to adopt the Downtown and El Camino Real Specific Plan (DECRSP) as part of the 2040 General Plan by the end of 2022. The DECRSP will rezone parcels within its specific plan area to allow for increased densities. The City is using the proposed zoning and densities for purposes of this analysis and showing existing zoning for background, as allowed by HCD during a meeting with staff on July 29, 2022. See Section 7.3.4.2 of this Sites Inventory chapter for more information.

² For pending and entitled developments (Sites 6, 8, 12, and 15-20), "Density Realism" is based on the proposed development. For other sites, "Density Realism" is an assumption based on realized density of recent and proposed developments.

³ Neither of the specific plans have an expiration date. However, the MSASP does envision three phases of development with the final phase concluding in 2035.

⁴ The Improvement to Land Value Ratio represents a comparison of a parcel's improvement value to the land value. Typically, a low ratio would indicate a low improvement value in comparison to the value of the land, which can point to a need for development or improvement.

Source: City of Millbrae.

2023–2031 Housing Element

Chapter 7. Adequate Site Inventory Analysis and Methodology

Table 7-1. Summary of Sites Capacity

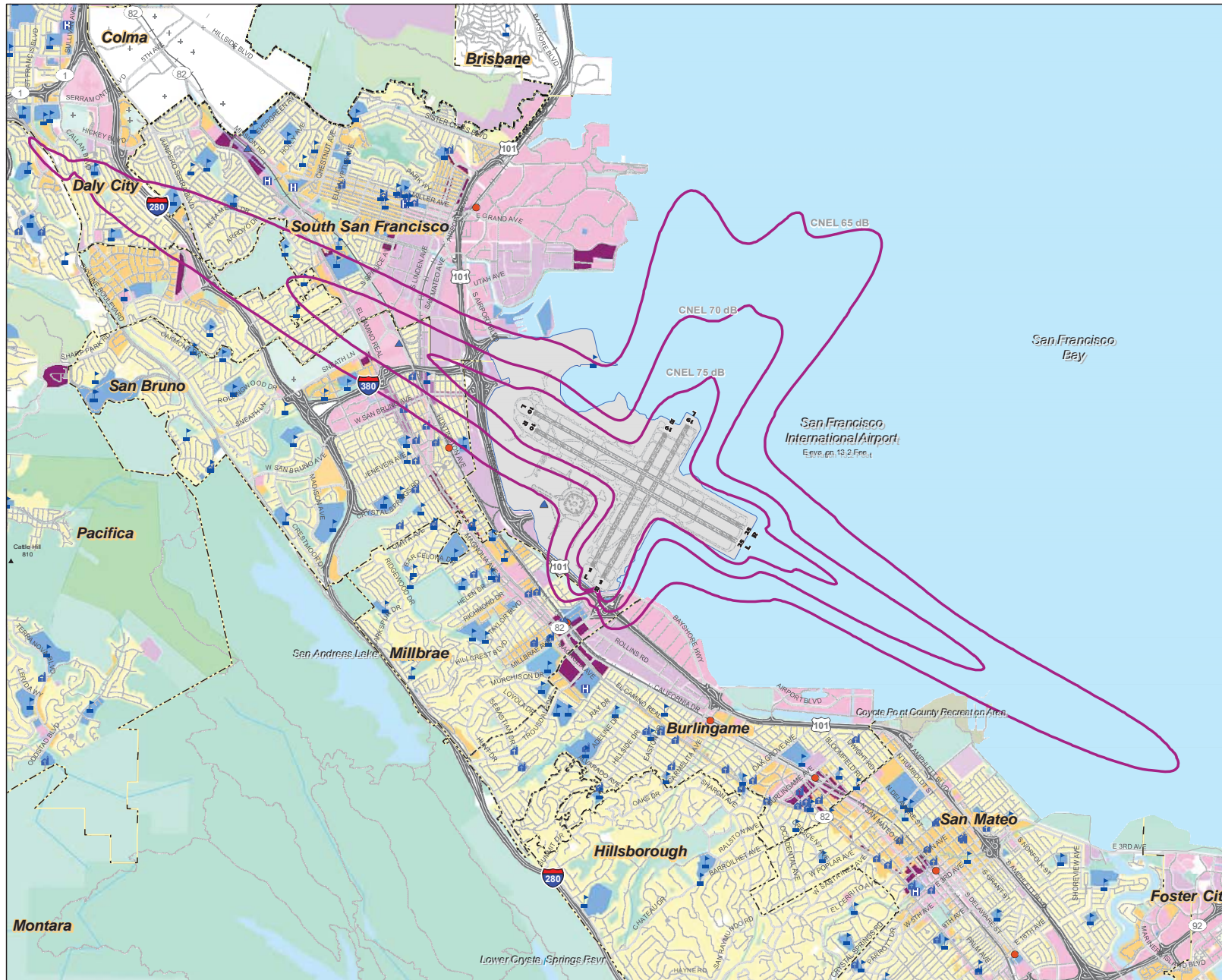
Proposed ¹		Existing ¹		# of Sites	Total Area (ac)	Net Units	Units		
Zoning	Max Density	Zoning	Max Density				Lower	Mod.	Above Mod.
Vacant				2	0.20	2	0	0	2
Single Family Residential (R-1)	9	Same as Proposed	9	2	0.20	2	0	0	2
Non-Vacant				24	35.64	3,747	994	431	2,322
Commercial (C)	N/A	Same as Proposed	N/A	1	0.67	99	49	0	50
Corridor Mixed Use (CMU)	130	Commercial (C)	N/A	8	11.75	1,271	420	0	851
Corridor Mixed Use (CMU)	130	Planned Development (PD)	N/A	2	7.83	868	295	0	573
Downtown Mixed Use (DMU)	50	Downtown Improvement Area (DIA)	N/A	1	0.05	5	0	0	5
Residential Mixed Use (RMU)	80	Commercial (C)	N/A	3	2.26	179	0	179	0
Residential Mixed Use (RMU)	80	Planned Development (PD)	N/A	2	4.22	337	99	138	100
Residential Mixed Use (RMU)	60	Same as Proposed	60	2	1.18	70	0	70	0
Single Family Residential (R-1)	9	Same as Proposed	9	1	0.63	1	0	0	1
Transit Oriented Development (TOD)	80	Same as Proposed	80	4	7.05	917	131	44	742
ADU Potential						112	68	33	11
TOTAL				26	35.85	3,861	1,062	464	2,335

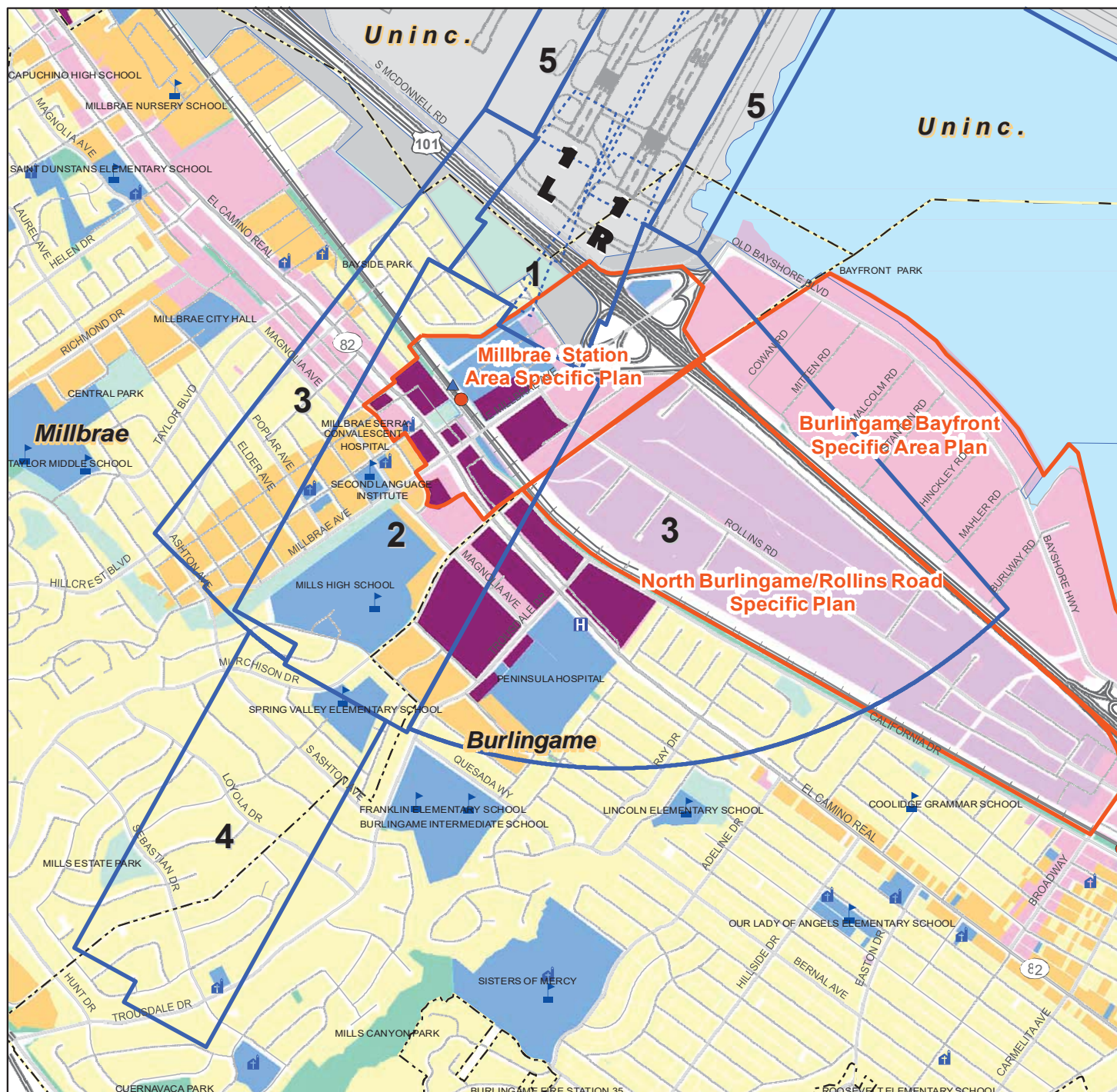
¹ The City expects to adopt the Downtown and El Camino Real Specific Plan (DECRSP) as part of the 2040 General Plan by the end of 2022. The DECRSP will rezone parcels within its specific plan area to allow for increased densities. The City is using the proposed zoning and densities for purposes of this analysis and showing existing zoning for background, as allowed by HCD during a meeting with staff on July 29, 2022. See Section 7.3.4.2 of this Sites Inventory chapter for more information.

Source: City of Millbrae.

7.2 Capacity Determination

Table 7-2, Capacity Determination, summarizes the City's determination that there is sufficient capacity to accommodate the City's RHNA by income and categorizes credits and sites by zoning, representing land suitable and available for residential development, as defined in California Government Code, Sections 65583.1 and 65583.2(a). A description of the methodology used to determine the capacity of sites is presented later in this Chapter.





LEGEND

Safety Compatibility Zones

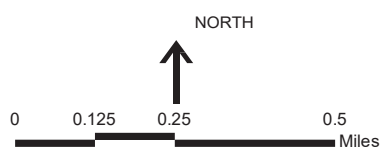
- 1 - Runway Protection Zone-Object Free Area
- 2 - Inner Approach/Departure Zone
- 3 - Inner Turning Zone
- 4 - Outer Approach/Departure Zone
- 5 - Sideline Zones
- Internal boundaries of ALP-defined areas
- Specific Plan Area
- Airport Property
- ▲ BART Station
- CALTRAIN Station
- 🏫 School
- 🕌 Place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

Planned Land Use Per General Plans

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

Sources:

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





San Francisco International Airport

February 13, 2023

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: Land Use Consistency Determination for the City of Millbrae 6th Cycle Housing Element Update, City of Millbrae

Thank you for notifying San Francisco International Airport (SFO or the Airport) of the City of Millbrae's (City) Application for Land Use Consistency Determination for its Draft 2023-2031 Housing Element (October 2022) (the Proposed Project) and the Airport Land Use Commission's (ALUC) pending land use consistency determination for the Proposed Project. We appreciate this opportunity to provide comments to the ALUC in evaluating potential land use compatibility issues for the Proposed Project.

The Housing Element is a state-mandated component of the City's General Plan and establishes goals, policies, and programs to help address the City's current and future housing needs. It is the City's blueprint for housing-related decisions and sets an action plan for how to meet housing goals over the coming years. The City's 6th Cycle Housing Element Update covers the eight-year planning period from 2023-2031.

The Airport has reviewed the City's Draft 2023-2031 Housing Element and has the following recommended revisions and comments focused on ensuring consistency with the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP).

- **Section 3.3.4.10 Height Limits (p. 3-29):** Revise to include the underlined text: "It should be noted that the City's height limits may be able to be exceeded either through density bonus or in exchange for community benefits that are provided to the City, except in cases where the additional height would conflict with the ALUCP."
- **Figure 3-4 Millbrae Station Area Specific Plan Height Limits (p. 3-30):** The note states "Height is measured using the height above exterior finished grade level per the definition of page 5.8..." but page 5.8 does not exist.
- **Section 3.3.4.11 San Francisco Airport Land Use Compatibility Plan:**
 - p. 3-31: Change July of 2012 to November of 2012.
 - pp. 3-31 and 32: Revise as follows: "This map was prepared to illustrate the critical aeronautical surfaces, which include those established in accordance with FAA Order 8260.38, Terminal Instrument Procedures (TERPS), and One Engine Inoperative (OEI) departures from ~~28L (to the west through San Bruno Gap)~~ Runways 19L and 19R (to the southeast). 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

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

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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 (Figure 3-6)."

- p. 3-32: Add the following statement to the end of the paragraph: "Note that the contour labels in Figure 3-6 show elevations above mean sea level (MSL), as defined by the origin of the North American Vertical Datum of 1988 (NAVD88). Heights above the existing ground level are shown for informational purposes only as the MSL NAVD88 elevations are the controlling surfaces regardless of ground level. New facilities proposed in this area must also receive a Determination of No Hazard from the Federal Aviation Administration (FAA). This is a parallel process to the local Airport Land Use Compatibility determination. Receipt of a Determination of No Hazard does not imply compatibility with the Airport Land Use Compatibility Plan."
- p. 3-33 and 3-34, Revise section with updated status of the determination of consistency of the draft General Plan and Specific Plan with the ALUCP, as reference is to a final decision *expected* in October 2022.
- Include language consistent with the SFO ALUCP indicating that the entire City is within Airport Influence Area (AIA) A, *Real Estate Disclosure Area*, and AIA B, *Policy/Project Referral Area* and therefore, all proposed land use policy actions – including new general plans, specific plans, zoning ordinances, plan amendments and re-zonings, and land development proposals – shall be reviewed by the ALUC.
- Include language noting that portions of the City are located within the Noise Compatibility Zones defined by the ALUCP. As such, proposed land uses within the Airport noise compatibility zones shall be evaluated according to the noise/land use compatibility criteria provided in Table IV-1 of the ALUCP. The criteria identify the maximum acceptable airport noise levels, described in terms of Community Noise Equivalent Level (CNEL), for the indicated land uses.
- Include language noting that portions of the City are located within Safety Compatibility Zones 1, 2, 3 and 4 as defined by the ALUCP. The land use compatibility criteria for safety are set forth in Table IV-2 of the ALUCP and identify uses that are incompatible and uses that should be avoided in each zone.

* * *

Susy Kalkin
February 13, 2023
Page 3 of 3

The Airport appreciates your consideration of these comments for inclusion in the ALUC's Land Use Consistency Determination for the Proposed Project. If I can be of assistance, please do not hesitate to contact me at (650) 821-6678 or at nupur.sinha@flysfso.com.

Sincerely,

DocuSigned by:

Nupur Sinha

7D552AE8A4CE485...

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

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