

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AIRPORT LAND USE COMMITTEE (ALUC) AGENDA

Date: Thursday, May 25, 2023	Join by Zoom Meeting: https://us02web.zoom.us/j/82978119215?pwd=Vzh5dGI1NIBDSC9SZ2d3SUpxMno3UT09
Time: 4:30 p.m.	
Location: Burlingame Community Center 850 Burlingame Avenue Burlingame, CA	Zoom Meeting ID: 829 7811 9215 Password: 861784 Join by Phone: (669) 900-6833

HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE

This meeting of the Airport Land Use Committee will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

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- | | | |
|--|--|--------|
| 1. Call to Order/Roll Call | Action
(O'Connell) | |
| 2. Public Comment on Items not on the Agenda | Limited to 2
minutes per
speaker | |
| 3. Approval of Minutes – April 27, 2023 | Action
(O'Connell) | Page 1 |
| 4. San Carlos Airport Land Use Compatibility Plan
Consistency Review – Proposed 242-unit multi-family
residential development at 11 El Camino Real, San
Carlos. | Action
(Kalkin) | Page 6 |

- | | | |
|---|-------------------------|---------|
| 5. San Francisco International Airport Land Use Compatibility Plan Consistency Review – Burlingame Draft 2023-2031 Housing Element. | Action
(Kalkin) | Page 26 |
| 6. Member Comments/Announcements | | |
| 7. Items from Staff | Information
(Kalkin) | |
| 8. Adjournment – <i>Next regular meeting – June 22, 2023</i> | | |

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

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

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PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County 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.

ADA Requests: 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.

PUBLIC PARTICIPATION DURING HYBRID MEETINGS: During hybrid meetings of the ALUC, members of the public may address the Committee as follows:

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.

In Person Participation

1. Persons wishing to speak should fill out a speaker's slip provided in the meeting room. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to the C/CAG staff who will distribute the information to the Committee members.
2. Public comment is limited to two minutes per speaker.

Remote Participation

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

April 27, 2023

1. Call to Order/Roll Call

Chair O'Connell called the meeting to order at 4:35 pm. The attendance sheet is attached.

2. Public Comment on items not on the Agenda – None

3. Minutes of the March 23, 2023 Meeting

Motion: Member DiGiovanni moved, and Member Sturken seconded, approval of the March 23, 2023, minutes. Motion carried (9-0-0) by the following voice vote: AYE - Members DiGiovanni, Sullivan, Cahalan, Sturken, Venkatesh, Nicolas, Ford, Branscomb, and Chair O'Connell. NO – none. ABSTAIN – none.

4. San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed life science/research & development project, including a related rezoning request, for a property at 841 Old County Road, San Carlos.

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

Motion: Member Nicolas moved, and Member Sullivan seconded, approval of the staff recommendation. Motion carried (10-0-0) by the following voice vote: AYE - Members DiGiovanni, Sullivan, Cahalan, Sturken, Medina, Venkatesh, Nicolas, Ford, Branscomb and Chair O'Connell. NO – none. ABSTAIN – none.

5. San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed life science/research and development project, including a related Rezoning request, for a property at 642 Quarry Road, San Carlos.

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

Chair O'Connell noted that in the absence of criteria in the ALUCP staff was presenting recommendations with regard to the compatibility of childcare in the safety zone and asked whether the Committee would be in any legal jeopardy if an accident were to occur. C/CAG Executive Director Charpentier responded that, as indicated in the staff report, there is a wide range of approaches to treating this use in Safety Zone 6, and our interpretation is generally consistent with some of those approaches as well as with guidance provided in the Caltrans Airport Land Use Planning Handbook. He further noted that County Counsel has advised that there is statutory authority that exempts committee members from the type of claim described by the Chair.

Member Ford urged the Committee to not support the childcare component due to potential hazards associated with being so close to the airport.

Member Nicolas noted that Safety Zone 6 was described in the staff report as an area where the risk of accidents is considered relatively low, and requested clarification.

Patrick Hickman, ESA Airports, responded that Caltrans describes the level of risk associated with Safety Zone 6 as relatively low. He noted that Caltrans' recommendations for use compatibility generally fall into four categories: allow, limit, avoid and prohibit; and that Caltrans recommends childcare facilities be limited, rather than avoided or prohibited, in Zone 6. He further noted that the analysis in the staff report supports that the proposed childcare facility is limited in scope – it is an ancillary use, has limited square footage, and primarily intended to serve children of employees of the life science complex.

Committee members discussed the 'risk level' associated with Safety Zone 6, with the consultant and Airport Director noting that according to Caltrans the safety zone accounts for ~ 18-29% of accidents, on a nationwide basis, not localized information. Some members were concerned that current accident data from San Carlos Airport was not presented. Gretchen Kelly, San Carlos Airport Director, responded that the accident data for San Carlos Airport would be much lower than 18-29%, but did not have the specific numbers available.

Chair O'Connell noted that this is somewhat of a gray area, but staff and the consultant have provided an analysis and recommendation that childcare can be determined to be compatible in this specific instance, and we don't have other data suggesting to the contrary.

Lisa Costa Sanders, San Carlos staff, noted childcare is a very high priority for the City of San Carlos. She voiced significant concern that the Committee might find all childcare use inconsistent within Safety Zone 6, explaining that this is a very large area encompassing most of San Carlos, including the downtown, El Camino Real, and most other commercial and industrial properties. If San Carlos is unable to provide childcare within Safety Zone 6, it would really be precluded throughout the community.

Gretchen Kelly, noted that most ALUC decisions are black and white, but this is somewhat gray. She urged that Committee members always prioritize safety.

Member Sturken noted his understanding about the safety concerns under discussion, but also noted discomfort with the precedent of creating a blanket preclusion that would restrict childcare in a broad swath of San Carlos, especially without input from the San Carlos ALUC member.

Motion: Member Medina moved, and Member Nicolas seconded, approval of the staff recommendation, with a notation to the C/CAG Board that the Committee has concern about childcare in Safety Zone 6. Motion carried (6-2-1) by the following roll call vote: AYE - Members DiGiovanni, Cahalan, Sturken, Medina, Nicolas and Chair O'Connell. NO - Members Ford and Branscomb. ABSTAIN - Member Sullivan.

6. San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed mixed-use project comprised of 480-unit residential units and a 2-story commercial athletic club on property located at 557 E. Bayshore Road, Redwood City.

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

Member Ford commented that every plane landing at San Carlos Airport will fly over this property and advised the Committee that the San Carlos Pilots Association had submitted an objection to the overall development, including the residential component, due to concerns that future residents would complain about airport impacts. With the amount of air traffic over the site she did not support either residential or childcare use.

Member Nicolas responded that in her community (South San Francisco) many multi-family units have been constructed in noise impact areas, but new construction methods have resulted in big improvements in sound insulation, and she assumed that similar insulation would be utilized in the proposed project.

Chair O'Connell clarified that the project area, while it may be subject to aircraft overflight noise, does not fall within the noise impact area, so is outside of the Committee's purview for noise compatibility.

Gretchen Kelly, San Carlos Airport Director, noted that although it might not be reflected on the ALUCP exhibit, the project sponsor should verify the need to file Form 7460-1 with the FAA since there are multiple airspace protection surfaces in the vicinity.

Motion: Member Sturken moved, and Member Nicolas seconded, approval of the staff recommendation. Motion carried (7-2-0) by the following roll call vote: AYE - Members DiGiovanni, Sullivan, Cahalan, Sturken, Medina, Nicolas and Chair O'Connell. NO - Members Ford and Branscomb. ABSTAIN - none.

7. San Carlos Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Proposed mixed-use development comprised of affordable housing, office and childcare at 1125 Arguello Street, Redwood City.

Member Sturken noted he would be recusing himself from participation on the item per FPPC provisions, as his residence is likely within 1000 feet of the project. C/CAG Executive Director Charpentier suggested Item 8 be heard before item 7, so that Member Sturken could leave the meeting after Item 8 was concluded.

8. San Carlos Airport Land Use Compatibility Plan Consistency Review – Review of General Plan Land Use Map, Municipal Code and Zoning Code Amendments implementing the Redwood City Housing Element.

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

Member Ford commented that some of the proposed amendments appear to include exceptions that would allow marginalized populations to be introduced into areas directly beneath the flight paths and felt this was inappropriate. Staff noted that the amendments are largely comprised of rezonings and text amendments that don't address particular populations or communities of people.

Gretchen Kelly, San Carlos Airport Director, noted that she appreciates the need for both affordable housing and childcare, but reiterated that where there is discretion that the ALUC prioritize protecting the community safety-wise. She also noted that while pilots are

typically flying the noise abatement procedures that have been worked out, many of the new residents being introduced into the area continue to complain about airport impacts that preexist their residences, leading to a lot of frustration for airport users and operators. She reiterated that more housing will lead to more noise complaints.

Chair O'Connell noted that with the requirements from the state to update housing elements to accommodate ever increasing numbers of units, there is limited land available, so cities are forced to look at all available options.

Motion: Member Medina moved, and Member Sturken seconded, approval of the staff recommendation. Motion carried (6-2-1) by the following voice vote: AYE - Members DiGiovanni, Cahalan, Sturken, Medina, Nicolas and Chair O'Connell. NO – Members Ford and Branscomb. ABSTAIN – Member Sullivan.

Member Sturken recused himself on Item 7 and left the room.

7. San Carlos Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Proposed mixed-use development comprised of affordable housing, office and childcare at 1125 Arguello Street, Redwood City.

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

Motion: Member DiGiovanni moved, and Member Medina seconded, approval of the staff recommendation. Motion carried (5-2-1) by the following voice vote: AYE - Members DiGiovanni, Cahalan, Medina, Nicolas and Chair O'Connell. NO – Members Ford and Branscomb. ABSTAIN – Member Sullivan.

9. Member Comments/Announcements

None

10. Items from Staff

Executive Director Charpentier noted C/CAG's strong support for the cities' efforts to update their Housing Elements and wanted to acknowledge Ms. Kalkin's extra efforts to work with the cities to meet their compressed timelines.

11. Adjournment

The meeting was adjourned at 6:10 pm.

2023 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Jan	Feb	Mar		Apr					
				In-person	AB2449						
Terry O'Connell	City of Brisbane	X	X			X					
Ricardo Ortiz	City of Burlingame	X	X								
Pamela DiGiovanni	City of Daly City		X	X		X					
Patrick Sullivan	City of Foster City	X arrived 5:00	X	X		X					
Robert Brownstone	City of Half Moon Bay										
Angelina Cahalan	City of Millbrae	X	X	X		X					
Christopher Sturken	City of Redwood City	X	X	X		X					
Tom Hamilton	City of San Bruno	X	X	X		Y arrived 4:50					
Adam Rak/ Pranita Venkatesh*	City of San Carlos			X arrived 5:10		X					
Warren Slocum	County of San Mateo & Aviation Rep.										
Flor Nicolas	City of South San Francisco	X	X			X					
Carol Ford	Aviation Rep.	X			X	X					
Chistopher Yakabe	Half Moon Bay Pilots Assn.	Y arrived 4:45	X	Y		Y					

* Pranita Venkatesh appointed 2/27/2023

X - Committee Member Attended

Y - Designated Alternate Attended

Staff and guests in attendance for the April 27, 2023, meeting: Susy Kalkin, Sean Charpentier, and Kim Springer, C/CAG staff; Patrick Hickman, ESA Airports; Gretchen Kelly, San Carlos Airport Mgr; Lisa Costa Sanders, San Carlos staff; John Francis and Ryan Kuchering, Redwood City staff; Tamsen Plume, Marian Lee, G. Ceridono

C/CAG AGENDA REPORT

Date: May 25, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed 242-unit multi-family residential development at 11 El Camino Real, San Carlos.

(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 the proposed 242-unit multi-family residential development at 11 El Camino Real, San Carlos, is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following condition:

- Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Carlos an FAA “Determination of No Hazard”.
- The City of San Carlos shall require that the project sponsor comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.
- The City of San Carlos shall require that the project sponsor comply with the Overflight Notification Requirements outlined in Overflight Policy 2 of the San Carlos ALUCP, as amended in October 2022. Final project approval shall include a condition to incorporate a recorded ‘Overflight Notification’ on any residential parcel as a condition of approval in order to provide a permanent form of overflight notification to all future property owners. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)

BACKGROUND

San Carlos is processing an application for redevelopment of a 2.2-acre property at 11 El Camino Real, currently occupied by a CVS Pharmacy. The proposal includes demolition of existing site improvements and construction of a 6-story, 242-unit multi-family residential development above a subterranean parking level.

The project falls within Airport Influence Area (AIA) B, the Project Referral Area for San Carlos Airport and is subject to ALUC review pursuant to California Public Utilities Code (PUC) Section 21676.5(a), as San Carlos has not yet brought its General Plan and Zoning Ordinance into compliance with the ALUCP. Accordingly, San Carlos has referred the subject project for a determination of consistency with the San Carlos ALUCP.

DISCUSSION

I. ALUCP Consistency Evaluation

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

(a) Noise Policy Consistency

The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP.

As shown on San Carlos ALUCP Exhibit 4-2, **Attachment 2**, the subject property lies outside the bounds of the 60 dB CNEL contour and, therefore, the project is consistent with the San Carlos ALUCP noise policies and criteria.

(b) Safety Policy Consistency

Runway Safety Zones - The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on San Carlos ALUCP Exhibit 4-3, **Attachment 3**, the project site is located within Safety Zone 6. Per San Carlos ALUCP Safety Policy 2, new residential development within Safety Zone 6 is compatible and is not restricted for safety reasons.

(c) Airspace Protection Policy Consistency

Structures Heights

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.

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower or (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 the filing of Form 7460-1.

The proposed structure would have a maximum height of approximately 115 ft. above mean sea level (AMSL). As shown on San Carlos ALUCP Exhibit 4-4, **Attachment 4**, the Part 77 Airspace Protection Surface lies at approximately 155 ft AMSL, so the proposed project would be below this surface, in compliance with the Airspace Protection policies of the ALUCP. However, as shown on San Carlos on ALUCP Exhibit 4-4a, **Attachment 5**, the proposed project is located in an area that requires filing of Form 7460-1 with the FAA for its review and hazard determination. As a result, the following condition is recommended:

- Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Carlos 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 Airspace Protection Policy 6, 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; or
- 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 proposed project does not include any features that would present unusual hazards to air navigation and therefore is determined to be compatible with Airspace Protection Policy 6.

(d) Overflight Compatibility Consistency

The San Carlos ALUCP contains two policies regarding overflight compatibility which are generally “buyer awareness” measures focused on informing prospective buyers and/or tenants of property within the vicinity of an airport about the airport’s impact on the property. Overflight Policy 1 – *Real Estate Transfer Disclosure*, requires that a notice of potential for overflights be included among the disclosures made during real estate transactions. Overflight Policy 2 – *Overflight Notification Zone 2* requires that all new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 (AIA B) incorporate a recorded overflight notification requirement as a condition of approval.

The Project Area is located within both the Airport Influence Area (AIA) A & B boundaries for San Carlos Airport, so is subject to the requirements of both Overflight Policies. As neither the application

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 11 El Camino Real, San Carlos

Date: May 25, 2023

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materials nor San Carlos' municipal code address these requirements, the following conditions are recommended:

- The City of San Carlos shall require that the project sponsor comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.
- The City of San Carlos shall require that the project sponsor comply with the Overflight Notification Requirements outlined in Overflight Policy 2 of the San Carlos ALUCP, as amended in October 2022. Final project approval shall include a condition to incorporate a recorded 'Overflight Notification' on any residential parcel as a condition of approval in order to provide a permanent form of overflight notification to all future property owners. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)

ATTACHMENTS

1. ALUCP application, together with related project description and exhibits.
2. San Carlos ALUCP Exh. 4-2 – Future Conditions (2035) Aircraft Noise Contours
3. San Carlos ALUCP Exh. 4-3 – Safety Zones.
4. San Carlos ALUCP Exh. 4-4 – Airspace Protection Surfaces
5. San Carlos ALUCP Exh. 4-4b – FAA Notification Reqs.



April 10, 2023

Rucha Dande
Senior Planner
City of San Carlos
600 Elm Street
San Carlos, CA 94070

Via Email

RE: 11 El Camino Real Project (PLN2023-0004) – Airport Land Use Consistency Determination Application

Dear Rucha:

On behalf of SummerHill Apartment Communities, please find a partially completed application for Land Use Consistency Determination by the San Mateo County Airport Land Use Commission for the 11 El Camino Real project attached for your completion and submission to the Airport Land Use Commission. Attached to this email are the following:

- Selected Sheets from the Project plans
- Sheet C4.0 Preliminary Grading Plan indicating maximum heights, dated March 15, 2023
- Project Description dated March 16, 2023
- Selected exhibits from the Final Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport, edited to indicate the project's location. These include:
 - Exhibit 4-1: Existing Conditions Airport Noise Contours
 - Exhibit 4-2: Future Conditions (2035) Aircraft Noise Contours
 - Exhibit 4-3: San Carlos Airport Safety Zones
 - Exhibit 4-4: San Carlos Airport Part 77 Airspace Protection Surfaces
 - Exhibit 4-4(a): FAA Notification Form 7460-1 Filing Requirements
 - Exhibit E-3: Future (2035) Noise Contours - North

Item 1 of the application for Land Use Consistency Determination states that adequate information should be submitted to establish the relationship of the project to the three areas of Airport Land Use: Noise, Safety, and Airspace Protection. The following describes the relationship between the project and each of these three areas:

Noise: Please see Exhibit 4-1: Existing Conditions Airport Noise Contours, Exhibit 4-2: Future Conditions (2035) Aircraft Noise Contours, and Exhibit E-3: Future (2035) Noise Contours – North. The project's location has been added to each of the exhibits, demonstrating that the project is outside the 60 dB contour in present and future scenarios.

Safety: Please see Exhibit 4-3: San Carlos Airport Safety Zones on which the project's location has been added. As shown in the attached, the project is in "Zone 6 – Traffic Pattern Zone". Multifamily apartments are a permitted use in Zone 6.

Airspace Protection: Please see the attached Exhibit 4-4: San Carlos Airport Part 77 Airspace Protection Surfaces to which the project's location has been added. Exhibit 4-4 indicates that the horizontal surface over the project site is 155' above mean sea level (AMSL). Project Plan Sheet A2.7 "Façade Exhibit" shows

that the highest point on the project is approximately 115' AMSL. As the project does not penetrate the horizontal surface, the project does not pose an airspace protection hazard.

Items 2-4: Items 2-4 on the application are regarding Real Estate Disclosure requirements, environmental documentation, and other required documentation. The project has submitted Requests for Determination from the FAA using form 7460-1. No response has been received yet. No additional documentation is expected to be necessary for this application.

Please let me know if you have any questions or require additional information as you review our application. I can be reached by email at RNorris@shapartments.com or by phone at (650) 842-2411.

Thank you,

A handwritten signature in blue ink, appearing to read "Rich J. Norris".

Richard Norris
Director of Development

CC: Elaine Breeze, SummerHill Apartment Communities
Michelle Markiewicz, SummerHill Apartment Communities

11 EL CAMINO REAL

SAN CARLOS, CA



PROJECT TEAM

Applicant



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Dry Utility

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PvSL1 Private Street Lighting Title Sheet
PvSL2 Private Street Lighting Site Plan
PubSL1 Public Street Lighting Title Sheet
PubSL2 Public Street Lighting Site Plan
Lighting Analysis



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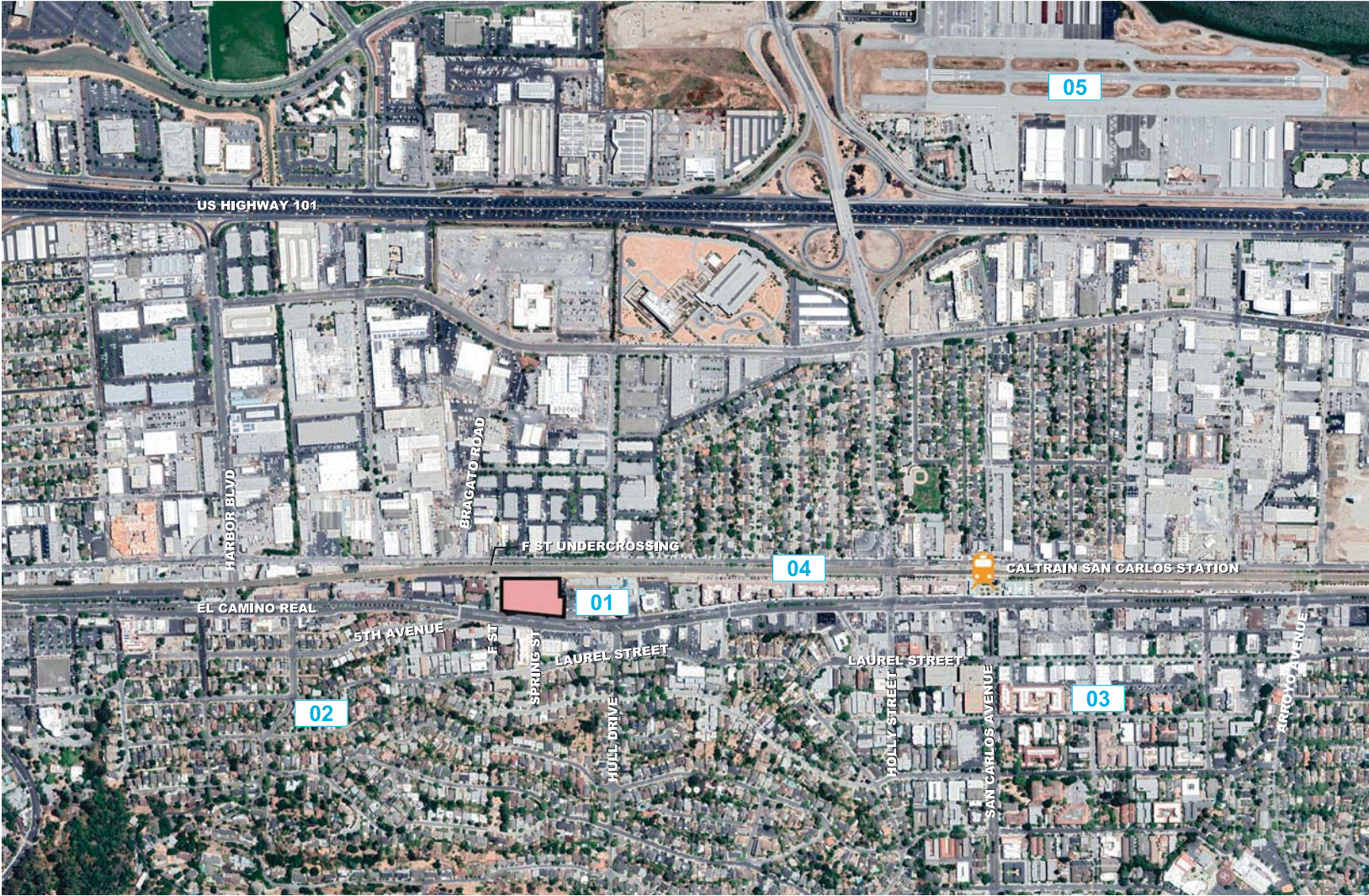
11 El Camino Real
SAN CARLOS # 2021-0216

**PLANNING APPLICATION
SECOND SUBMITTAL**
MARCH 15, 2023

TITLE SHEET & INDEX

A0.0

VICINITY MAP N.T.S.



LEGEND:

- Project Site
- Caltrain Station
- 01 San Carlos Plaza
- 02 Belmont
- 03 Downtown San Carlos
- 04 Caltrain Line
- 05 San Carlos Airport



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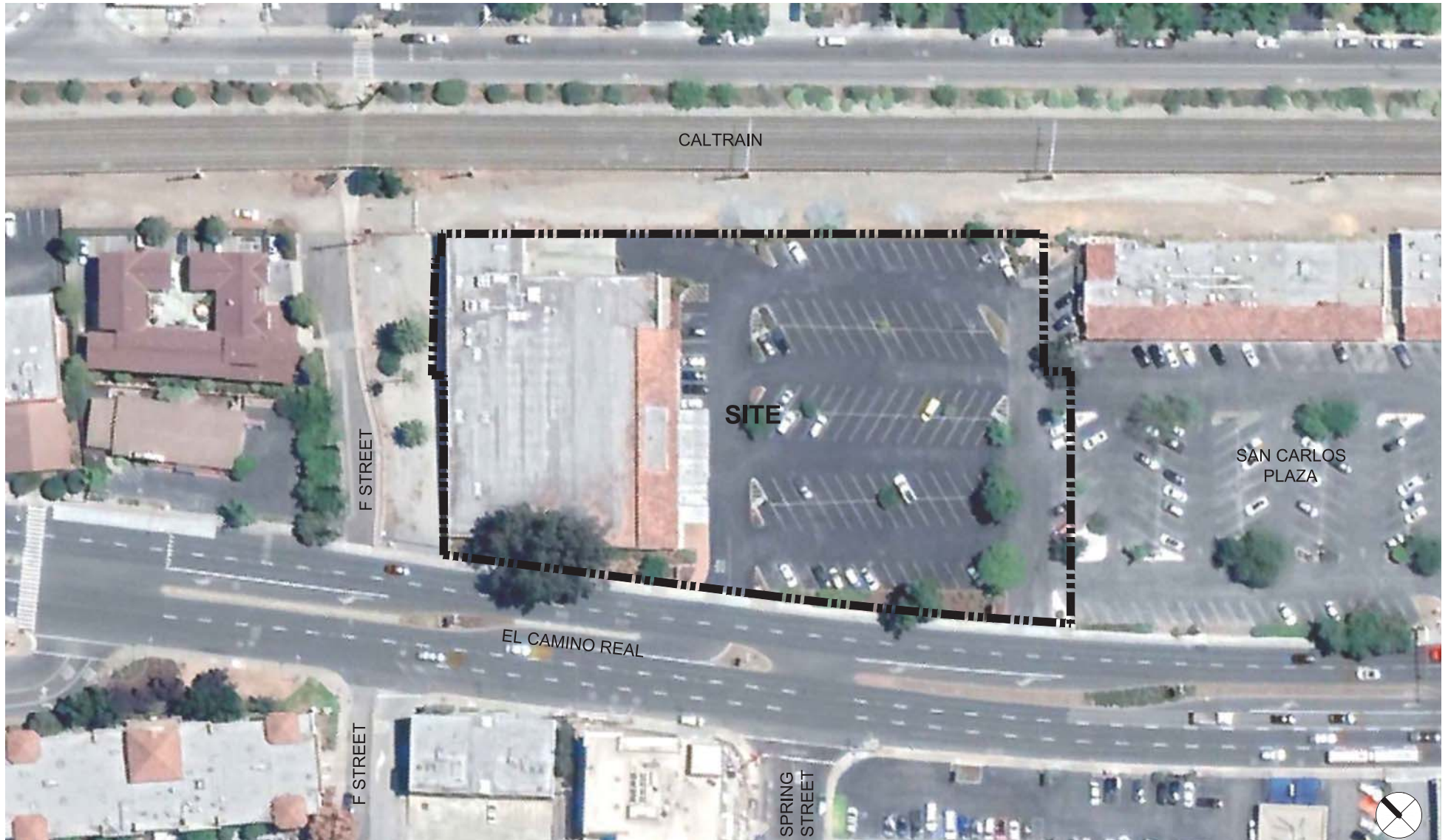
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SAN CARLOS # 2021-0216

PLANNING APPLICATION
SECOND SUBMITTAL
MARCH 15, 2023

NEIGHBORHOOD CONTEXT

A0.1



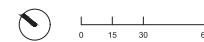
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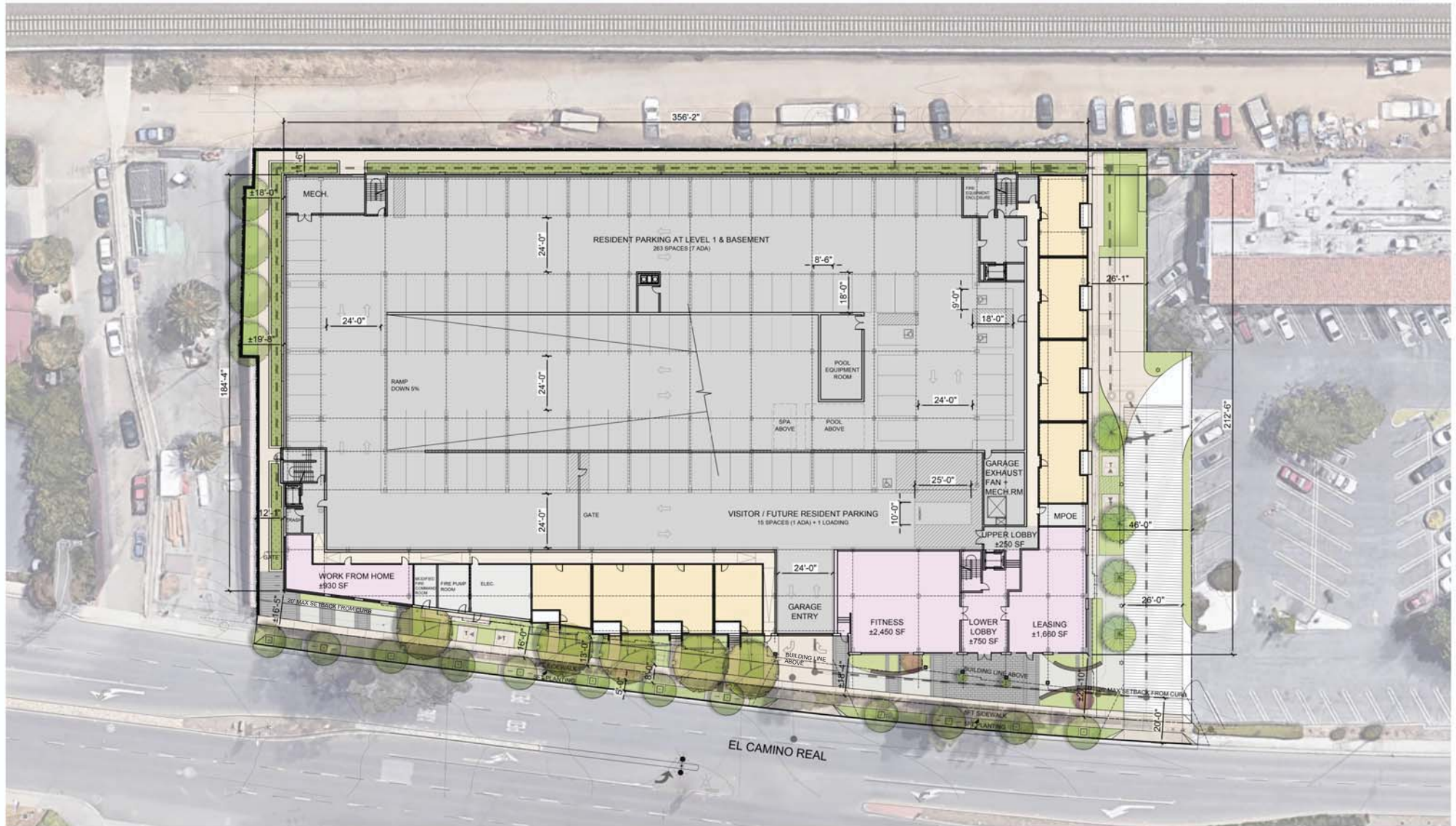
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EXISTING SITE

A0.2



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SITE PLAN
Level 1

A1.0



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MARCH 15, 2023



SITE PLAN
Level 2: PODIUM

A1.1



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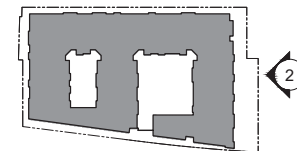
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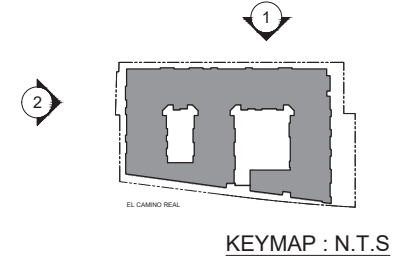
CONCEPTUAL PERSPECTIVE

A2.0





2. North Elevation



- Material Legend:**
1. Lap Siding
 2. Stucco
 3. Brick
 4. Storefront
 5. Vinyl Window
 6. Metal Panel Railing
 7. Metal Vertical Railing
 8. Metal Awning
 9. Concrete
 10. Glass Railing
 11. Metal Screen



1. East Elevation



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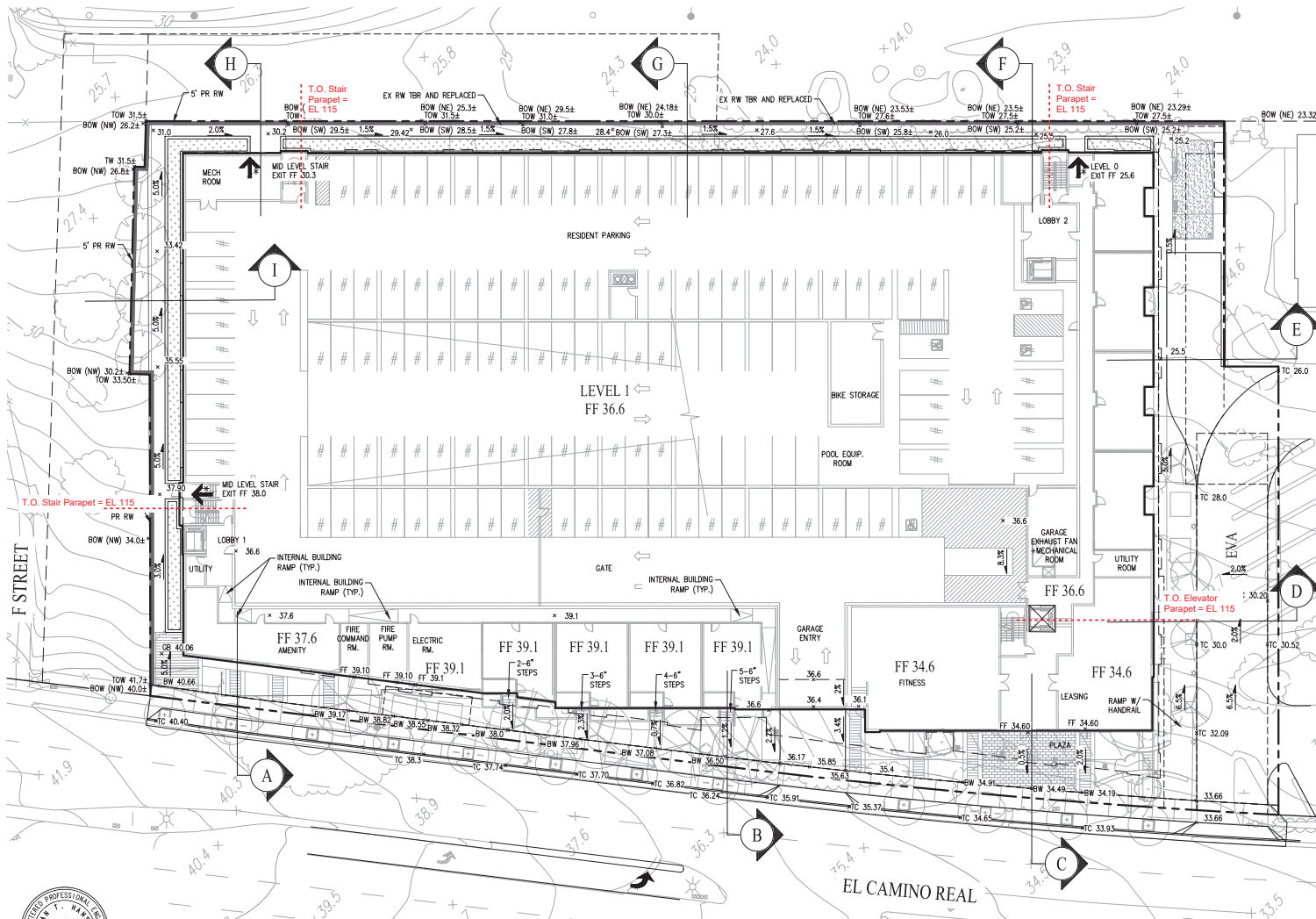
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SECOND SUBMITTAL
MARCH 15, 2023

0 8 16 32

BUILDING ELEVATIONS

A2.6



LEGEND

- MID LEVEL/LEVEL 0 EXIT FF
- SPOT ELEVATION
- SLOPE
- INTERNAL BUILDING RAMP
- ELEVATOR
- PROPOSED RETAINING WALL

ABBREVIATIONS

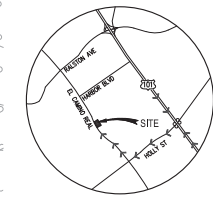
- BOW BOTTOM OF WALL
- BW BACK OF WALK
- EG EXISTING GRADE
- EX EXISTING
- FF FINISHED FLOOR
- FG FINE GRADE
- HP HIGH POINT
- LP LOW POINT
- L/S LANDSCAPE
- PAE PUBLIC ACCESS EASEMENT
- PR PROPOSED
- RW RETAINING WALL
- S/W SIDEWALK
- TBR TO BE REMOVED
- TC TOP OF CURB
- PR PROPOSED

ESTIMATED EARTHWORK SUMMARY⁽²⁾

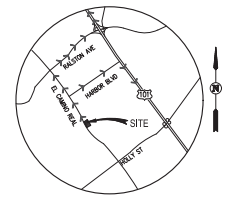
DESCRIPTION	CUT (CY)	FILL (CY)	NET (CY)
ROUGH GRADING	16,500	1,250	15,250 (C)

NOTES:

- PRELIMINARY EARTHWORK ASSUMED FOR FULL REMOVAL OF THE EXISTING PAVEMENT SECTION AND BUILDING FOUNDATION. ESTIMATED AT 6" AVERAGE ACROSS THE ENTIRE EXISTING SITE.
- ESTIMATED NUMBER OF OFFHAUL TRUCK LOADS IS EQUAL TO 1,017, ASSUMING A 15 CY TRUCK. HAUL ROUTE MAY UTILIZE BOTH THE NORTHBOUND AND SOUTHBOUND LANES ALONG EL CAMINO REAL DEPENDING ON THE CONTRACTORS DISCHARGE LOCATION. TRUCKS TRAVELING NORTHBOUND TO USE RALSTON AVENUE TO HWY 101 NORTHBOUND AND TRUCKS TRAVELING SOUTHBOUND TO USE HOLY STREET TO HWY 101 SOUTHBOUND.



TRUCK HAUL ROUTE TO SITE



TRUCK HAUL ROUTE FROM SITE

(NORTHBOUND 101) EXIT 101 OFF RAMP ONTO HOLLY ST WESTBOUND, THEN TURN RIGHT ONTO EL CAMINO REAL, CONTINUE ON EL CAMINO REAL TO THE SITE ENTRY.

(SOUTHBOUND 101) EXIT 101 OFF RAMP ONTO HOLLY ST WESTBOUND, THEN TURN RIGHT ONTO EL CAMINO REAL, CONTINUE ON EL CAMINO REAL TO THE SITE ENTRY.

(NORTHBOUND 101) EXIT THE SITE AND TAKE A RIGHT HAND TURN NORTHBOUND ALONG EL CAMINO REAL, CONTINUE NORTHBOUND AND TAKE A RIGHT TURN AT RALSTON AVENUE, CONTINUE TO THE 101 NORTHBOUND ON RAMP.

(SOUTHBOUND 101) EXIT THE SITE AND TAKE A RIGHT HAND TURN NORTHBOUND ALONG EL CAMINO REAL, CONTINUE NORTHBOUND AND TAKE A RIGHT TURN AT HARBOR BLVD, CONTINUE TO THE 101 SOUTHBOUND ON RAMP.



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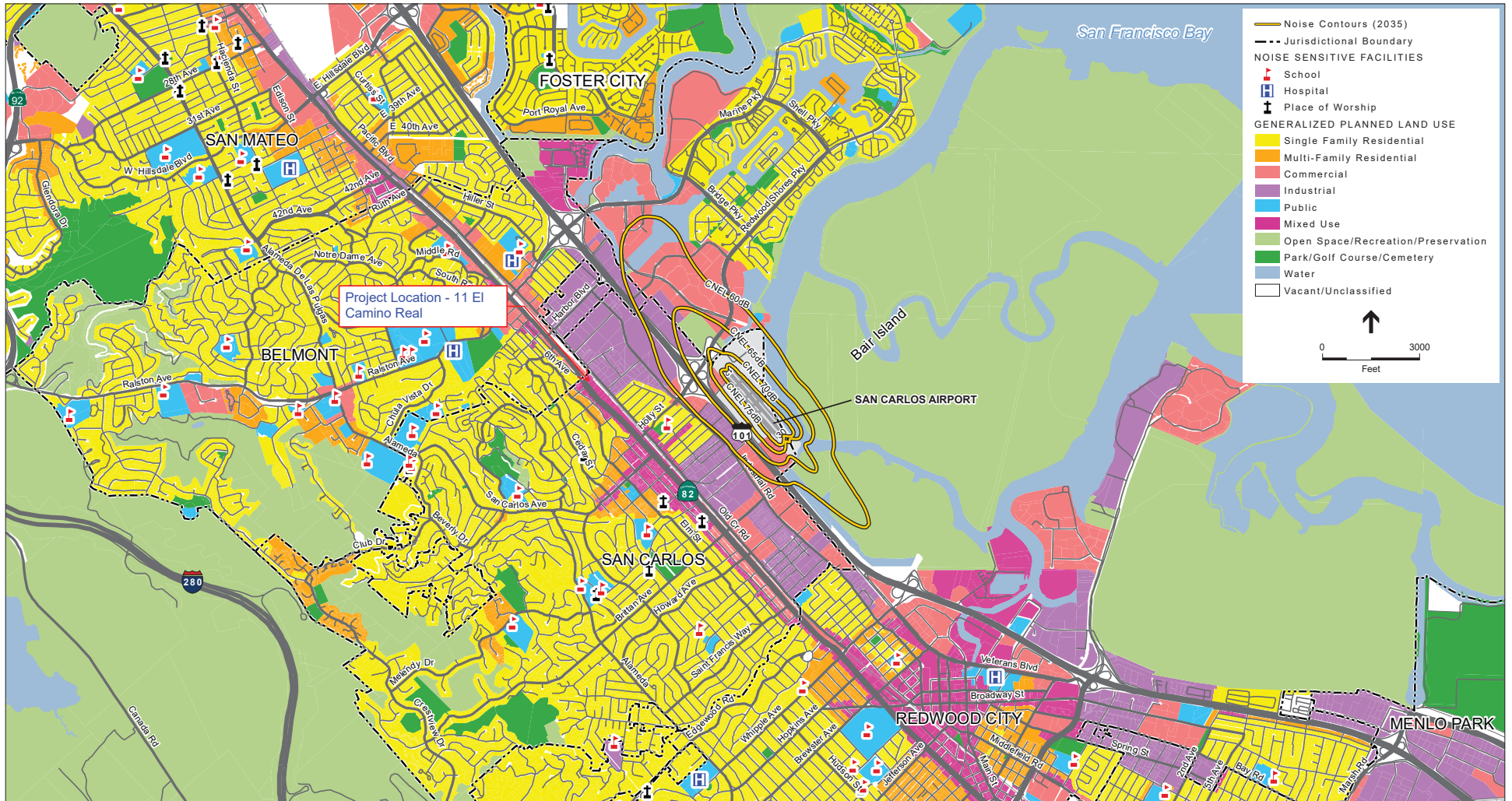
11 El Camino Real
SAN CARLOS # 2021-0216

PLANNING APPLICATION
MARCH 15, 2023



PRELIMINARY
GRADING PLAN

C4.0



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

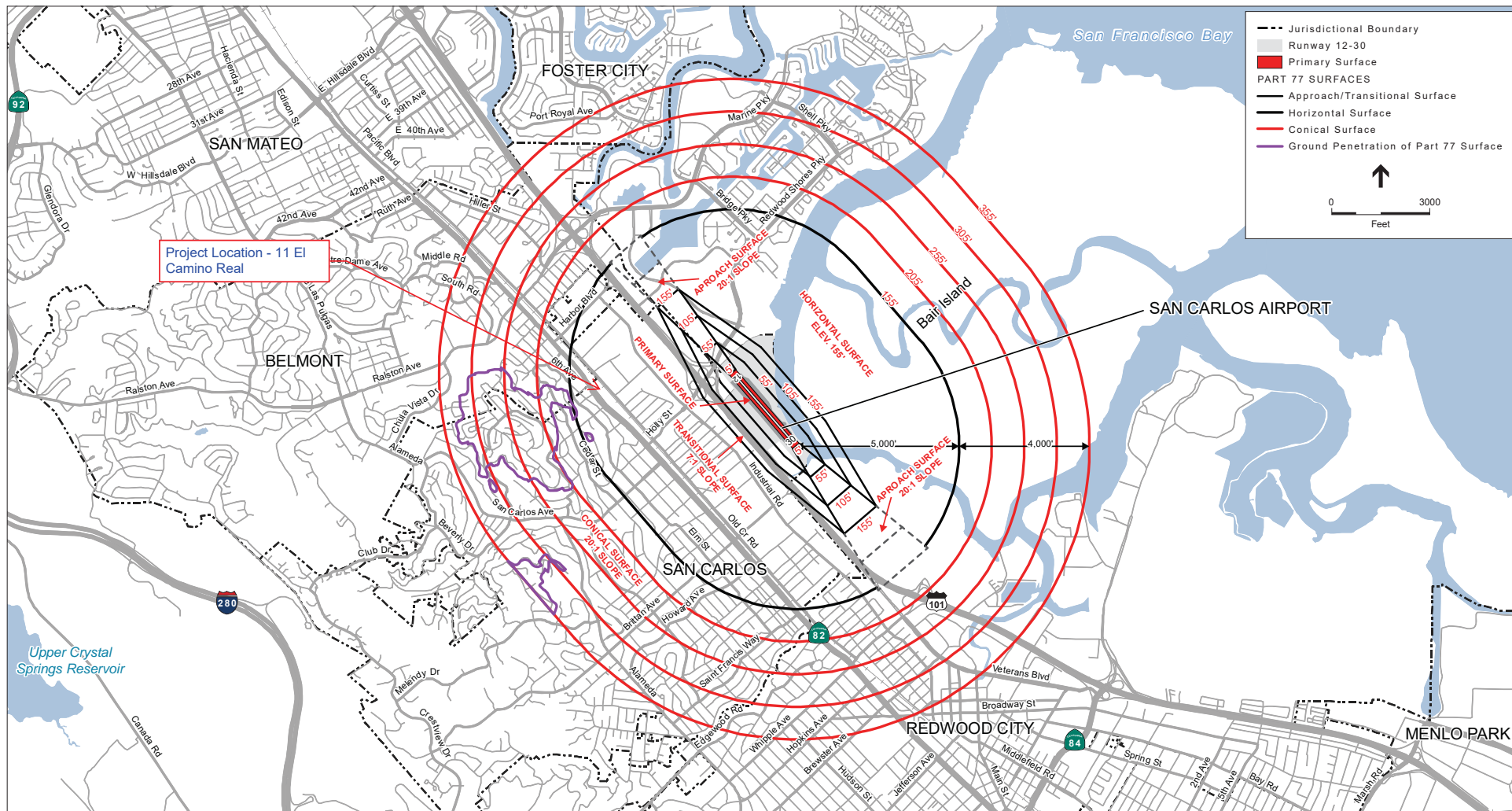
San Carlos Airport ALUCP . 130753

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

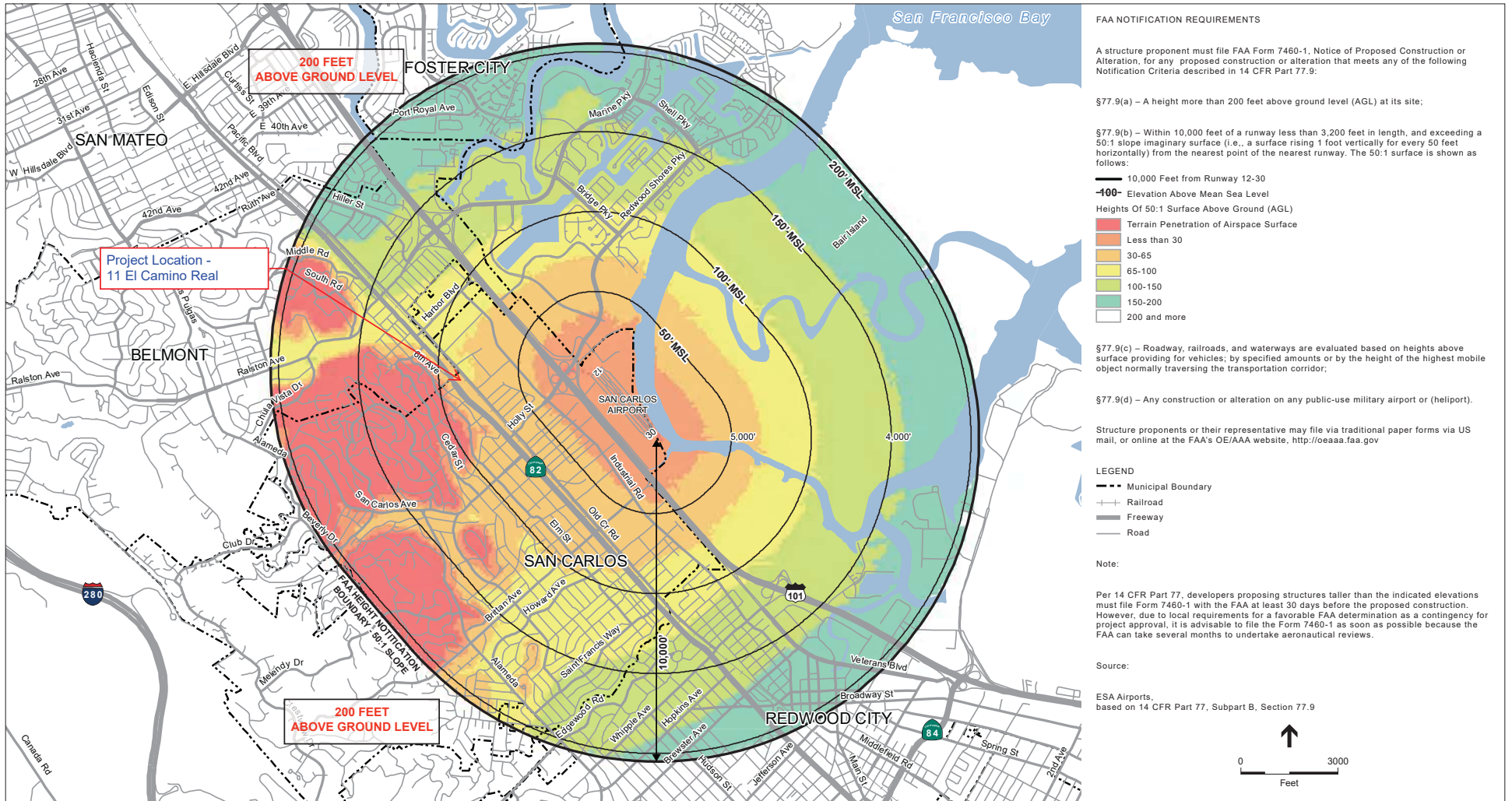
NOTE 1: All elevations on this exhibit are expressed in feet above mean sea level (MSL). The elevation of San Carlos Airport is 5 feet MSL.

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: May 25, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Land Use Compatibility Plan Consistency Review – Burlingame Draft 2023-2031 Housing Element

(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 Burlingame Draft 2023-2031 Housing Element Update (Draft Housing Element) is consistent with the policies of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), subject to the following condition:

- Prior to adoption, the Draft Housing Element shall be amended to modify the text on pg. HE-58, regarding FAA review, to expand the geographic reference to encompass both the North Burlingame and Rollins Road Mixed-Use zone districts.

BACKGROUND

Burlingame has referred its Draft Housing Element for a determination of consistency with relevant airport / land use compatibility criteria in the SFO ALUCP. The Draft Housing Element is subject to Airport Land Use Committee / Board review, pursuant to California Public Utilities Code (PUC) Section 21676(b), since nearly the entire community is located within Airport Influence Area B (AIA B), the Project Referral Area, for San Francisco International Airport.

The Draft Housing Element identifies goals, policies, and programs to address existing and projected housing needs and includes a list of housing opportunity sites. The Regional Housing Needs Allocation (RHNA) is the share of the Regional Housing Needs Determination assigned to each jurisdiction by the Association of Bay Area Governments (ABAG). In December 2021, ABAG adopted a Final RHNA Methodology, which was approved by the California Department of Housing and Community Development in January 2022. The proposed RHNA for Burlingame for this planning cycle is 3,257 units, though the city has opted to plan for 5,525 units to ensure an adequate buffer.

Burlingame has identified a range of potential housing project types to meet its RHNA requirements including:

Project Type	Unit count
Pipeline Projects	2,412
Accessory dwelling units	167
Key Vacant/Nonvacant Sites	2,946
Total	5,525

Attachment 1a identifies the location of the housing opportunity sites identified for development or redevelopment of mixed-use or residential projects that would be counted towards the City’s RHNA obligation. As depicted, the sites are primarily located in north Burlingame, within the Rollins Road and North Burlingame Mixed Use Districts, with several also located in the Downtown area.

Previous ALUC Reviews – Planning Policy Documents

It is noted that the City of Burlingame adopted a General Plan update in 2019 which was reviewed by the ALUC and determined to be conditionally compatible with the SFO ALUCP. A compilation of the ALUCP related policies included in the Burlingame General Plan is included as **Attachment 2** and encompasses all of the compatibility criteria.

Additionally, in October 2020, Burlingame amended its zoning ordinance related to two zone districts - the North Rollins Road Mixed Use District and the North Burlingame Mixed Use District, which were reviewed by the ALUC and determined to be compatible with the SFO ALUCP. At the time, Burlingame staff worked closely with both C/CAG and SFO Planning staff to incorporate language to address all ALUCP policy concerns. As described above, the majority of housing opportunity sites are located within these zone districts which have previously been determined consistent with the ALUCP, so have benefit of these earlier airport/land use compatibility efforts.

DISCUSSION

SFO ALUCP Consistency Evaluation

The SFO ALUCP includes policies regarding establishment of: A) an Airport Influence Area, with related real estate disclosure requirements and Airport Land Use Commission review authority; B) noise compatibility policies and criteria; C) safety policies and criteria; and D) airspace protection policies. The following sections briefly summarize these policies and describe how the Housing Element Update addresses each.

A) Airport Influence Area – The SFO ALUCP contains policies related to two Airport Influence Areas (AIAs), Area A and Area B. AIA A identifies the area where real estate disclosure requirements exist to identify proximity to SFO and potential annoyances or inconveniences that may result. AIA B is the project referral area, requiring formal action by the ALUC.

The Draft Housing Element is a component of the Burlingame General Plan. The Burlingame General Plan contains the following policies which ensure consistency with both AIA ALUCP policies:

CS-4.9: Airport Disclosure Notices

Require that all new development comply with real estate disclosure requirements of State law. Section 11010 of the Business and Professions Code requires people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property (Cal. Bus. and Prof. Code Section 110010(b)(13)).

CS-8.4: Airport Land Use Commission Review

Ensure all applicable plans and ordinances are reviewed by the City/County Association of Governments Board of Directors, acting as the San Mateo County's Airport Land Use Commission, for a determination of consistency with the most current Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, as required by State law.

B) Noise Policy Consistency Analysis – The SFO ALUCP contains Noise Compatibility Policies, which establish noise compatibility zones (defined by the CNEL 65, 70- and 75-dB contours), define land use compatibility criteria within these zones, and describe circumstances where the granting of an aviation easement is required.

The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. As shown on **Attachment 3**, the 65 dB CNEL extends over a small area in the northern portion of the Burlingame.

The Burlingame General Plan includes the following policy to ensure compatibility with the noise policies of the SFO ALUCP:

CS-4.8: Airport Noise Evaluation and Mitigation

Require project applicants to evaluate potential airport noise impacts if the project is located within the 60 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan). All projects shall be required to mitigate impacts to comply with the interior and exterior noise standards established by the Airport Land Use Compatibility Plan. Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the Airport Land Use Compatibility Plan) shall include the grant of an aviation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with Airport Land Use Compatibility Plan Policy NP-3 Grant of Aviation Easement.

Housing Element – Opportunity Sites

Two Housing Opportunity sites, shown on **Attachment 1a**, located in the Rollins Road/Burlingame City limit area, are located within the CNEL 65 dB airport noise contour, where residential use is conditionally compatible subject to grant of an aviation easement and required sound insulation to meet interior noise standard of 45dB. All of the other sites are located outside of the CNEL 65 dB

contour. Compliance with General Plan policy CS-4.8, cited above, will ensure all sites comply with the Noise Policies of the ALUCP.

C) Safety Policy Consistency Analysis – The SFO ALUCP includes five sets of safety zones and identifies land uses which are either incompatible or should be avoided within each of these zones. As shown on **Attachment 4**, a portion of the northern part of Burlingame lies within both Safety Zones 2, the Inner Approach/Departure Zone (IADZ), and Zone 3, the Inner Turning Zone (ITZ). Residential Use is not listed as a use of concern in either of these Safety Zones, so the Housing Opportunity Sites are consistent with the Safety Policies of the ALUCP.

In addition, the Burlingame General Plan includes the following policy to ensure overall consistency with the safety compatibility policies of the SFO ALUCP:

CS-8.3: Airport Land Use Compatibility Plan Land Use and Development Consistency
Ensure that all future land use actions and/or associated development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

D) Airspace Protection Policy Consistency Analysis

Structure Heights - The SFO ALUCP airspace policies establish maximum heights for the compatibility of new structures. The policies also stipulate the need for compliance with federal regulations requiring notification of the Federal Aviation Administration of certain proposed construction or alterations of structures.

Since the Draft Housing Element is a policy document and not a specific development proposal, the airspace compatibility policies of the SFO ALUCP do not directly apply. Consistency with the airspace compatibility policies will be required for future development proposals stemming from the Draft Housing Element. SFO ALUCP Airspace Policy AP-3 states that in order to be consistent, the maximum height of a structure must be the lower of (1) the height shown on the critical aeronautical surfaces map (Exhibits IV-17 & IV 18), or (2) the maximum height determined by the FAA not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

Housing Element

The Draft Housing Element (p. HE-57) references the need for all projects to comply with the SFO ALUCP, and specifically with all of the Airspace Protection Policies as follow:

- AP-1 – FAA notification and filing requirements;
- AP-2 – Design recommendations based on findings of FAA aeronautical studies;
- AP-3 – Height restriction and filing requirements; and
- AP-4 – Review of land uses that may cause flight hazards

The draft document also includes separate reference to FAA review requirements, noting “All future housing development in the city of Burlingame, within the area bounded by Murchison Drive, Sequoia Avenue, Quesada Way, Davis Drive, Dufferin Avenue and California Drive will require

formal FAA review, per the FAA Form 7460-1 review process.” This area generally comprises the North Burlingame Mixed-Use Zone (see **Attachment 7**). However, as shown on **Attachment 6**, the FAA notification area would likely encompass a larger area, including the Housing Opportunity sites within the Rollins Road Mixed Use Zone. Accordingly, the following condition is recommended to add clarity:

- Prior to adoption, the Draft Housing Element shall be amended to modify the text on pg. HE-58, regarding FAA review, to expand the geographic reference to encompass both the North Burlingame and Rollins Road Mixed-Use zone districts.

General Plan Safety Element

In addition to the discussion in the Housing Element, the Burlingame General Plan includes the following policies to further ensure compatibility with the Airspace Protection Policies of the SFO ALUCP:

CS-8.1: Land Use Safety Compatibility and Airspace Protection Criteria

Consider all applicable Federal statutes (including 49 U.S.C. 47107), Federal regulations (including 14 Code of Federal Regulations 77 et seq.), the Federal Aviation Administration (FAA) Airport Compliance Manual, FAA Advisory Circulars, other forms of written guidance, and State law with respect to criteria related to land use safety and airspace protection when evaluating development applications within the Airport Influence Area of the San Francisco International Airport and Mills-Peninsula Medical Center helipad.

CS-8.2: Airport Land Use Compatibility Plan

Require development projects within the Airport Influence Area designated in the Airport Land Use Compatibility Plan of the San Francisco International Airport to comply with all applicable Federal statutes (including 49 U.S.C. 47107), Federal regulations (including 14 Code of Federal Regulations 77 et seq.), the FAA’s Airport Compliance Manual, FAA Advisory Circulars, other forms of written guidance, and State law with respect to criteria related to land use safety and airspace protection.

CS-8.3: Airport Land Use Compatibility Plan Land Use and Development Consistency

Ensure that all future land use actions and/or associated development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport

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

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – Burlingame Draft Housing Element

Date: May 25, 2023

Page 6

- 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.

As noted above, both the Housing Element and Safety Elements reference the need to comply with Airspace Protection Policy AP-4. Adherence to these General Plan policies will ensure compatibility.

ATTACHMENTS

1. Application Materials including
 - a. Housing Opportunity Sites
2. Burlingame General Plan excerpts – ALUCP related policies
3. SFO ALUCP Exhibit IV-5 – Noise Contours
4. SFO ALUCP Exhibit IV-9 – Safety Compatibility Zones
5. SFO ALUCP Exhibit IV-17 – Critical Aeronautic Surfaces
6. SFO ALUCP Exhibit IV-12 – FAA Notification Area
7. North Rollins Rd & North Burlingame Mixed Use District Map

The following attachment is available to download on Burlingame's website at:

https://protect-us.mimecast.com/s/GddRCzp47PcWwm02UXR_5C

8. Envision Burlingame Housing Element, City of Burlingame, 2023-2031 Housing Element



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

APPLICANT INFORMATION

Agency: City of Burlingame

Project Name: RHNA 6 Draft Housing Element

Address: Citywide

APN: N/A

City: Burlingame

State: CA

ZIP Code: 94010

Staff Contact: Kevin Gardiner

Phone: (650) 558-7253

Email: kgardiner@burlingame.org

PROJECT DESCRIPTION

Comprehensive update of the Burlingame Housing Element for the RHNA 6 cycle.

The Draft Housing Element can be viewed online at www.burlingame.org/housingelement

The Draft RHNA 6 Housing Element is consistent with the Burlingame General Plan.

REQUIRED PROJECT INFORMATION

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

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

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
 - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.
 - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.
 - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
 - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.
 - c) Airspace Protection:
 - Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

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

2. Real Estate Disclosure requirements related to airport proximity
3. Any related environmental documentation (electronic copy preferred)
4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

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

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

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

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

**Application for Land Use Consistency Determination
City of Burlingame Housing Element Update
Required Project Information**

- 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):**

The Burlingame Draft Housing Element for the RHNA 6 cycle is consistent with the General Plan, which was reviewed by the ALUC in 2018. The Housing Element does not propose any amendments to the land use plan or development standards in the General Plan. The only variation is a change in the anticipated residential buildout of the plan, increasing from 2,951 net new housing units to 3,257 net new units.

A number of goals, policies and programs applicable to Noise, Safety, and Airspace Protection are included in the Draft General Plan Community Safety Element.

Goal CS-4: Protect residents and visitors to Burlingame from excessive noise and disruptive ground vibration.

Policy CS-4.7: Airport and Heliport Noise

Monitor noise impacts from aircraft operations at San Francisco International Airport and Mills-Peninsula Medical Center, and implement applicable noise abatement policies and procedures as outlined in the Airport Noise Ordinance and Airport Land Use Compatibility Plan.

Policy CS-4.8: Airport Noise Evaluation and Mitigation

Require project applicants to evaluate potential airport noise impacts if the project is located within the 60 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan). All projects shall be required to mitigate impacts to comply with the interior and exterior noise standards established by the Airport Land Use Compatibility Plan.

Policy CS-4.9: Airport Disclosure Notices

Require that all new development within an airport-defined over-flight zone provide deed notices disclosing airport over-flights and noise upon transfer of title to residents and property owners.

Goal CS-8: Minimize the community's exposure to aircraft safety hazards associated with San Francisco International Airport and Mills-Peninsula Medical Center.

CS-8.1: Land Use Safety Compatibility and Airspace Protection Criteria

Consider all applicable Federal statutes (including 49 U.S.C. 47107), Federal regulations (including 14 Code of Federal Regulations 77 et seq.), the Federal Aviation Administration (FAA) Airport Compliance Manual, FAA Advisory Circulars, other forms of written guidance, and State law with respect to criteria related to land use safety and airspace protection when evaluating development applications within the Airport Influence Area of the San Francisco International Airport and Mill-Peninsula Medical Center helipad.

CS-8.2: Airport Land Use Compatibility Plan

Require development projects within the Airport Influence Area designated in the Airport Land Use Compatibility Plan of the San Francisco International Airport to comply with all applicable Federal statutes (including 49 U.S.C. 47107), Federal regulations (including 14 Code of Federal Regulations 77 et seq.), the FAA's Airport Compliance Manual, FAA Advisory Circulars, other forms of written guidance, and State law with respect to criteria related to land use safety and airspace protection.

CS-8.3: Airport Land Use Commission Review

Ensure all applicable plans, ordinances, and development applications are reviewed by the City/County Association of Governments for San Mateo County's Airport Land Use Commission, as required by State law.

2. Real Estate Disclosure requirements related to airport proximity

Draft General Plan Policy CS-4.9 (Airport Disclosure Notices) requires that all new development within an airport-defined over-flight zone provide deed notices disclosing airport over-flights and noise upon transfer of title to residents and property owners.

3. Any related environmental documentation (electronic copy preferred)

A Final Environmental Impact Report (FEIR) for the General Plan was adopted by the City Council in January 2019. The DEIR and FEIR may be downloaded at <https://www.burlingame.org/generalplan>.

Airport-related environmental issues are addressed in:

- Chapter 11 – Hazards and Hazardous Materials, pages 11-2 through 11-13 of the General Plan EIR
- Chapter 14 – Land Use and Planning, page 14-10 of the General Plan EIR
- Chapter 15 – Noise and Vibration, pages 15-6, pages 15-15 through 15-21, and pages 15-49 through 15-50 of the General Plan EIR
- Page 21-22, 57-58, 93 of the Burlingame Draft RHNA 6 Housing Element

A consistency document is being prepared specifically for the Housing Element to confirm that the Housing Element will not result in changes to the conclusions in the General Plan EIR. The consistency document is anticipated to be available in May 2023.



Appendix D

Sites Inventory

Table D-4: Sites Inventory on HCD Sites Inventory Template

Table A: Housing Element for San Mateo County jurisdictions, please format the APN's as follows: 999-999-999

Jurisdiction Name	Site Address/Intersection	5 Digit ZIP Code	Assessor Parcel Number	Consolidated Sites	General Plan Designation (Current)	Zoning Designation (Current)	Minimum Density Allowed (units/acre)	Max Density Allowed (units/acre)	Parcel Size (Acres)	Existing Use/Vacancy	Infrastructure	Publicly-Owned	Site Status	Identified in Last/Last Two Planning Cycle(s)	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	Optional Information
BURLINGAME	999 Howard Ave	94010	029-234-020		DSP - Myrtle Road Mixed	MMU (Myrtle Mixed)	0	0	0.85	Auto storage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant	32	13	32	77	Surface parking lot
BURLINGAME	1100 Peninsula Ave	94010	029-232-150		DSP - K-4 Incentive	R-4.1	0	0	0.84	Auto storage	YES - Current	NO - Privately-Owned	Available	Used in Prior Housing Element - Non-Vacant	32	12	32	76	Surface parking lot
BURLINGAME	925 Bayswater Avenue	94010	029-244-060		DSP - Myrtle Road Mixed	MMU (Myrtle Mixed)	0	0	1.39	Auto body repair	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	52	20	52	124	Surface parking us
BURLINGAME	129 Park Road	94010	029-222-210		DSP - Bayswater Mixed	MMU (Bayswater Mix	0	0	0.47	Surface parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	38	4	0	42	City-owned surace
BURLINGAME	1500 Ralston Ave	94010	028-265-290		Medium/High Density R-R-3		20.1	50	0.54	Surface parking	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	23	4	0	27	City-owned surace
BURLINGAME	501 Primrose Road	94010	029-112-400		High Density Residential R-4		0	0	1.14	City Hall	YES - Current	YES - City-Owned	Available	Used in Prior Housing Element - Non-Vacant	27	3	0	30	Existing city hall in
BURLINGAME	1810 El Camino Real	94010	025-150-090	A	North Burlingame Mixed	NBMU (North Burlin	20	140	0.57	Vacant	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	33	13	33	79	Undeveloped site.
BURLINGAME	1818 El Camino Real	94010	025-150-100	A	North Burlingame Mixed	NBMU (North Burlin	20	140	0.25	Vacant	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	14	5	14	33	Undeveloped site.
BURLINGAME	1825 California Drive	94010	025-150-070	A	North Burlingame Mixed	NBMU (North Burlin	20	140	0.27	Vacant	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	16	6	16	38	Undeveloped site.
BURLINGAME	1838 El Camino Real	94010	025-150-200		North Burlingame Mixed	NBMU (North Burlin	20	140	0.6	Medical office	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	35	13	35	83	Older two-story me
BURLINGAME	1783 El Camino Real	94010	025-123-200	B	North Burlingame Mixed	NBMU (North Burlin	20	140	4.15	Vacant	YES - Current	YES - Special District-Of	Pending Project	Not Used in Prior Housing Element	175	70	202	447	Peninsula Wellne
BURLINGAME	1720 Marco Polo Way	94010	025-144-050	B	North Burlingame Mixed	NBMU (North Burlin	20	140	0.53	Medical office	YES - Current	YES - Special District-Of	Pending Project	Not Used in Prior Housing Element				0	Peninsula Wellne
BURLINGAME	1730 Marco Polo Way	94010	025-144-190	B	North Burlingame Mixed	NBMU (North Burlin	20	140	0.88	Vacant	YES - Current	YES - Special District-Of	Pending Project	Not Used in Prior Housing Element				0	Peninsula Wellne
BURLINGAME	1740 Marco Polo Way	94010	025-144-170	B	North Burlingame Mixed	NBMU (North Burlin	20	140	0.6	Medical office	YES - Current	YES - Special District-Of	Pending Project	Not Used in Prior Housing Element				0	Peninsula Wellne
BURLINGAME	1764 Marco Polo Way	94010	025-144-080		North Burlingame Mixed	NBMU (North Burlin	20	140	1.15	Care facility	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	67	27	67	161	Existing special ne
BURLINGAME	1625 Trousdale Drive	94010	025-123-080		North Burlingame Mixed	NBMU (North Burlin	20	140	0.2	Administrative off	YES - Current	YES - Special District-Of	Available	Not Used in Prior Housing Element	12	4	12	28	School District ash
BURLINGAME	1800 Magnolia Ave	94010	025-122-090	C	North Burlingame Mixed	NBMU (North Burlin	20	140	0.98	Shopping center	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	14	5	14	33	Existing shopping
BURLINGAME	1811 El Camino Real	94010	025-122-080	C	North Burlingame Mixed	NBMU (North Burlin	20	140	0.39	Shopping center	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	6	2	6	14	Existing shopping
BURLINGAME	1819 El Camino Real	94010	025-122-120	C	North Burlingame Mixed	NBMU (North Burlin	20	140	0.34	Shopping center	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	5	2	5	12	Existing shopping
BURLINGAME	1841 El Camino Real	94010	025-122-140	C	North Burlingame Mixed	NBMU (North Burlin	20	140	2.21	Shopping center	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	32	12	32	76	Existing shopping
BURLINGAME	1845 El Camino Real	94010	025-122-040	C	North Burlingame Mixed	NBMU (North Burlin	20	140	0.95	Shopping center	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	14	5	14	33	Existing shopping
BURLINGAME	1850 Magnolia Ave	94010	025-122-030	C	North Burlingame Mixed	NBMU (North Burlin	20	140	1.12	Shopping center	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	16	6	16	36	Existing shopping
BURLINGAME	1871 El Camino Real	94010	025-122-020	C	North Burlingame Mixed	NBMU (North Burlin	20	140	1.24	Shopping center	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	18	7	18	43	Existing shopping
BURLINGAME	1887 El Camino Real	94010	025-122-010	C	North Burlingame Mixed	NBMU (North Burlin	20	140	0.81	Shopping center	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	12	4	12	28	Existing shopping
BURLINGAME	1626 Rollins Rd	94010	025-262-460		Live/Work	RRMU (Rollins Road	0	70	1.02	Light industrial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	30	11	30	71	Existing light indus
BURLINGAME	1634 Rollins Rd	94010	025-262-420		Live/Work	RRMU (Rollins Road	0	70	1.02	Light industrial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	30	11	30	71	Existing light indus
BURLINGAME	1655 Rollins Rd	94010	025-280-420		Live/Work	RRMU (Rollins Road	0	70	3.71	Light industrial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	109	41	109	259	Existing light indus
BURLINGAME	1744 Rollins Rd	94010	025-169-290		Live/Work	RRMU (Rollins Road	0	70	1.52	Light industrial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	44	17	44	105	Existing light indus
BURLINGAME	2 Adrian Ct	94010	025-169-120		Live/Work	RRMU (Rollins Road	0	70	1.96	Office/RAO	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	57	22	57	136	Existing single-sto
BURLINGAME	50 Adrian Ct	94010	025-169-070		Live/Work	RRMU (Rollins Road	0	70	2.65	Light industrial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	76	26	76	185	Existing light indus
BURLINGAME	40 Brodenick Rd	94010	025-166-100		Live/Work	RRMU (Rollins Road	0	70	1.49	Light industrial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	43	16	43	102	Existing light indus
BURLINGAME	50 Brodenick Rd	94010	025-166-110		Live/Work	RRMU (Rollins Road	0	70	1.97	Light industrial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	58	22	58	138	Existing light indus
BURLINGAME	11 Guitard Rd	94010	025-166-210		Live/Work	RRMU (Rollins Road	0	70	1.28	Light industrial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	37	14	37	88	Existing light indus
BURLINGAME	25 Ingold Rd	94010	025-280-080		Live/Work	RRMU (Rollins Road	0	70	0.96	Light industrial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	28	11	28	67	Existing light indus
BURLINGAME	35 Ingold Rd	94010	025-280-200		Live/Work	RRMU (Rollins Road	0	70	2.6	Light industrial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	76	29	76	181	Existing light indus

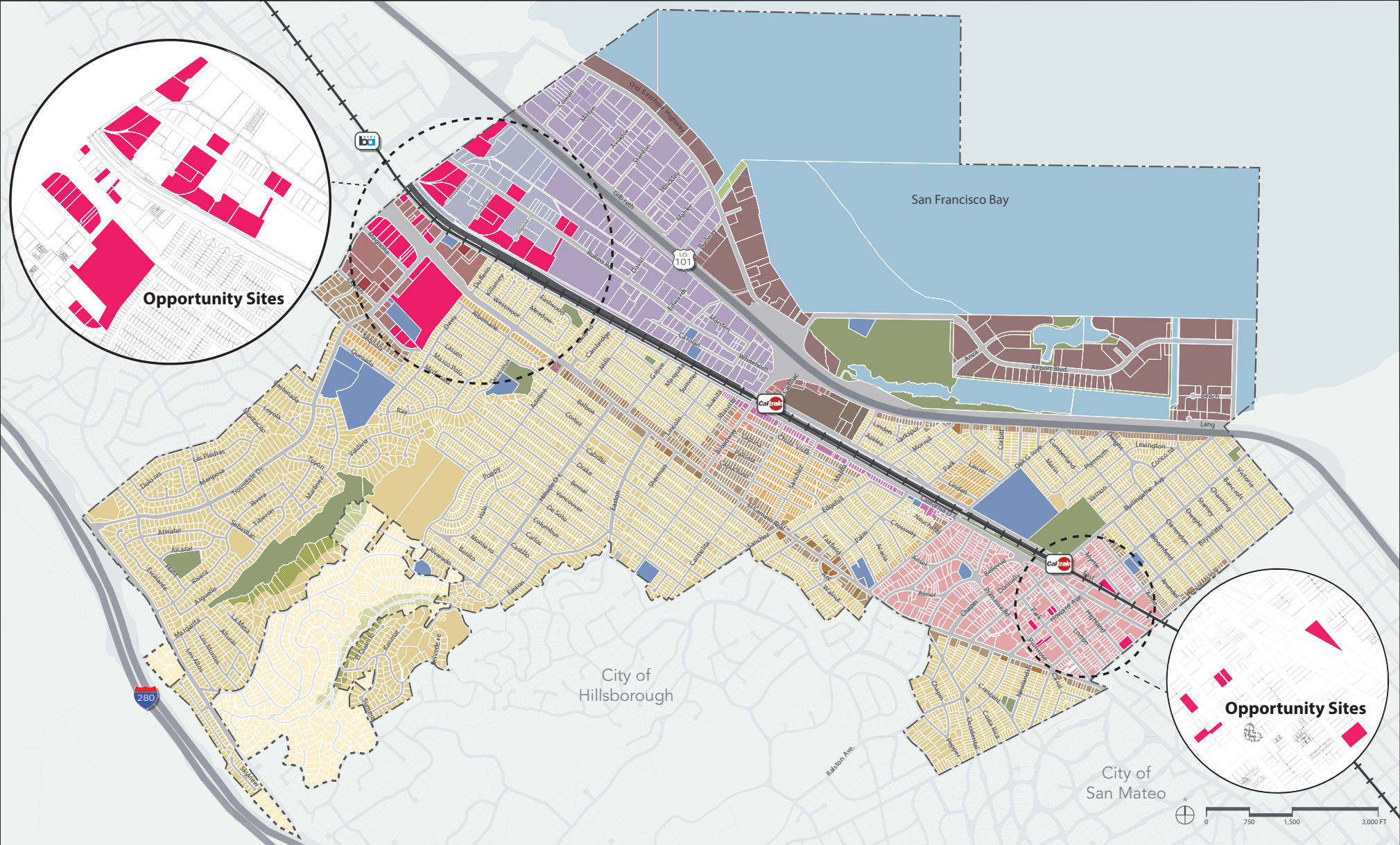
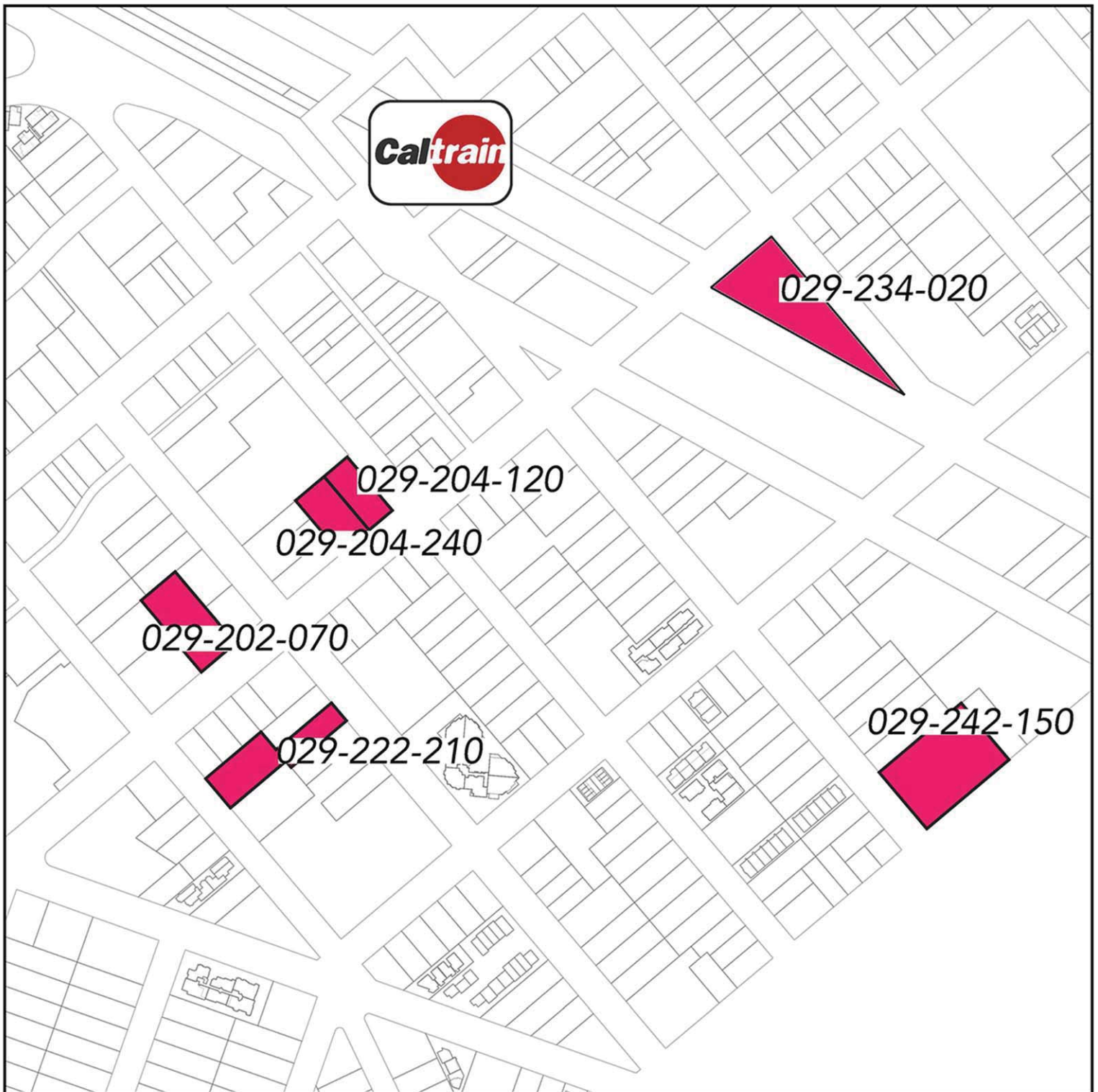


Figure D-1
Burlingame Housing Element
 Draft Sites Inventory

- | | | | | | | | |
|----------------------------|--------------------------|----------------------------|------------------------|----------------------|-------------------------|----------------------------------|---------------------|
| Low Density Residential | High Density Residential | California Mixed Use | Downtown Specific Plan | Public/Institutional | Parks and Recreation | Low Density Residential-SOI | City Limits |
| Medium Density Residential | General Commercial | North Burlingame Mixed Use | Live/Work | Baylands | Open Space Easement | Multi-Family Residential Overlay | Sphere of Influence |
| Medium/High Density Res. | Bayfront Commercial | Broadway Mixed Use | Innovation Industrial | Rail Corridor | Open Space Easement-SOI | | |

Figure D-2: Sites Inventory Map – Downtown Burlingame

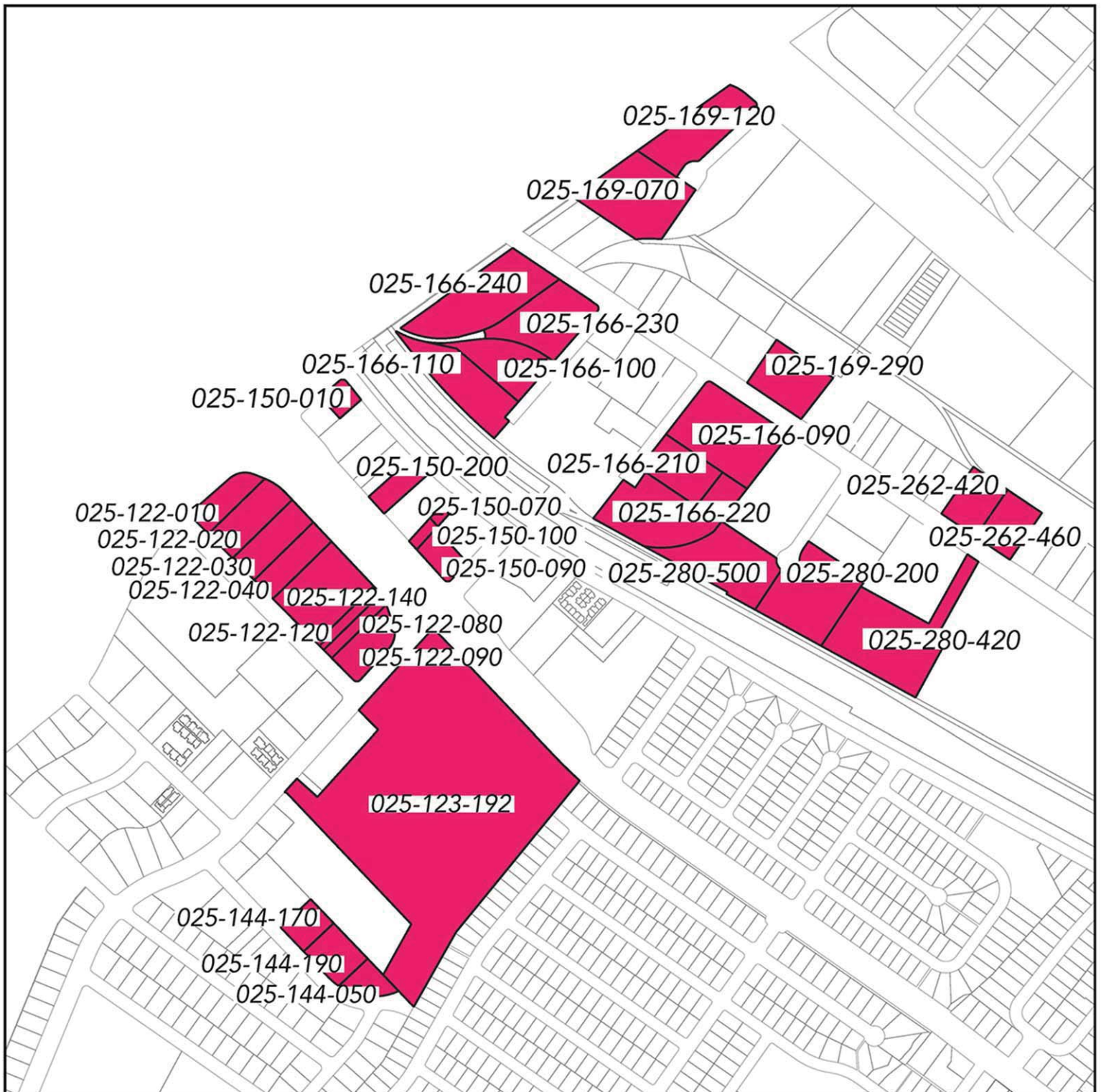


 Opportunity Site with APN(s)

0 200 400 Feet



Figure D-3: Sites Inventory Map – North Burlingame



Opportunity Site with APN(s)

0 500 1,000 Feet

N



City of Burlingame General Plan – 2019 Update

Policies related to ALUCP Compatibility

CS-4.8: Airport Noise Evaluation and Mitigation

Require project applicants to evaluate potential airport noise impacts if the project is located within the 60 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan). All projects shall be required to mitigate impacts to comply with the interior and exterior noise standards established by the Airport Land Use Compatibility Plan. Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the Airport Land Use Compatibility Plan) shall include the grant of an avigation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with Airport Land Use Compatibility Plan Policy NP-3 Grant of Avigation Easement.

CS-4.9: Airport Disclosure Notices

Require that all new development comply with real estate disclosure requirements of State law. Section 11010 of the Business and Professions Code requires people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property (Cal. Bus. and Prof. Code Section 110010(b)(13). The law requires that, if 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.

CS-8.1: Land Use Safety Compatibility and Airspace Protection Criteria

Consider all applicable Federal statutes (including 49 U.S.C. 47107), Federal regulations (including 14 Code of Federal Regulations 77 et seq.), the Federal Aviation Administration (FAA) Airport Compliance Manual, FAA Advisory Circulars, other forms of written guidance, and State law with respect to criteria related to land use safety and airspace protection when evaluating development applications within the Airport Influence Area of the San Francisco International Airport and Mills-Peninsula Medical Center helipad.

CS-8.2: Airport Land Use Compatibility Plan

Require development projects within the Airport Influence Area designated in the Airport Land Use Compatibility Plan of the San Francisco International Airport to comply with all applicable Federal statutes (including 49 U.S.C. 47107), Federal regulations (including 14 Code of Federal Regulations 77 et

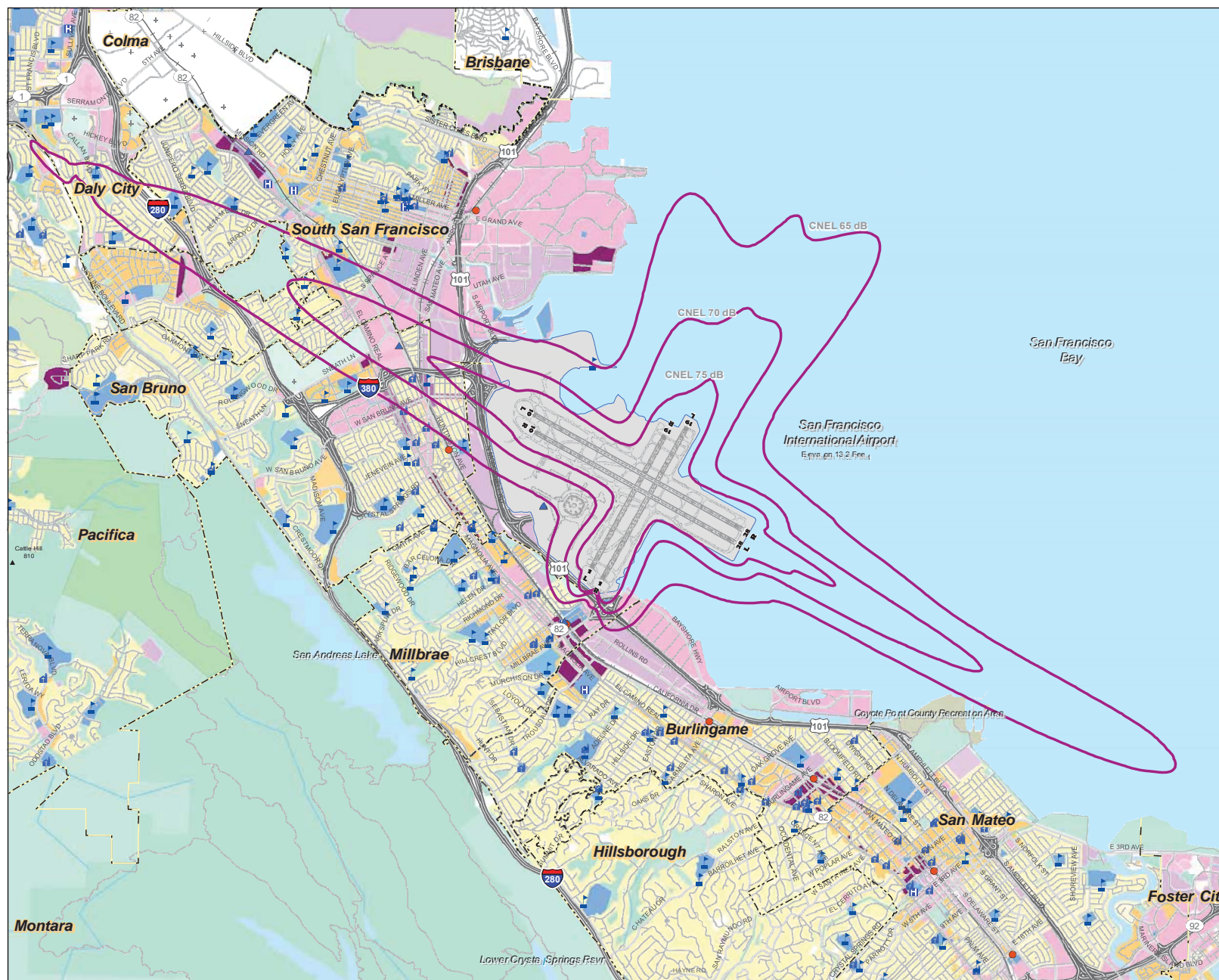
seq.), the FAA's Airport Compliance Manual, FAA Advisory Circulars, other forms of written guidance, and State law with respect to criteria related to land use safety and airspace protection.

CS-8.3: Airport Land Use Compatibility Plan Land Use and Development Consistency

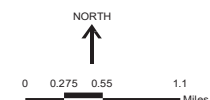
Ensure that all future land use actions and/or associated development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

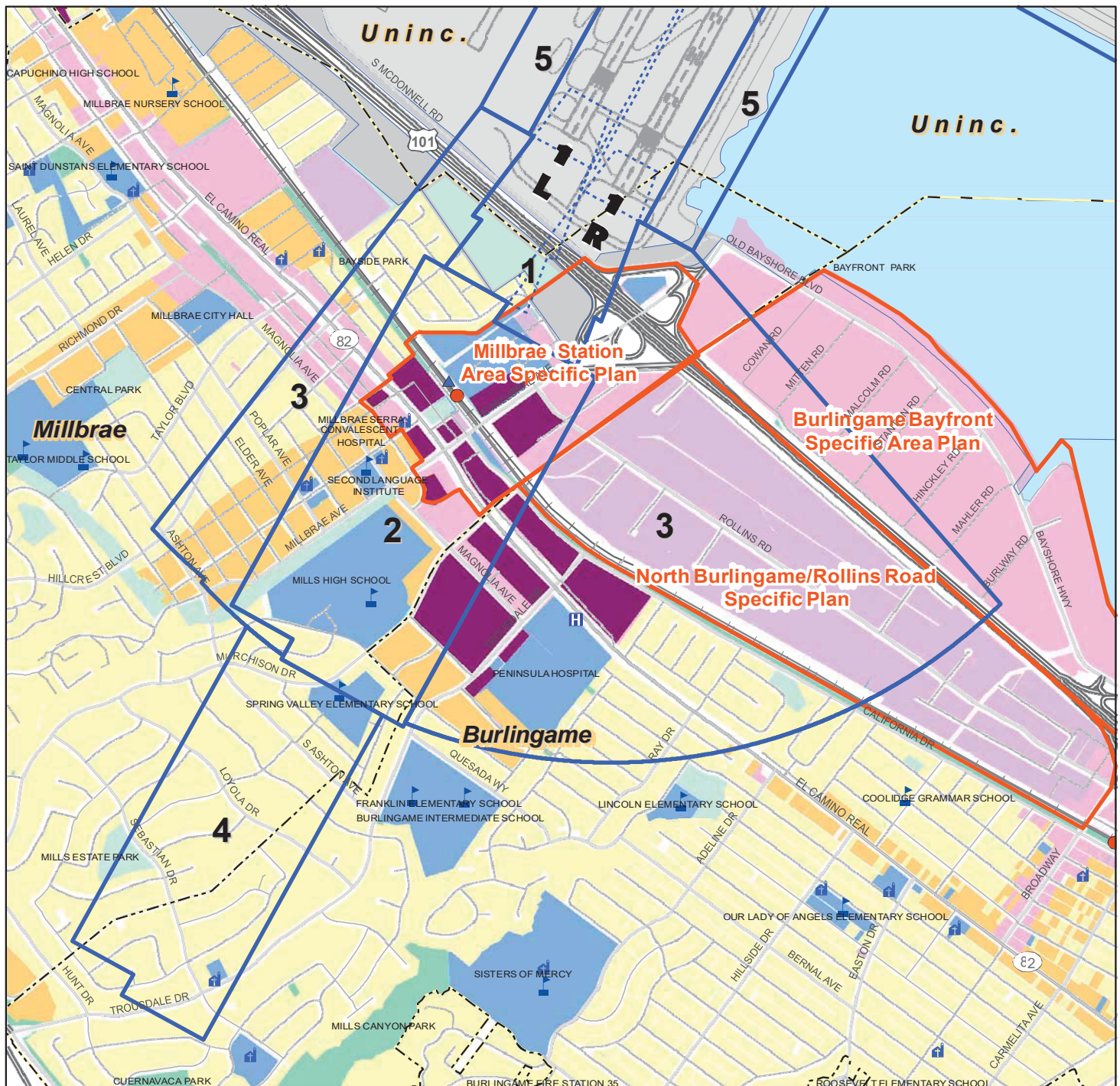
CS-8.4: Airport Land Use Commission Review

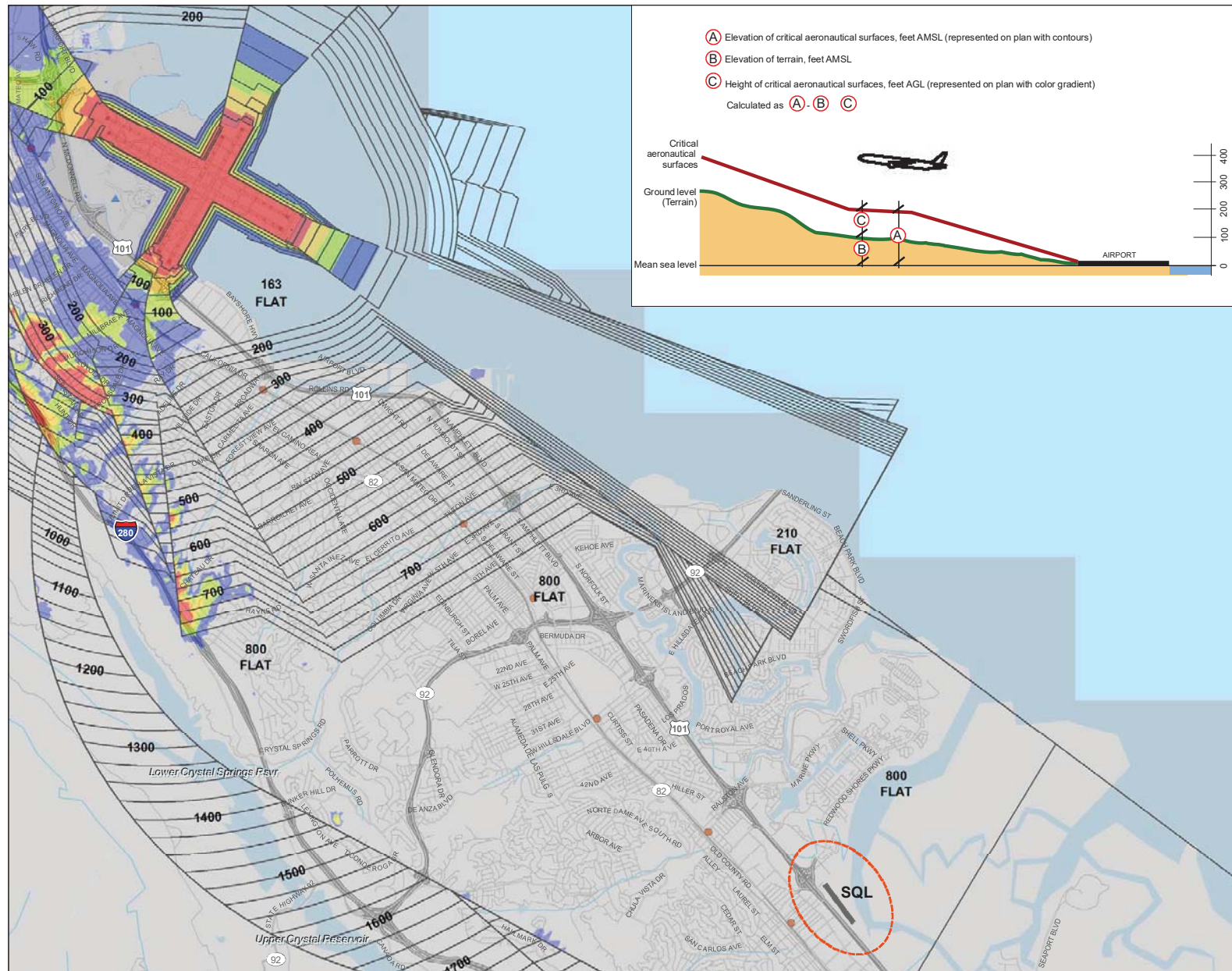
Ensure all applicable plans and ordinances are reviewed by the City/County Association of Governments Board of Directors, acting as the San Mateo County's Airport Land Use Commission, for a determination of consistency with the most current Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, as required by State law.

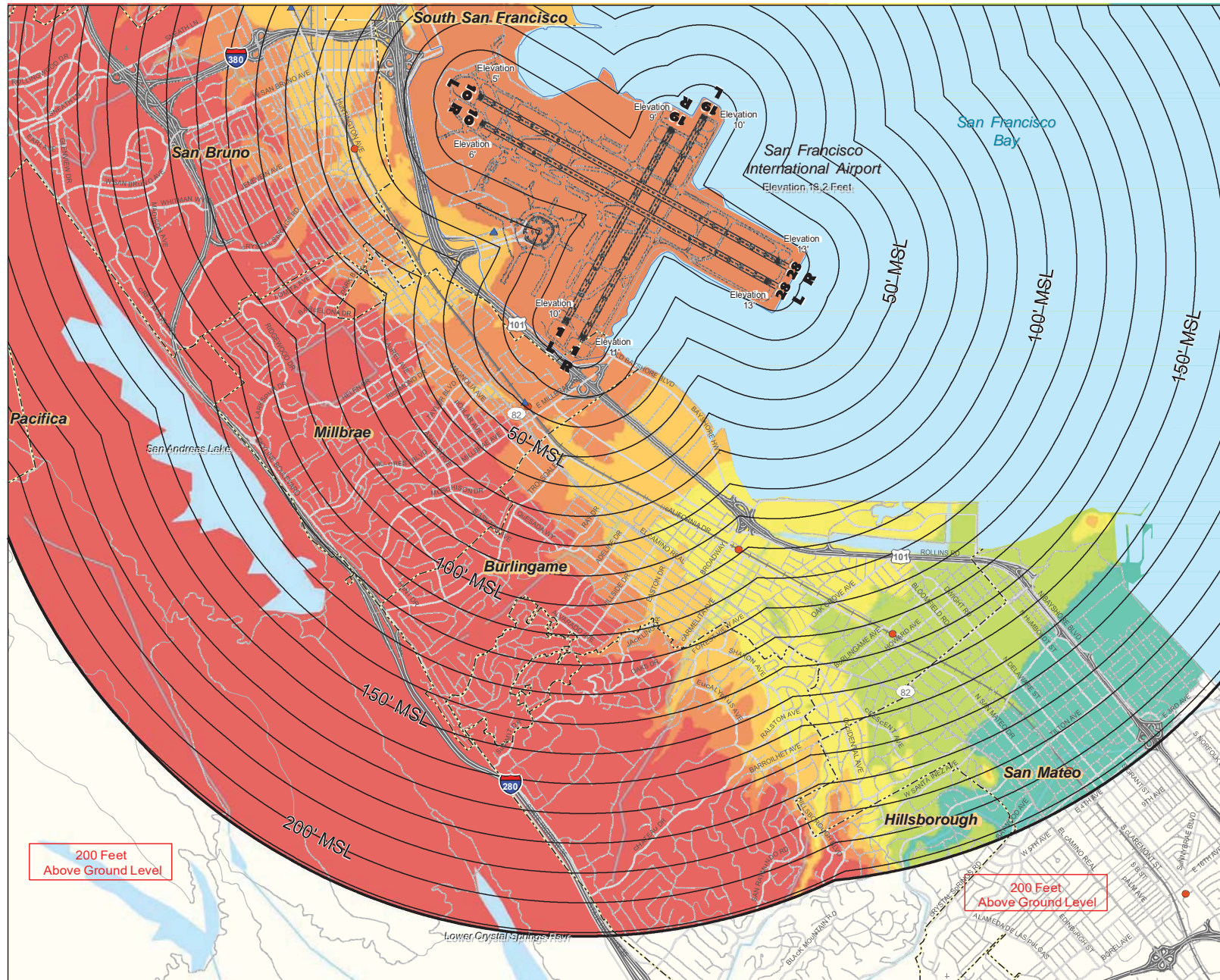


- LEGEND**
- CNEL Contour, 2020 Forecast
 - Airport Property
 - ▲ BART Station
 - CALTRAIN Station
 - School
 - Place of Worship
 - Hospital
 - Municipal Boundary
 - Railroad
 - Freeway
 - Road
 - Planned Land Use Per General Plans:
 - Public
 - Multi-Family Residential
 - Single Family Residential
 - 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









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:

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

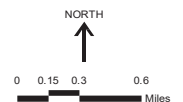


Exhibit IV-12
FAA NOTIFICATION FORM 7460-1
FILING REQUIREMENTS -- SOUTH SIDE
 comprehensive Airport Land use plan
 for the Environs of San Francisco International Airport
C/CAG
 city/county Association of Governments
 of San Mateo county, california

