

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

AIRPORT LAND USE COMMITTEE (ALUC) AGENDA

Date: Thursday, June 22, 2023	Join by Zoom Meeting: https://us02web.zoom.us/j/82978119215?pwd=Vzh5dGI1NIBDSC9SZ2d3SUpxMno3UT09
Time: 4:30 p.m.	Zoom Meeting ID: 829 7811 9215
Location: Burlingame Community Center 850 Burlingame Avenue Burlingame, CA	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 – May 25, 2023 | Action
(O'Connell) | Page 1 |
| 4. San Carlos Airport Land Use Compatibility Plan
Consistency Review – Proposed five-story life sciences
building at 1 Twin Dolphin Dr., Redwood City. | Action
(Kalkin) | Page 4 |

- | | | |
|---|-------------------------|---------|
| 5. San Carlos Airport and San Francisco International Airport Land Use Compatibility Plan Consistency Review – Foster City Safety Element Update. | Action
(Kalkin) | Page 22 |
| 6. San Francisco International Airport Land Use Compatibility Plan Consistency Review – Pacifica Draft 2023-2031 Housing Element. | Action
(Kalkin) | Page 33 |
| 7. Member Comments/Announcements | | |
| 8. Items from Staff | Information
(Kalkin) | |
| 9. Adjournment – <i>Next regular meeting – July 28, 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.

* * * * *

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
May 25, 2023

1. Call to Order/Roll Call

Chair O’Connell called the meeting to order at 4:37 pm. The attendance sheet is attached.

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

3. Minutes of the April 27, 2023 Meeting

Motion: Member Sullivan moved, and Member DiGiovanni seconded, approval of the April 27, 2023, minutes. Motion carried (8-0-0) by the following voice vote: AYE - Members DiGiovanni, Sullivan, Cahalan, Hamilton, Venkatesh, Ford, Yakabe, and Chair O’Connell. NO – none. ABSTAIN – none.

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

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

Motion: Member Hamilton moved, and Member DiGiovanni seconded, approval of the staff recommendation. Motion carried (8-0-0) by the following voice vote: AYE - Members DiGiovanni, Sullivan, Cahalan, Hamilton, Venkatesh, Ford, Yakabe, and Chair O’Connell. NO – none. ABSTAIN – none.

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

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

Chair O’Connell noted her appreciation for the fact that Burlingame’s General Plan has already been reviewed for ALUCP consistency, making this review much more streamlined.

Committee members requested additional clarification on types of noise mitigation included in the Housing Element. Staff responded that the Burlingame General Plan includes a requirement that all housing must mitigate impacts according to the standards included in the ALUCP, which stipulate that any housing built within the CNEL 65 dB contour would need to include sufficient sound insulation to achieve an indoor noise level of 45 dB or less and provide an avigation easement. Staff further clarified that specific mitigation needs will vary based on environmental and/or acoustic review for individual projects.

Motion: Member Yakabe moved, and Member DiGiovanni seconded, approval of the staff recommendation. Motion carried (7-0-1) by the following voice vote: AYE - Members DiGiovanni, Sullivan, Cahalan, Hamilton, Venkatesh, Ford, Yakabe, and Chair O’Connell. NO – none. ABSTAIN – Member Sullivan.

6. Member Comments/Announcements

None

7. Items from Staff

Executive Director Charpentier noted that staff had received a request from a committee member for information regarding update of ALUCPs. He noted that staff would put together related information on the item for discussion at a future meeting.

8. Adjournment

The meeting was adjourned at 5:03 pm.

DRAFT

2023 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Jan	Feb	Mar		Apr	May				
				In-person	AB2449						
Terry O'Connell	City of Brisbane	X	X			X	X				
Ricardo Ortiz	City of Burlingame	X	X								
Pamela DiGiovanni	City of Daly City		X	X		X	X				
Patrick Sullivan	City of Foster City	X arrived 5:00	X	X		X	X				
Robert Brownstone	City of Half Moon Bay										
Angelina Cahalan	City of Millbrae	X	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	X				
Adam Rak/ Pranita Venkatesh*	City of San Carlos			X arrived 5:10		X	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	X				
Chistopher Yakabe	Half Moon Bay Pilots Assn.	Y arrived 4:45	X	Y		Y	X				

* Pranita Venkatesh appointed 2/27/2023

X - Committee Member Attended

Y - Designated Alternate Attended

Staff and guests in attendance for the May 25, 2023, meeting: Susy Kalkin, Sean Charpentier, and Kim Springer, C/CAG staff; Rucha Dande, San Carlos staff

C/CAG AGENDA REPORT

Date: June 22, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed five-story life sciences building at 1 Twin Dolphin Dr., Redwood City.

(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 five-story life sciences building at 1 Twin Dolphin Dr., Redwood City, 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).

BACKGROUND

Redwood City is processing an application for a new life sciences building at 1 Twin Dolphin Drive. The proposal includes demolition of existing site improvements and construction of a 5-story life sciences structure atop a two-level parking podium.

The project falls within Airport Influence Area (AIA) B, the Project referral area for San Carlos Airport. California Government Code Section 65302.3 states that a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). Additionally, per ALUCP Policy GP-10.1, since Redwood City has not amended its Zoning Ordinance to reflect the policies and requirements of the current ALUCP, all proposed development projects within AIA B are subject to ALUC review. Accordingly, the Redwood City has referred the subject project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos ALUCP.

DISCUSSION

ALUCP Consistency Evaluation

The San Carlos ALUCP contains policies and criteria to address four issues: (a) aircraft noise compatibility policies and criteria, (b) safety policies and criteria, and (c) airspace protection policies, and (d) overflight notification. The following sections address each issue.

(a) Noise Policy Consistency Analysis

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 Exh. 4-2, **Attachment 2**, the subject property lies within the bounds of the 60-64 dB CNEL contour. Per Table 4-3 “Noise Compatibility Criteria”, office buildings, laboratories and research and development uses are deemed compatible without restrictions, so the project is consistent with the Noise Policies of the ALUCP.

(b) Safety Policy Consistency Analysis

Runway Safety Zones - The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on ALUCP Exh. 4-3, **Attachment 3**, the project site is located within Safety Zone 6. Safety Zone 6 does not limit nonresidential intensities and does not restrict office or medical/biological research facilities. As a result, the proposed project is consistent with the safety policies and criteria.

(c) Airspace Protection Policy Consistency Analysis

Structure 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.

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

The applicant has complied with the FAA filing requirements and received a “Determination of No Hazard to Air Navigation”, **Attachment 4**, so the building height complies with the Airspace Protection policies.

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:

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 1 Twin Dolphin Dr., Redwood City

Date: June 22, 2023

Page 3

- 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 Policy Consistency Analysis – Real Estate Disclosure Area

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

The application materials acknowledge the real estate disclosure requirements, consistent with the policy.

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 – Airport Safety Zones
4. FAA No Hazard Determination



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

APPLICANT INFORMATION

Agency: City of Redwood City

Project Name: 1 Twin Dolphin

Address: 1 Twin Dolphin

APN: 095-152-080

City: Redwood City

State: CA

ZIP Code: 94065

Staff Contact: William Chui

Phone: (650) 780-5916

Email: wchui@redwoodcity.org

PROJECT DESCRIPTION

Applicant requests approval of a planned development application to facilitate development of a "five-story" life-sciences building, with a (maximum building height of 87'). This building will include approximately 197,630 sq. ft. of office and research/development uses, and a two-story parking podium containing 349 parking spaces, which will utilize a valet-assisted parking program adding an additional 119 spaces), and additional 227 surface parking spaces are to be provided onsite as well. Parking will be shared with the existing building at 100 Marine Parkway. See attachments for more information

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.

1 TWIN DOLPHIN

San Carlos Airport ALUCP application

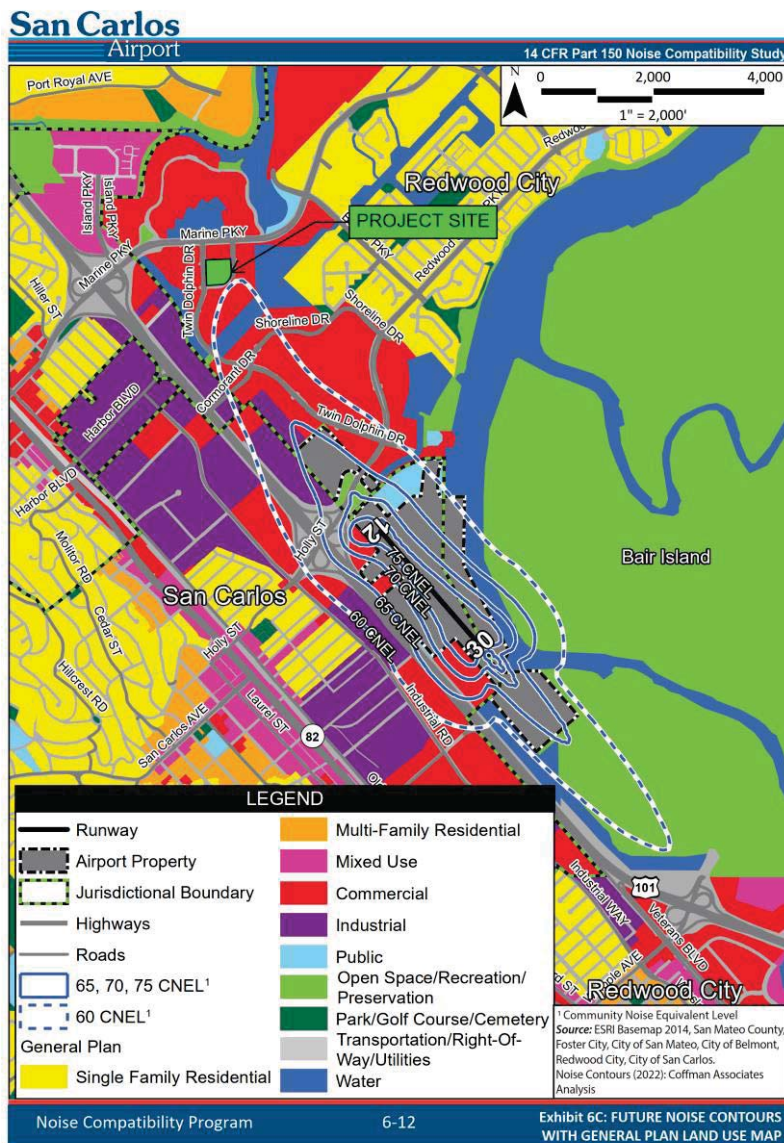
1. Project Description - Refer to attached Project Narrative with accompanying 3D Rendering, Regional Plan, and Site Plan.
2. Airport Land Use Compatibility Concerns
 - a. Noise

The Project is located outside the airport's Community Noise Equivalent Level ("CNEL") 60dB noise contour.¹ As a proposed life sciences building within office and research and development ("R&D") uses, the Project is compatible with this noise contour:

- Office buildings, laboratories, and office areas of industrial facilities are compatible within the CNEL 60-64 dB noise contours and are conditionally compatible within the CNEL 65-69 dB noise contours. The building structures of conditionally compatible uses "must be capable of attenuating exterior noise levels to an interior noise level of CNEL 50 dB or lower." (Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Carlos Airport ("San Carlos ALUCP"), at 4-13–14.)
- R&D facilities, miscellaneous manufacturing, and light industrial/manufacturing are compatible in the CNEL 60-69 dB noise contours. (San Carlos ALCUP, at 4-13.)



¹ Confirmed by A3 Acoustics LP April 17, 2023.



b. Safety Zone 6:

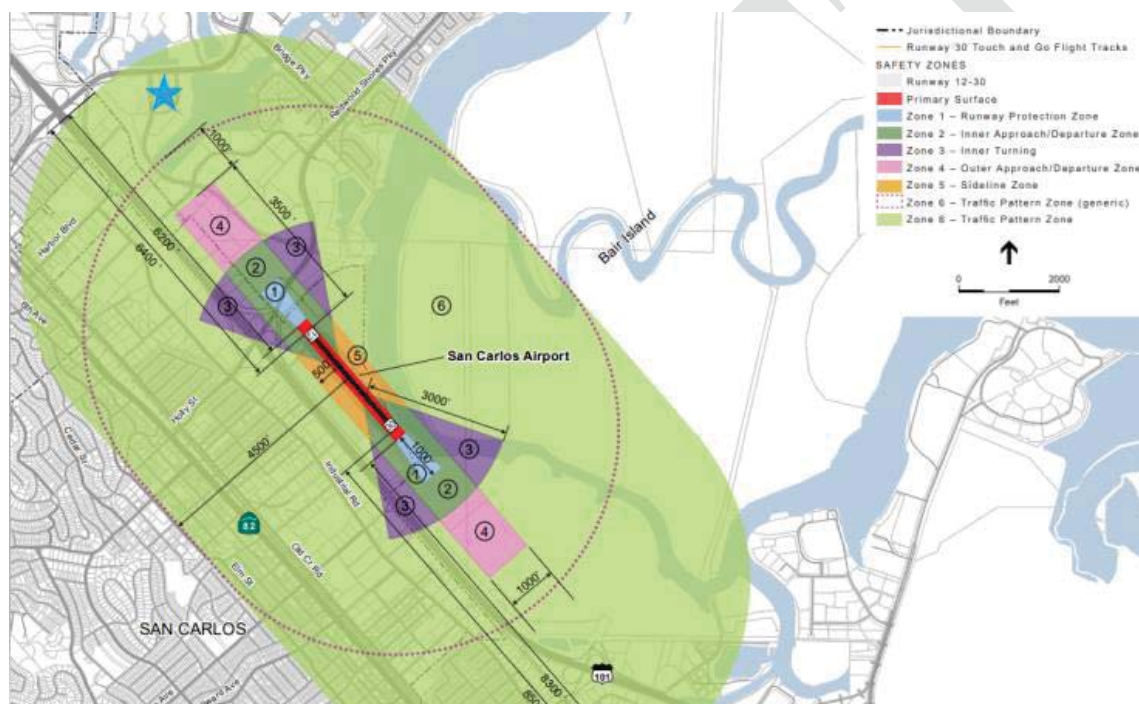
The Project is located in Safety Zone 6, which is the traffic pattern zone. Office, R&D, and manufacturing are compatible uses within Safety Zone 6.² (San Carlos ALUCP, at 4-26.) Additionally, Safety Zone 6 allows for the utilization and storage of hazardous materials. (*Id.*; see also Safety Compatibility Policy 9 – Hazardous Uses, at 4-22–43.) There is no maximum intensity for non-residential projects in Safety Zone 6. (San Carlos ALUCP, at 4-25.) There is a 10% open land requirement, which requires a minimum of .5 acres free of obstacles and “oriented with the typical direction of aircraft flight over the location,” which can be satisfied by

² The San Carlos ALUCP assumes office space to be approximately “215 s.f./person.” San Carlos ALUCP, at 4-26. R&D and manufacturing space are estimated to be approximately “300 s.f./person.” *Id.*

the provision of roads.³ (*Id.*; San Carlos ALUCP, at 4-21.) Additionally, the C/CAG Board may consider an exception to Safety Zone 6's no limit on the intensity of nonresidential use when outdoor assembly facilities are proposed. (San Carlos ALUCP, at 4-20.)

The Project's proposed life sciences uses (office and R&D) are compatible with Safety Zone 6. The Project's proposed 38,000 SF (18% of project area) of public park-like open space accessible at grade along Lagoon Drive, including amphitheater seating and an informal stage, as well as the parking podium's roof deck outdoor amenity space do not meet the threshold for a large outdoor assembly facility as they won't accommodate a gathering of 1,000 or more people. (San Carlos ALUCP, at 4-20.). Therefore, the Project is compatible with Safety Zone 6.

San Carlos Airport Safety Zones



Source: San Carlos ALUCP, Exhibit 4-3.

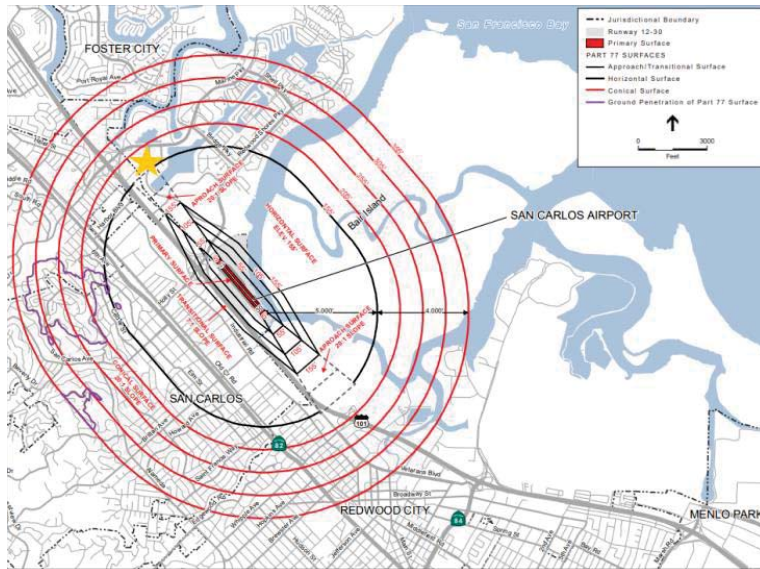
c. Airspace Protection

A maximum building height of 155 vertical feet is permitted at the Project Site per Part 77 Airspace Protection Surfaces. (San Carlos ALUCP, at 4-4.) Structures on the Project Site that exceed 100-150 feet are subject to FAA Part 77 Notification requirements. (San Carlos ALUCP, at Exhibit 4-4.) The Project's proposed maximum height (including all anticipated rooftop equipment) is 124.72 feet, above "the height of the controlling airspace protection surface shown on Exhibit 4-4" and well as the FAA Part 77 Notification requirements, but well below the identified maximum height. (San Carlos ALUCP, at 4-36.). The Project is submitting the required Part 77 notification.

³ "Roads and automobile parking areas are considered acceptable as open land areas if they" are free of obstacles and are at least .5 acres. San Carlos ALUCP, at 4-21.

The project does not include or propose any visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at San Carlos Airport. (San Carlos ALUCP, at 4-37.) Therefore, the Project is compatible with Safety Zone 6. The Project is consistent with the Airport Protection policies.

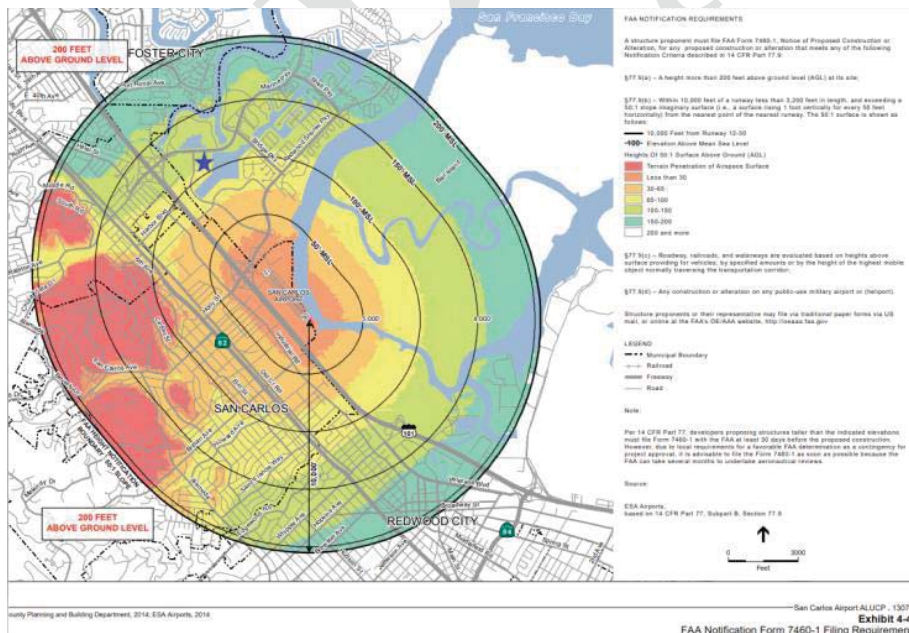
San Carlos Airport Part 77 Airspace Protection Surfaces



San Carlos Airport ALUCP - 130753
Exhibit 4-4
San Carlos Airport Part 77 Airspace Protection Surfaces

Source: San Carlos ALUCP, Exhibit 4-4.

FAA Notification Form 7460-1 Filing Requirements



Source: San Carlos ALUCP, Exhibit 4-4(a).

3. Real Estate Disclosure Requirements

The Project is located within the San Carlos Airport's Airport Influence Area B, which requires real estate disclosures. (San Carlos ALUCP, at 4-45.) "Section 11010 (b) (13) 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." (*Id.*) The law requires that the below statement be provided "in the notice of intention to offer the property for sale." (*Id.*) Although the Project is within Overflight Notification Zone 2, the requirement to "incorporate a recorded overflight notification requirement as a condition of approval" does not apply as the Project proposes life sciences rather than residential development. (Amendments to the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport Overflight Notification and Avigation Easement Policies Approved Oct. 13, 2022 (Reso. 22-90) (San Carlos ALUCP Amendments), at pdf p 5.)

Required Real Estate Disclosure

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.

Source: San Carlos ALUCP, at 4-45.

Airport Influence Area for San Carlos Airport

PROJECT NARRATIVE

I. CONTEXT & SITE

1 TWIN DOLPHIN is a proposed five (5) story core & shell life-sciences building with two (2) levels of above-grade, tandem and valet parking accessed from Lagoon Dr & Twin Dolphin Dr adjacent to the Highway 101 Innovation Corridor. The proposed project site consists of two adjacent parcels, both zoned CP - Commercial Park with the General Plan land use designation of Commercial Office - Professional / Technology. The two existing office buildings totaling 61,155 SF on one of the parcels (1 & 3 Twin Dolphin Dr (APN 095-152-080) would be demolished and redeveloped as 1 Twin Dolphin Dr, comprising a new 346,053 SF building containing 197,520 SF (in five stories) of office and/research and development space and 148,156 SF (in two levels) of structured parking podium with roof deck outdoor amenity space. The adjacent 1.97 acre parcel (APN 095-152-090) contains 100 Marine Parkway, an existing 5-story building with related improvements, and is not a part of this project.

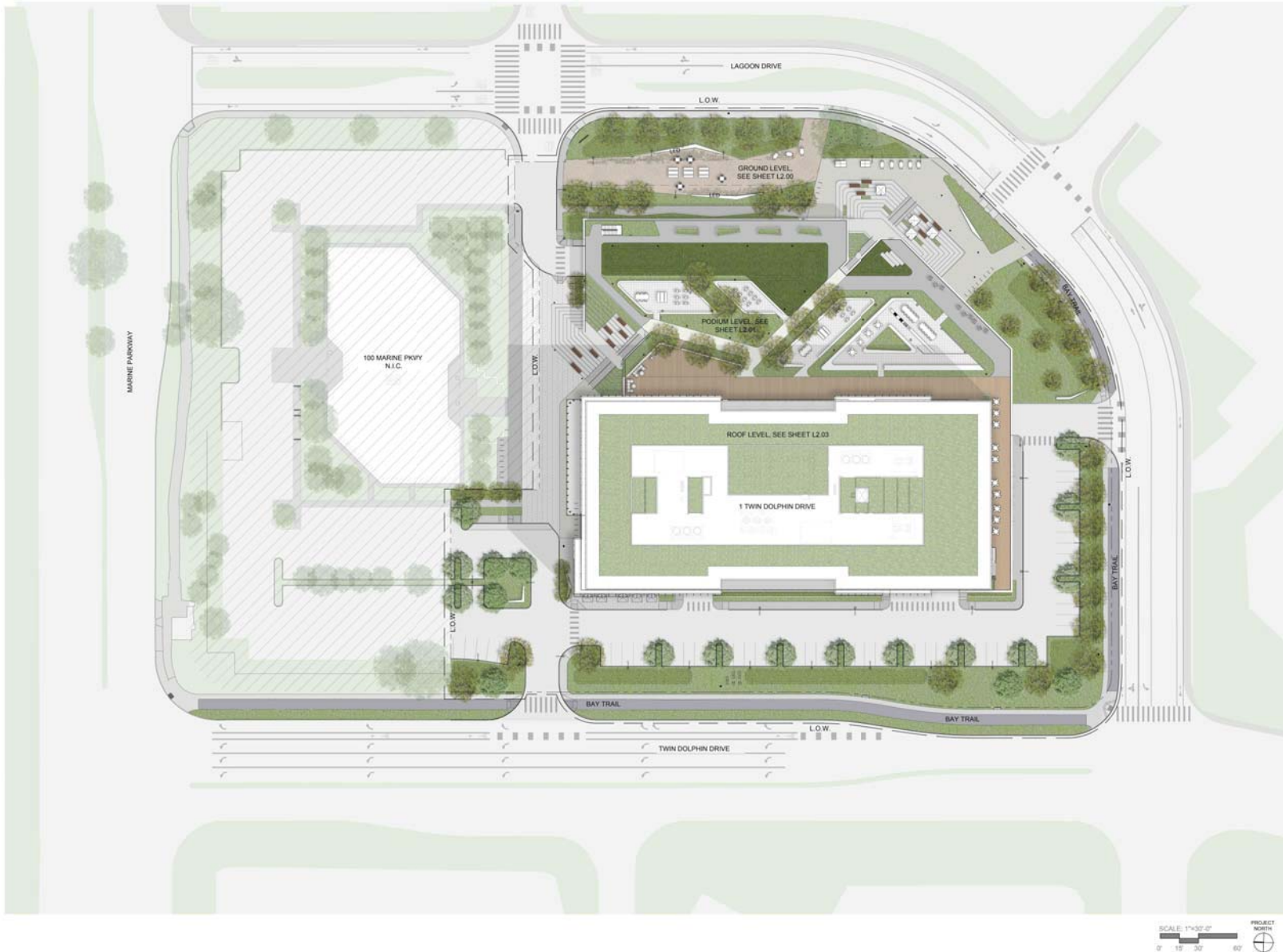
The Project is requesting a Planned Development Permit consistent with the RWC Zoning Code, with modifications to CP Zoning District setbacks within the site's Land Use designation. The project site is a corner lot with 2 frontages per Section 32.5 of the Code and would otherwise require large setbacks, hence the application of a Planned Development permit.

The project proposes a lot line adjustment (via Tentative Map) to adjust the lot lines between 100 Marine Parkway and 1 Twin Dolphin Dr to better situate the proposed new construction while maintaining the 100 Marine Parkway parcel and building as a conforming property. 100 Marine Parkway's adjusted parcel area will be 107,217 SF and the existing building at 85,817 SF with an FAR maintained at 0.8, and 1 Twin Dolphin Dr adjusted parcel area to 197,902 SF and the new building at 197,520 SF for an approximate FAR of less than 1.0 or 4.54 acres. Please see sheets C4.0 and G4.41 for the proposed property boundary drawings and revised lot lines, as well as the new building relationship to these site parameters.

The siting and proximity of the new construction is composed to complement the existing building at 100 Marine Dr, to which both buildings flank a common entry plaza that also serves as a fire access lane. As part of the lot line adjustment (via Tentative Map), the project proposes the vacation of the existing driveways at the southeast end of Lagoon Drive as well as along Twin Dolphin Drive with the vacation and dedication of any related easements within this ROW as necessary. A new driveway for optimal services and parking access is proposed to align with the proposed structured parking entry at Lagoon Drive, and a new main entry driveway is proposed on Twin Dolphin Drive aligned with the pedestrian plaza between the two buildings. This new driveway terminates at a natural drop off location, directly adjacent to the 1 Twin building lobby

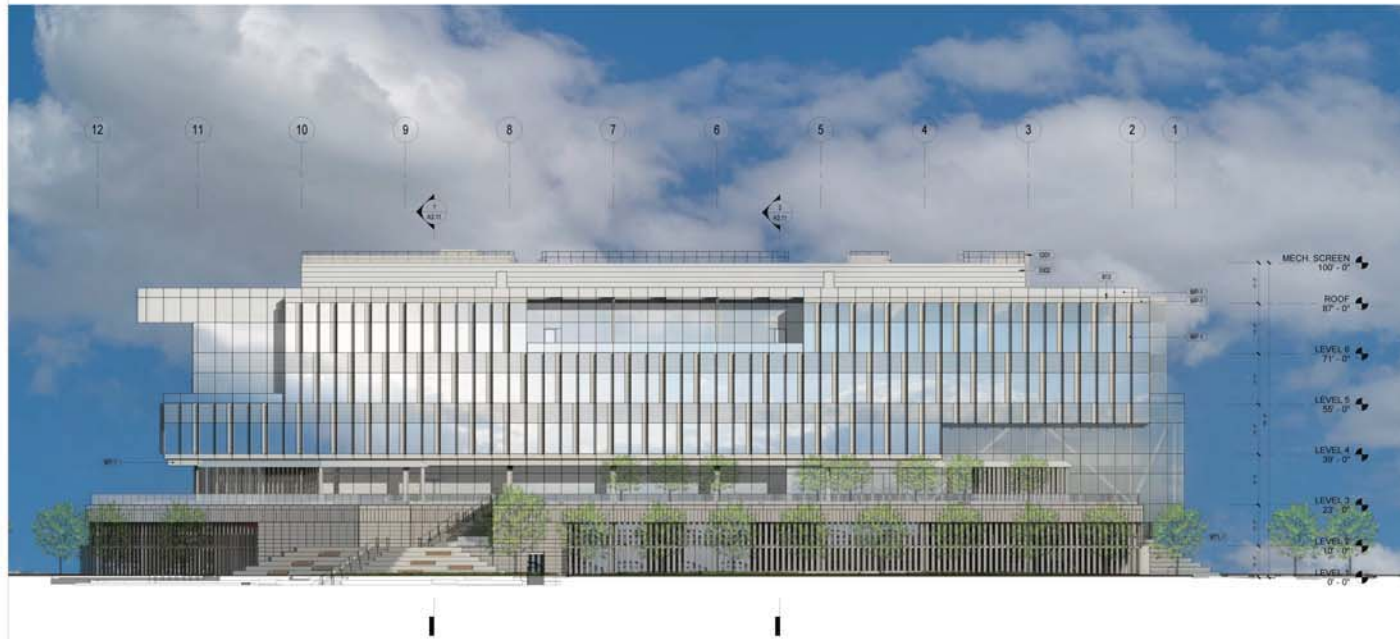


3D PERSPECTIVE RENDERING



SITE PLAN (N.T.S.)

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2 EAST ELEVATION

1/8" = 1'-0"

MATERIAL LEGEND

1/8" = 1'-0"

MATERIAL TAG

- ST-1 STONE
- MT-1 METAL 1
- MT-2 METAL 2
- MP-1 METAL PANEL 1
- MP-2 METAL PANEL 2
- MP-3 METAL PANEL 3



GLAZING LEGEND

KEYNOTE TAG

- ST-1 MANUAL WINDOW SHIELD
- ST-2 PERFORATED METAL PANEL MECH SCREEN



1 WEST ELEVATION

1/8" = 1'-0"

KEYNOTE LEGEND

brick.

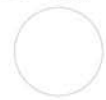
CLIENT
1 TWIN PROPERTY
OWNER LLC
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Brea, CA 92621
951-515-5555
info@1twinproperty.com

ARCHITECT
brick.
400 Van Street, Suite 300
Dana Point, CA 92629
951-515-5555
www.brick-va.com

Revision Description

- # 2023.03.23 PLANNING APP RESUBMITTAL
- # 2023.03.23 PLANNING APP RESUBMITTAL
- # 2023.11.18 PLANNING APP RESUBMITTAL
- # 2023.10.07 PLANNING APP RESUBMITTAL
- # 2023.07.18 PLANNING APP RESUBMITTAL
- # 2023.06.10 PLANNING APPLICATION

Revision Description



1 TWIN DOLPHIN DR.
1 TWIN DOLPHIN DR.
REDWOOD CITY, CA 94063

project number: 21-028
date: 03.23.23
EAST/WEST
ELEVATIONS

A3.01

NOT FOR CONSTRUCTION

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MATERIAL TAG

ST-1	STONE
MT-1	METAL 1
MT-2	METAL 2
MP-1	METAL PANEL 1
MP-2	METAL PANEL 2
MP-3	METAL PANEL 3



MATERIAL TAG

FS-1A	VISION	FRIT TYPE 1	NO SHADOW BOX
FS-1B	SHADEGLASS	FRIT TYPE 1	SHADOW BOX
FS-2A	VISION	FRIT TYPE 2	NO SHADOW BOX
FS-2B	SHADEGLASS	FRIT TYPE 2	SHADOW BOX
FS-3A	VISION	FRIT TYPE 3	NO SHADOW BOX
FS-3B	SHADEGLASS	FRIT TYPE 3	SHADOW BOX
FS-4	VISION	FRIT TYPE 4	NO SHADOW BOX
FS-4	VISION	FRIT TYPE 5	NO SHADOW BOX

GLAZING LEGEND

FS-1	VISION WINDOW
FS-2	SHADEGLASS WINDOW
FS-3	VISION WINDOW
FS-4	SHADEGLASS WINDOW

KEYNOTE TAG

FS-1	VISION WINDOW
FS-2	SHADEGLASS WINDOW
FS-3	VISION WINDOW
FS-4	SHADEGLASS WINDOW

brick.

CLIENT
1 TWIN PROPERTY
OWNER LLC
 1000 Wilshire Blvd, Suite 300
 Beverly Hills, CA 90210
 310.555.5555
 owner@twintwinproperty.com

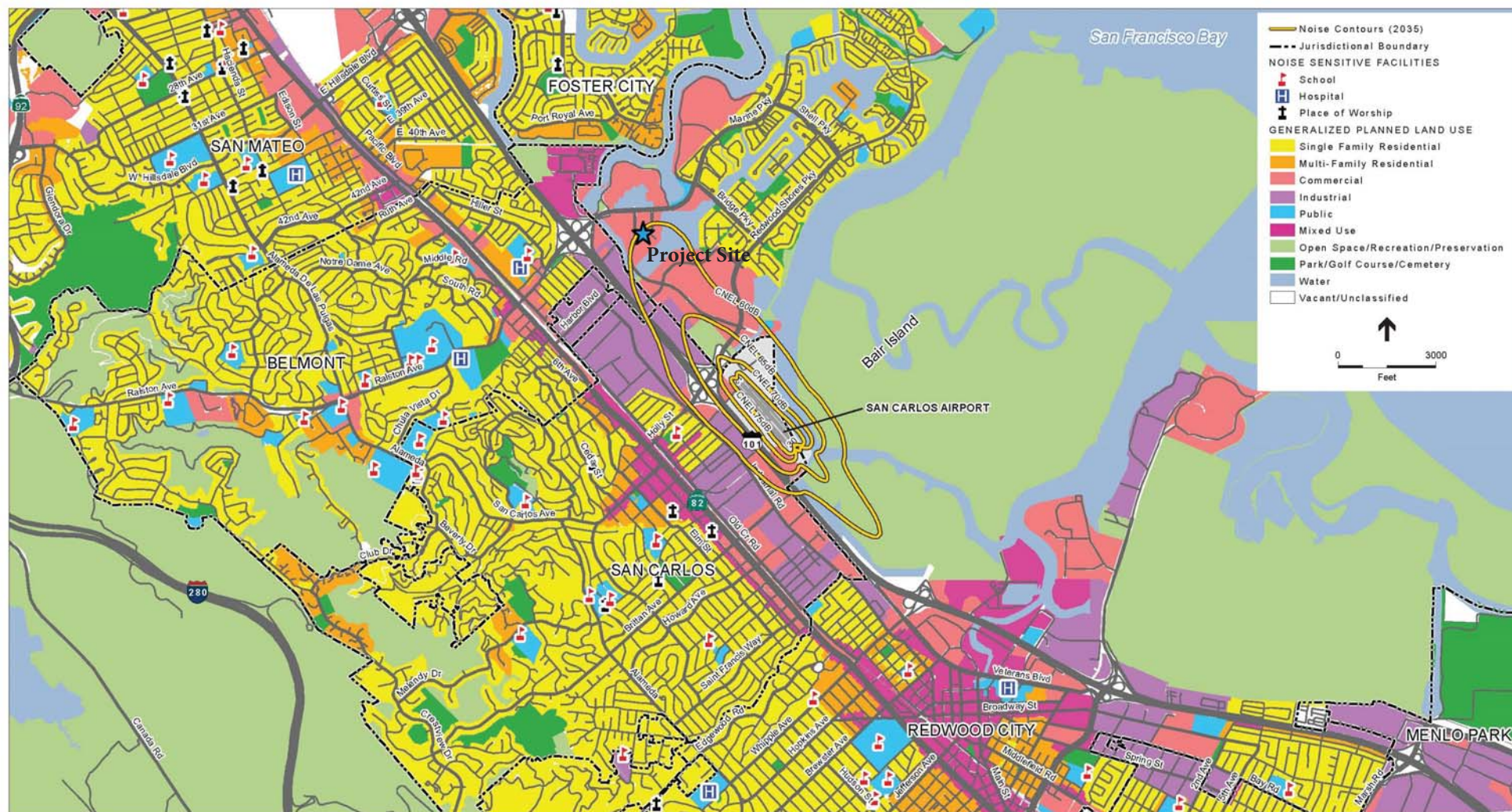
ARCHITECT
brick.
 400 Wilshire Blvd, Suite 300
 Culver City, CA 90230
 310.555.5555
 www.brick-ny.com

2023.03.23 PLANNING APP RESUBMITTAL
 # 2023.03.23 PLANNING APP RESUBMITTAL
 # 2023.11.18 PLANNING APP RESUBMITTAL
 # 2023.10.07 PLANNING APP RESUBMITTAL
 # 2023.07.18 PLANNING APP RESUBMITTAL
 # 2023.06.10 PLANNING APPLICATION

1 TWIN DOLPHIN DR.
 1 TWIN DOLPHIN DR.
 REDWOOD CITY, CA 94063

project number: 21.006
 date: 03.23.23
NORTHSOUTH
ELEVATIONS

A3.02



SOURCE: Belmont, 1982; San Mateo County, 1996; 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



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

Aeronautical Study No.
2023-AWP-7644-OE

Attachment 4

Issued Date: 05/18/2023

Chase Rapp
1 Twin Property Owner LLC
556 Santa Cruz
Suite 301
Menlo Park, CA 94025

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

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

Structure:	Commercial Use Building 1 Twin Dolphin Building
Location:	Redwood City, CA
Latitude:	37-31-36.21N NAD 83
Longitude:	122-15-45.35W
Heights:	13 feet site elevation (SE) 112 feet above ground level (AGL) 125 feet above mean sea level (AMSL)

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

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

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

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 11/18/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (424) 405-7641, or tameria.burch@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-7644-OE.

Signature Control No: 582688603-586891637

(DNE)

Tameria Burch
Technician

C/CAG AGENDA REPORT

Date: June 22, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport and San Francisco International Airport Land Use Compatibility Plan Consistency Review – Foster City Safety Element Update.

(For further information please contact Susy Kalkin at 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 San Mateo County Airport Land Use Commission, determine that the Foster City Safety Element is consistent with the applicable airport/land use policies and criteria contained in both the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP) and the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

BACKGROUND

Project Description

The City of Foster City is located within Airport Influence Area B (AIA B) for both the San Carlos and San Francisco International Airports. They have recently prepared a draft Safety Element Update and have forwarded it to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in both San Carlos and SFO ALUCPs, pursuant to California Public Utilities Code (PUC) Section 21676(b).

The Safety Element is one of seven mandatory elements of the General Plan. The principal purpose of the element is the identification of potential risks within the city that pose a threat to the community's welfare, public health, and overall safety and to outline a set of goals, policies, and implementation actions to address those risks.

Of relevance to ALUCP compatibility, the Safety Element includes a new section entitled, “Consistency with Airport Land Use Compatibility Plans”, which references the applicable airport land use compatibility criteria for each ALUCP. Also included is a specific goal to “Minimize risks of potential hazards in the vicinity of SFO and San Carlos Airports”, and an associated implementation action to “Comply with the project referral, airspace protection, real estate transaction disclosure and overflight notification policies of the SFO and San Carlos ALUCPs”. Relevant excerpts are included in the application materials, **Attachment 1**.

CCAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – Foster City Safety Element Update

Date: June 22, 2023

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DISCUSSION

I. SFO ALUCP Consistency Evaluation

Four airport land use compatibility factors are addressed in the SFO ALUCP that relate to the Safety Element update. These include policies for: (a) airport influence area, (b) noise compatibility, (c) safety compatibility, and (d) airspace protection. The following sections address each factor.

(a) Airport Influence Area Policies

The SFO ALUCP contains two airport influence area policies, IP-1 and IP-2. IP-1 reflects the real estate disclosure requirements of state law which apply in AIA A, a broad area that includes all of San Mateo County. Policy IP-2 applies within AIA B, the Policy/Project Referral Area, and requires that all land use policy documents (general plan, specific plan, zoning ordinance amendments) affecting real property within AIA B be submitted for review an ALUCP consistency review prior to local adoption.

The draft Safety Element references both of these requirements and is therefore determined to be consistent with the Airport Influence Area policies of the SFO ALUCP.

(b) Noise Compatibility

The CNEL 65 dB aircraft noise contour defines the noise impact area for SFO. All land uses located outside of this contour are deemed consistent with the noise compatibility policies of the ALUCP. This noise impact area does not extend into Foster City and therefore the draft Safety Element is consistent with the Noise Compatibility policies.

(c) Safety Compatibility

The SFO ALUCP includes six safety zones and related land use compatibility policies and criteria. None of the Safety Zones extends into Foster City, so the Safety Element would not be impacted by any of the Safety Compatibility Policies.

(d) Airspace Protection

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. The SFO ALUCP includes four Airspace Protection Policies:

- Policy AP-1 requires jurisdictions to notify sponsors of proposed projects to file Form 7460-1 with the Federal Aviation Administration (FAA) for any proposed project that may exceed the FAA notification height. Policy AP-1 also requires the local jurisdiction to consider FAA determination study findings as part of its review and decision on a proposed project.

CCAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – Foster City Safety Element Update

Date: June 22, 2023

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- Policy AP-2 requires project sponsors to comply with the findings of FAA aeronautical studies with respect to any recommended alteration in building design, height, and marking and lighting to be consistent with the ALUCP.
- Policy AP-3 requires proposed projects to comply with structure height provisions outlined in the ALUCP including the critical aeronautical surfaces map and the heights determined by the FAA.
- Policy AP-4 requires proposed projects to undergo review for compatibility with other flight hazards as outlined in the policy, including but not limited to, sources of glare, dust, smoke, electrical interference, etc.

The draft Safety Element references all of these requirements and is therefore determined to be consistent with the Airspace Protection policies of the SFO ALUCP.

II. San Carlos ALUCP Consistency Evaluation

Five airport / land use compatibility factors are addressed in the San Carlos ALUCP that relate to the Safety Element update. These include policies for: (a) noise compatibility, (b) safety compatibility, (c) airspace protection, (d) airport influence area, and (d) overflight compatibility. The following sections address each factor.

a) Noise Compatibility

Pursuant to San Carlos ALUCP Noise Policy 1, the CNEL 60 dB contour defines the noise impact area of the Airport. All land uses located outside of this contour are deemed consistent with the noise compatibility policies of the ALUCP. Foster City limits lies entirely outside of the CNEL 60 dB contour and therefore the Safety Element is consistent with the Noise Compatibility policies.

(b) Safety Compatibility

The San Carlos ALUCP includes safety zones and related land use compatibility policies and criteria. None of the Safety Zones extends into Foster City, so the Safety Element would not be impacted by any of the Safety Compatibility Policies.

(c) Airspace Protection

The San Carlos 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.

- Airspace Protection Policy 1 requires local jurisdictions to notify the FAA of proposals related to the construction of potentially hazardous structures and to evaluate proposed projects in accordance with the airspace protection policies identified in the ALUCP.

CCAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – Foster City Safety Element Update

Date: June 22, 2023

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- Airspace Protection Policy 2 requires jurisdictions to notify sponsors of proposed projects to file Form 7460-1 with the FAA for any proposed project that may exceed the FAA notification height.
- Airspace Protection Policy 3 requires proposed project sponsors to comply with the findings of FAA aeronautical studies with respect to any recommended alterations in the building design and height and any recommended marking or lighting within the property project.
- Airspace Protection Policy 4 sets forth criteria for determining the acceptability of a project with respect to height.
- Airspace Protection Policy 5 requires projects to be compatible with the maximum building height as outlined in the policy.
- Airspace Protection Policy 6 requires proposed projects to undergo review for compatibility with other flight hazards as outlined in the policy, including but not limited to, sources of glare, dust, smoke, electrical interference, etc.

The draft Safety Element references all of these requirements and is therefore determined to be consistent with the Airspace Protection policies of the San Carlos ALUCP.

(d) Airport Influence Area

The San Carlos ALUCP contains two airport influence area policies. Policy 1 reflects the real estate disclosure requirements of state law which apply in AIA A, a broad area that includes all of San Mateo County. Policy 2 applies within AIA B, the Policy/Project Referral Area, and requires that all land use policy documents (general plan, specific plan, zoning ordinance amendments) affecting real property within AIA B be submitted for review an ALUCP consistency review prior to local adoption.

The draft Safety Element references both of these requirements and is therefore determined to be consistent with the Airport Influence Area policies of the SFO ALUCP.

(e) Overflight Compatibility

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) shall incorporate a recorded overflight notification requirement as a condition of approval.

The draft Safety Element reflects both of these policies and is therefore determined compatible with the Overflight Compatibility policies of the San Carlos ALUCP.

CCAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – Foster City Safety Element Update

Date: June 22, 2023

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ATTACHMENTS

1. Application Materials w/ALUCP related excerpts

The following document is available for download from the project website:

<https://protect-us.mimecast.com/s/JbE-CPNKzmuzvYl8uzIvMT>

2. City of Foster City General Plan Safety Element –Public Review Revised Draft – 5/30/2023 - Redline



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

APPLICANT INFORMATION

Agency:	City of Foster City		
Project Name:	Safety Element of the General Plan		
Address:	610 Foster City Blvd.	APN:	
City:	Foster City	State:	CA
		ZIP Code:	94404
Staff Contact:	Thai-Chau Le	Phone:	650-286-3244
		Email:	tle@fostercity.org

PROJECT DESCRIPTION

Safety Element of the General Plan, available here: https://engagefostercity.org/safety-element .

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.



Noise

The Noise Element seeks to limit the community's exposure to excessive noise levels by identifying sources and acceptable thresholds for noise and establishing policies to ensure compatibility between land uses and the community's noise environment. It also provides a basis for comprehensive local programs to control and abate environmental noise and protect residents from excessive exposure.

Conservation

The Conservation Element addresses preserving and conserving natural resources in Foster City. In accordance with the City's vision, this element aims to (1) Preserve and Improve the Quality of Life within Existing Neighborhoods, (2) Assure the Proper Development of Undeveloped Property, and (3) Assure that Redevelopment of Developed or Underutilized Property Occurs in an Appropriate Manner. The key issues discussed in this element include human life-sustaining elements, wildlife habitat, and the recycling of renewable resources.

E. CONSISTENCY WITH LOCAL HAZARD MITIGATION PLAN

The 2021 San Mateo County Multi-jurisdictional Local Hazard Mitigation Plan (MJHMP) serves three primary purposes: 1) it provides a comprehensive analysis of the natural and human-caused hazards that threaten the City, with a focus on mitigation; 2) it keeps Foster City eligible to receive additional federal and state funding to assist with emergency response and recovery, as permitted by the federal Disaster Mitigation Act (DMA) of 2000 and California Government Code Sections 8685.9 and 65302.6; and 3) it complements the efforts undertaken by the Safety Element. The San Mateo County MJHMP complies with all requirements set forth under the federal Disaster Mitigation Act of 2000 and received approval from the Federal Emergency Management Agency (FEMA) in 2021. **Sections of the Safety Element are supplemented by the MJHMP, which is incorporated by reference in this element, as allowed by California Government Code Section 65302(g).** To access the MJHMP, visit the City's website, [Foster City's Local Hazard Mitigation Plan and Maps](#).

F. CONSISTENCY WITH AIRPORT LAND USE COMPATIBILITY PLANS

An Airport Land Use Compatibility Plan (ALUCP) is the primary document used by an airport land use commission to help promote compatibility between an airport and its surrounding environment. An ALUCP acts as a guide for the airport land use commission and local jurisdictions in safeguarding the general welfare of the public as the airport and the area surrounding the airport grows.



Airport planning boundaries define where height, noise, hazards, and safety standards, policies, and criteria are applied to certain proposed land use policy actions. ALUCP height standards for determining obstructions to air navigation are defined in Federal Aviation Regulations (FAR) Part 77, Objections Affecting Navigable Airspace. The FAR Part 77 criteria limit the location and height of structures both on and off airport property. The criteria are intended to prevent buildings and other objects from penetrating the airspace required for safe aircraft takeoffs and landings.

Foster City is located within two ALUCPs, as described below.

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

This ALUCP identifies portions of Foster City within Airport Influence Areas A and B. As described in the ALUCP, for Area A, a real estate disclosure is required. For areas of the city within Area B the Airport Land Use Commission (the C/CAG Board) would exercise its statutory duties to review proposed land use policy actions, including land development proposals. The real estate disclosure requirements would also be required.

~~The city is also in an area where the ALUCP identifies maximum building heights. Within this area, future projects would be required to be consistent with ALUCP Policy AP-3, which establishes the procedures for determining the maximum compatible building height.~~

The ALUCP also identifies a number of airspace protection policies to protect the navigable airspace around the airport for the safe and efficient operation of aircraft in flight that are applicable to Foster City:

- Policy AP-1 requires jurisdictions to notify sponsors of proposed projects to file Form 7460-1 with the Federal Aviation Administration (FAA) for any proposed project that may exceed the FAA notification height. Policy AP-1 also requires the local jurisdiction to consider FAA determination study findings as part of its review and decision on a proposed project.
- Policy AP-2 requires project sponsors to comply with the findings of FAA aeronautical studies with respect to any recommended alteration in building design, height, and marking and lighting to be consistent with the ALUCP.
- Policy AP-3 requires proposed projects to comply with structure height provisions outlined in the ALUCP including the critical aeronautical surfaces map and the heights determined by the FAA.
- Policy AP-4 requires proposed projects to undergo review for compatibility with other flight hazards as outlined in the policy, including but not limited to, sources of glare, dust, smoke, electrical interference, etc.



Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

This ALUCP identifies the entirety of Foster City as within one of two airport influence areas (AIAs) - Area A or Area B. Applicable policy requirements for projects located within these areas are described below:

Airport Influence Area Policy 1 – Real Estate Disclosure Area. Within Area A of the AIA the real estate disclosure requirements of state law apply. Section 11010 (b) (13) 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. The law requires that, if the property is within an “airport influence area” designated by an airport land use commission, the following statement must be included in the notice of intention to offer the property for sale:

Airport Influence Area Policy 2 – Policy/Project Referral Area. Within Area B of the AIA, the C/CAG Board shall exercise its statutory duties to review proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments and rezonings, and land development proposals. The real estate disclosure requirements in Area A also apply in Area B. For the purposes of this policy, parcels along the edge of the Area B Boundary that are split by the boundary shall be considered as fully within Area B.

This ALUCP also identifies overflight policies for the San Carlos Airport. The overflight policies were recently amended and would be applicable to the project. The following is a description of the policy requirement:

Overflight Policy 2 – Overflight Notification Zone 2. All new residential development projects, other than additions and accessory dwelling units (ADUs), within the Overflight Notification Zone 2 shall incorporate a recorded overflight notification requirement as a condition of approval to provide a permanent form of overflight notification to all future property owners. The following statement must be included in the notice:

The ALUCP also identifies a number of airspace protection policies to protect the navigable airspace around the airport for the safe and efficient operation of aircraft in flight that are applicable to Foster City:

- Airspace Protection Policy 1 requires local jurisdictions to notify the FAA of proposals related to the construction of potentially hazardous structures and to evaluate proposed projects in accordance with the airspace protection policies identified in the ALUCP.
- Airspace Protection Policy 2 requires jurisdictions to notify sponsors of proposed projects to file Form 7460-1 with the FAA for any proposed project that may exceed the FAA notification height.
- Airspace Protection Policy 3 requires proposed project sponsors to comply with the findings of FAA aeronautical studies with respect to any recommended alterations in the



building design and height and any recommended marking or lighting within the property project.

- Airspace Protection Policy 4 sets forth criteria for determining the acceptability of a project with respect to height.
- Airspace Protection Policy 5 requires projects to be compatible with the maximum building height as outlined in the policy.
- Airspace Protection Policy 6 requires proposed projects to undergo review for compatibility with other flight hazards as outlined in the policy, including but not limited to, sources of glare, dust, smoke, electrical interference, etc.

~~The City is also located in an area where the ALUCP identifies maximum building heights to minimize potential impacts. Within this area, future projects would be required to be consistent with policies which establish the procedures for determining the maximum compatible building height.~~

G. REGULATORY ENVIRONMENT

California Government Code 65302(g)(1)

California Government Code Section 65302(g)(1) establishes the legislative framework for California's safety elements. This framework consolidates the requirements from relevant federal and state agencies, ensuring that all cities comply with the numerous statutory mandates. These mandates include:

- As applicable, protect against significant risks related to earthquakes, tsunamis, seiches, dam failure, landslides, subsidence, flooding, and fires.
- Including maps of known seismic and other geologic hazards.
- Where applicable, address evacuation routes, military installations, peak-load water supply requirements, and minimum road widths and clearances around structures related to fire and geologic hazards.
- Identifying areas subject to flooding and wildfires.
- Avoid locating critical facilities within areas of high risk.
- Assessing the community's vulnerability to climate change.
- Include adaptation and resilience goals, policies, objectives, and implementation measures.

California Government Code Sections 8685.9 and 65302.6

California Government Code Section 8685.9 (also known as Assembly Bill 2140 or AB 2140) limits California's share of disaster relief funds paid out to local governments to 75 percent of the funds not paid for by federal disaster relief efforts. However, if the jurisdiction has adopted a valid hazard mitigation plan consistent with DMA 2000 and has incorporated the hazard mitigation plan into the jurisdiction's General Plan, the State may cover more than 75 percent of the remaining



GOAL S-1A: ENSURE THE CITY HAS AN EFFECTIVE EMERGENCY PREPAREDNESS AND RESPONSE PROGRAM.

Policies / Implementation Actions

S-1.1	<p>Ensure effective emergency response through established procedures, ongoing training programs, periodic exercises of the City's Emergency Operations Plan, and mutual aid agreements.</p> <ul style="list-style-type: none"> a. Maintain the City's Emergency Operations Plan, indicating responsibilities and procedures for responding to an emergency. b. Participate in general mutual-aid agreements and agreements with adjoining jurisdictions for cooperative response to fires, floods, earthquakes, and other disasters.
S-1.2	<p>Plan for and provide facilities and materials anticipated to be needed to respond to emergencies.</p> <ul style="list-style-type: none"> a. Maintain the local government's emergency operations center in a full functional state of readiness. b. As an infrastructure operator, designate a backup Emergency Operations Center with redundant communications systems. c. Pre-position emergency power generation capacity (or have generation rental/lease agreement for these generators) in critical buildings to maintain continuity of government and services. d. Ensure that critical intersection lights function following a loss of power by installing and maintaining battery back-ups and emergency generators. e. Develop a plan for speeding the repair and functional restoration of water and wastewater systems through stockpiling of shoring materials, temporary pumps, surface pipelines, portable hydrants, and other supplies. f. Provide emergency power at critical City facilities such as major sewer lift stations and lagoon pumps.
S-1.3	<p>Provide police services necessary to maintain community order and public safety.</p> <ul style="list-style-type: none"> a. Provide adequate personnel, training, and equipment to support the provision of police services. b. Review proposals for new and modified buildings for compliance with crime prevention requirements.
S-1.4	<p>Prepare a recovery framework (prior to a disaster event) to help guide actions and priorities during and after a disaster event occurs.</p> <ul style="list-style-type: none"> a. Prepare a recovery framework (prior to a disaster event) to help guide actions and priorities during and after a disaster event occurs. b. Consider and adopt regulations to guide response and recovery of City operations following a disaster event.
S-1.5	<p>Anticipate the potential for disasters and ensure the ability to respond promptly, efficiently, and effectively, to provide continuity of services during and after an emergency.</p>
S-1.6	<p>Minimize risks of potential hazards in the vicinity of SFO and San Carlos Airports.</p> <ul style="list-style-type: none"> a. Comply with the project referral, airspace protection, real estate transaction disclosure and overflight notification policies of the SFO and San Carlos ALUCPs

C/CAG AGENDA REPORT

Date: June 22, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Land Use Compatibility Plan Consistency Review – City of Pacifica 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 City of Pacifica 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 City of Pacifica shall amend the draft Housing Element to include general discussion of relevant SFO ALUCP policies and criteria, specifically including:
 - Requirements to refer land use policy actions (including general plan, specific plan and zoning ordinance amendments) and development projects affecting property located within AIA B to the ALUC for its review and determination prior to local adoption/approval.
 - Noise Compatibility criteria and related implementation measures, and specifically with the requirement to comply with the Noise/Land Use Compatibility Criteria and related mitigation measures contained in SFO ALUCP Table IV-1.
 - Requirements to comply with the Airspace Protection Policies.

BACKGROUND

Pacifica has referred its Draft Housing Element to C/CAG, acting as the Airport Land Use Commission, 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 a portion of the 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 the Pacifica for this planning cycle is 1,892 units.

The Draft Housing Element includes an inventory of housing opportunity sites identified for development or redevelopment of mixed-use or residential projects, with a combined development potential for 2,476 units. Of these, only four sites are located within AIA B:

Site #	Location	Capacity (units)
1	323 Beaumont Blvd	1
19	533 Hickey Blvd	15
25	Skyline Blvd (Caltrans ROW)	162
28	777 Hickey Blvd	41

DISCUSSION

I. SFO ALUCP Consistency Evaluation

Three airport / land use compatibility factors are addressed in the SFO ALUCP that relate to the proposed general plan housing element amendment. These include policies for: (a) noise compatibility, (b) safety compatibility, and (c) airspace compatibility.

Neither the Housing Element nor the General Plan includes reference to compliance with ALUCP compatibility policies. Therefore, the following condition is recommended to ensure compliance:

- Prior to adoption, the City of Pacifica shall amend the draft Housing Element to include general discussion of relevant SFO ALUCP policies and criteria including:
 - Requirements to refer land use policy actions (including general plan, specific plan and zoning ordinance amendments) and development projects affecting property located within AIA B to the ALUC for its review and determination prior to local adoption/approval.
 - Noise Compatibility criteria and related implementation measures, including requirements to comply with the Noise/Land Use Compatibility Criteria and related mitigation measures contained in SFO ALUCP Table IV-1.
 - Requirements to comply with all Airspace Protection Policies.

(a) Noise Compatibility

The CNEL 65 dB aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. In accordance with SFO Noise Policy NP-1, SFO ALUCP Exhibit IV-5, **Attachment 2**, depicts the noise compatibility zones within which the noise compatibility policies of the ALUCP apply. As shown, a very small area near Skyline and Hickey Boulevards lies within the CNEL 65-70 dB contour, and one of the housing opportunity sites, site 25, is located within this contour. As indicated on Table 4 of the application materials, **Attachment 1**, rezoning would be

required to allow residential development on this site. Note that any such rezoning request would be subject to ALUC review at that time.

Compliance with the proposed condition noted above under Section I will ensure compliance with the ALUCP Noise Policies and criteria.

(b) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on SFO ALUCP Exhibit IV-3, **Attachment 3**, the Safety Zones do not extend into the Pacifica, and accordingly the Safety Compatibility policies do not apply to developments in this jurisdiction. Therefore, the Draft Housing Element is consistent with the SFO ALUCP safety policies.

(c) Airspace Compatibility

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.

Because 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 would 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.

The housing opportunity sites are depicted on **Attachment 1**, and as noted above, only four sites located in the northernmost portion of the city lie within AIA B. Utilizing SFO’s iALP Airspace Tool the estimated maximum heights for these four sites are shown below:

Site	Site Elev. (AMSL)	Max Ht. (AMSL)	Bldg Ht. Allowance
323 Beaumont Blvd	272’	850’	578’
533 Hickey Blvd	436’	800’	364’
Skyline Blvd (Caltrans ROW)	606-685’	783-800’	≥98’
777 Hickey Blvd	604’	800	196’

Pacifica’s Zoning Ordinance currently limits maximum heights to 35 feet, so future development of these sites would be well below the critical aeronautical surfaces. In addition, compliance with the

recommended condition noted under Section I will ensure consistency with the ALUCP Airspace Protection policies.

ATTACHMENTS

1. Application Materials including Housing Opportunity Sites
2. SFO ALUCP Exhibit IV-5 – Noise Contours
3. SFO ALUCP Exhibit IV-3 – AIA B, including Safety Contours

The following attachment is available to download on the C/CAG website (See January 2023 “Additional Agenda Materials”) at: <https://ccag.ca.gov/committees/airport-land-use-committee/>

4. City of Pacifica Housing Element 2023-2031 – State Review Draft, May 2023



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

APPLICANT INFORMATION

Agency: City of Pacifica

Project Name: 2023-2031 Housing Element Update

Address: Citywide

APN: N/A

City: Pacifica

State: CA

ZIP Code: 94044

Staff Contact: Christian Murdock

Phone: (650) 738-7341

Email: cmurdock@pacifica.gov

PROJECT DESCRIPTION

Comprehensive update to Housing Element of the General Plan, including identification of housing opportunity sites for future construction of housing. A small portion of northeast Pacifica is located within Influence Area B of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. Specifically, ALUC review should focus on Housing Opportunity Sites # 25 and 28. No site in the Draft Housing Element are located in an area requiring FAA notification.

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.

planning cycle. During the planning period the City can accommodate 527 units through the identification of sites currently designated with sufficient allowable density. An additional 1,623 units will require rezoning.

TABLE 2: RHNA CAPACITY ANALYSIS				
	Lower- Income Capacity	Moderate- Income Capacity	Above Moderate- Income Capacity	Total Capacity
RHNA	848	291	753	1,892
Approved Projects	44	2	93	139
Projected ADU's	112	56	19	187
Sites Inventory List				
Opportunity Sites That Allow Residential (Table 3)	182	172	173	527
Opportunity Sites That Need Rezoning (Table 4)	951	107	565	1,623
Grand Total	1,289	337	850	2,476
RHNA Surplus	441	46	97	584
RHNA Surplus %	52%	16%	13%	31%

Source: City of Pacifica

The plan includes a series of amendments to the Pacifica Municipal Code to ensure that housing opportunity sites are available, including rezoning of several commercial sites to allow residential, as well as to ensure that housing sites are distributed across many residential and mixed-use districts throughout the city, including High Resource Areas as defined by the California Tax Credit Allocation Committee (TCAC) map (see Appendix D – Assessment of Fair Housing, Figure D-8 Proposed RHNA Sites in Relation to TCAC Resource Areas by Census Tract). The City is also exploring new policies and partnerships for providing housing for essential members of our community, including policies for promoting housing production, preservation, increasing density, and promotion of ADUs. Appendix F includes a detailed assessment of the potential for development on the city's opportunity sites.

[Continues]

TABLE 3: RESIDENTIAL SITES WITH EXISTING CAPACITY

Site #	Location	Lower-Income Capacity	Moderate-Income Capacity	Above Moderate-Income Capacity	Total Capacity
1	323 Beaumont Blvd			1	1
3	Santa Maria Ave/Palmetto Ave			8	8
4	2107 Palmetto Ave			7	7
5	2205 Palmetto Ave			1	1
6	Talbot Ave/Goodman Rd*		21		21
7	Talbot Ave/Goodman Rd			1	1
8	2251 Oceana Blvd			4	4
9	131 Brighton Rd			1	1
10	4275 Coast Hwy		33		33
11	Coast Hwy, Northside of Former Lumber Yard*		46		46
12	Coast Hwy, Between 4300-4400 Coast Hwy	112			112
13	5 Ohlone Dr			1	1
14	570 Crespi Dr	2	1	12	15
15	610 Crespi Dr*		36		36
16	1055 Terra Nova Blvd*	5	4	52	61
17	930 Oddstad Blvd	6	5	59	70
18	Caltrans ROW, Coast Hwy/Linda Mar Blvd	54			54
37	St. Peters Church, 700 Oddstad Blvd		24		24
38	Coast Hwy, north of Our Savior's Lutheran Church	3	3	26	31
		182	172	173	527

Note 1: Sites indicated with an asterisk (*) include the more than one parcel. Each APN listed is included in Appendix F.

Note 2: Refer to Figures 1 through 5 and Appendix F, Figures F-2 through F-11.

Source: City of Pacifica.

[Continues]

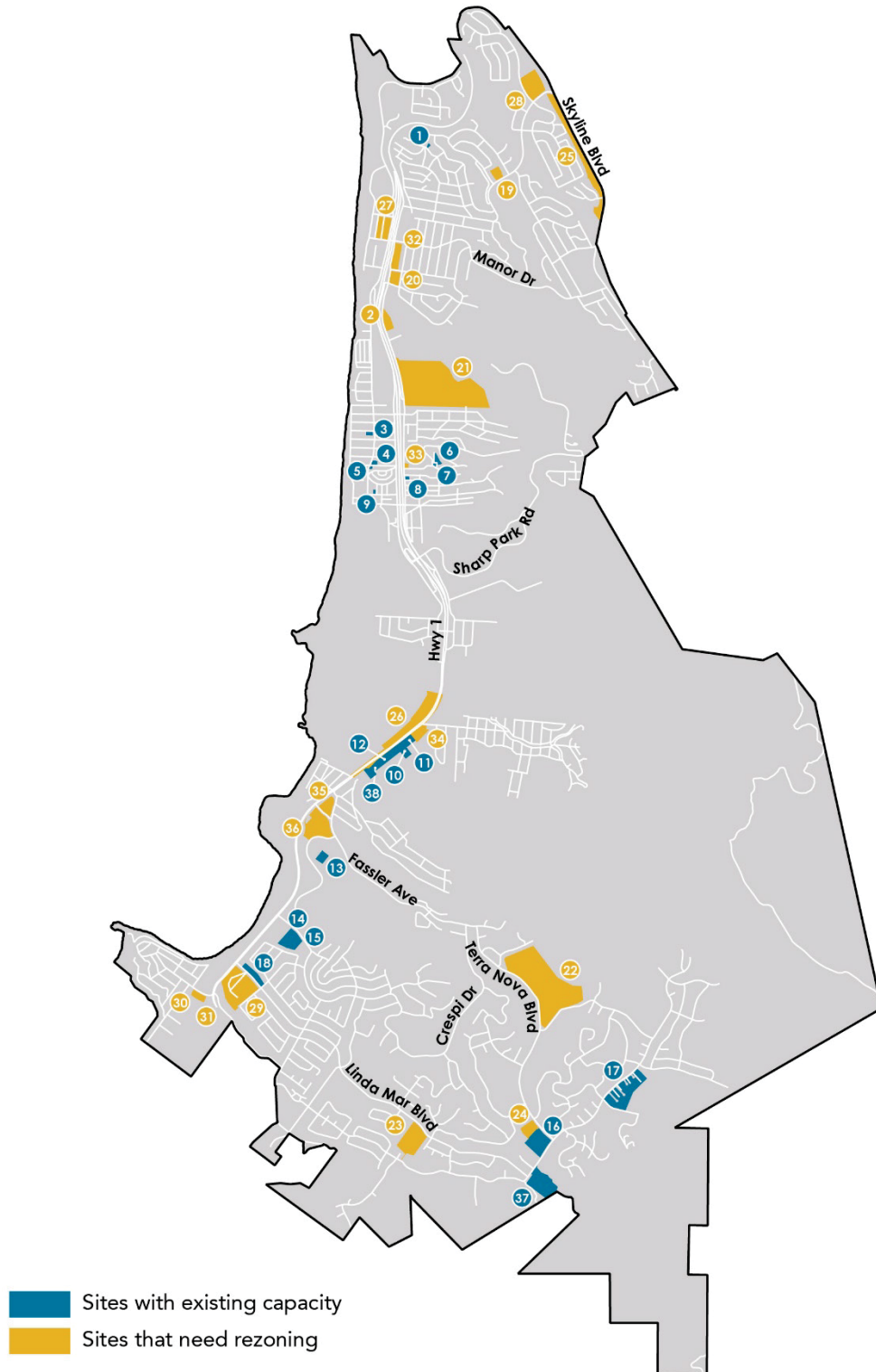
TABLE 4: SITES THAT REQUIRE REZONING TO MEET RHNA CAPACITY

Site #	Location	Existing Land Use	Existing Allowed Density (DU/A)	Proposed Density (DU/A)	Revise to Allow Residential Use	Lower-Income Capacity	Moderate-Income Capacity	Above-Moderate-Income Capacity	Total Capacity
Residential									
2	751 Oceana	HDR	30	40	N/A	6	6	68	80
19	7th Day Adventist, 533 Hickey Blvd	MDR	15	30	N/A		15		15
Non-Residential									
<i>Public</i>									
20	Public Works Corp Yard, 155 Milagra Dr*	Retail	0	40	Yes	50			50
21	Oceana HS, 401 Paloma Ave	Public	0	30	Yes	10	10	114	134
22	Terra Nova HS, 1450 Terra Nova Blvd	Public	0	30	Yes	8	7	82	97
23	Sanchez Art Center, 1220 Linda Mar Blvd	Public	0	40	Yes	130			130
24	Sanchez Library, 1111 Terra Nova Blvd	Public	0	40	Yes	52			52
25	Caltrans ROW, Skyline Blvd	N/A	N/A	40	Yes	162			162
26	Caltrans ROW, Coast Hwy/Quarry	N/A	N/A	60	Yes	122			122
<i>Shopping Center</i>									
27	Pacific Manor Shopping Center, 440 Manor Pl*	Retail/MUN	0-30	60	Yes	11		65	76
28	Fairmont Shopping Center, 777 Hickey Blvd*	Retail	0	50	Yes	3	3	35	41
29	Linda Mar Shopping Ctr, 500 Linda Mar Blvd*	Retail	0	50	Yes	14	13	155	182
30	Builders Exchange, 520 San Pedro Ave	Retail	0	30	Yes		23		23
31	Ace Hardware, 560 San Pedro Ave*	Retail	0	30	Yes		30		30
<i>Other Commercial Sites</i>									
32	Brentwood Shopping Center, Oceana/Manor*	Retail	0	60	Yes	100			100
33	US Bank, 1655 Oceana Blvd	MUC	30	50	N/A			14	14
34	Valleamar Station, 2125 Coast Hwy	Retail	0	50	Yes	64			64
35	Vacant, Coast Hwy/Sea Bowl Ln	Visitor Commercial	0	20	Yes			32	32
36	Sea Bowl, 4625 Coast Hwy	Visitor Commercial	0	60	Yes	219			219
						951	107	565	1,623

Note 1: Sites indicated with an asterisk (*) include more than one parcel. Each APN listed is included in Appendix F.

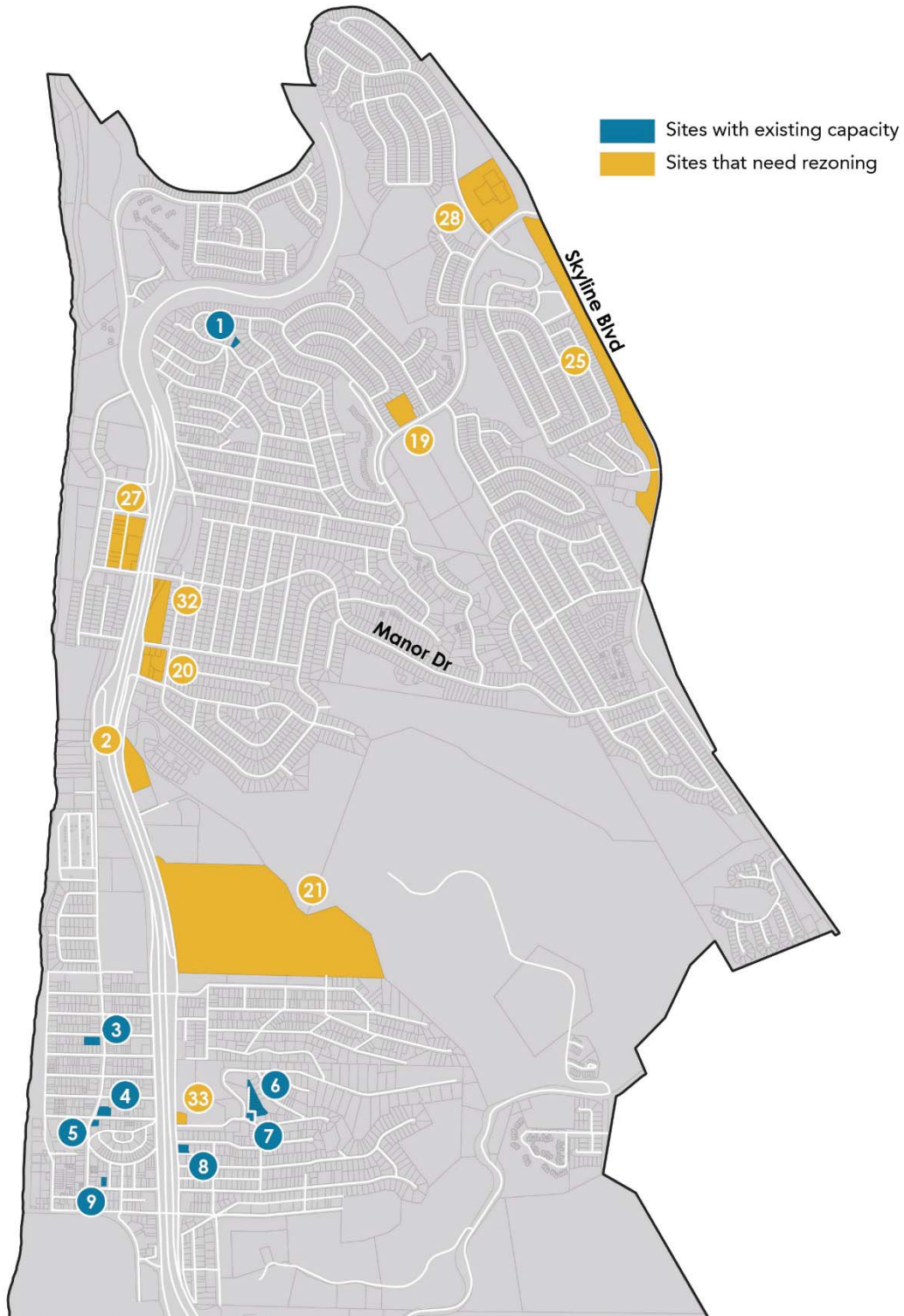
Note 2: Refer to Figures 1 through 5 and Appendix F, Figures F-2 through F-11.

Source: City of Pacifica.



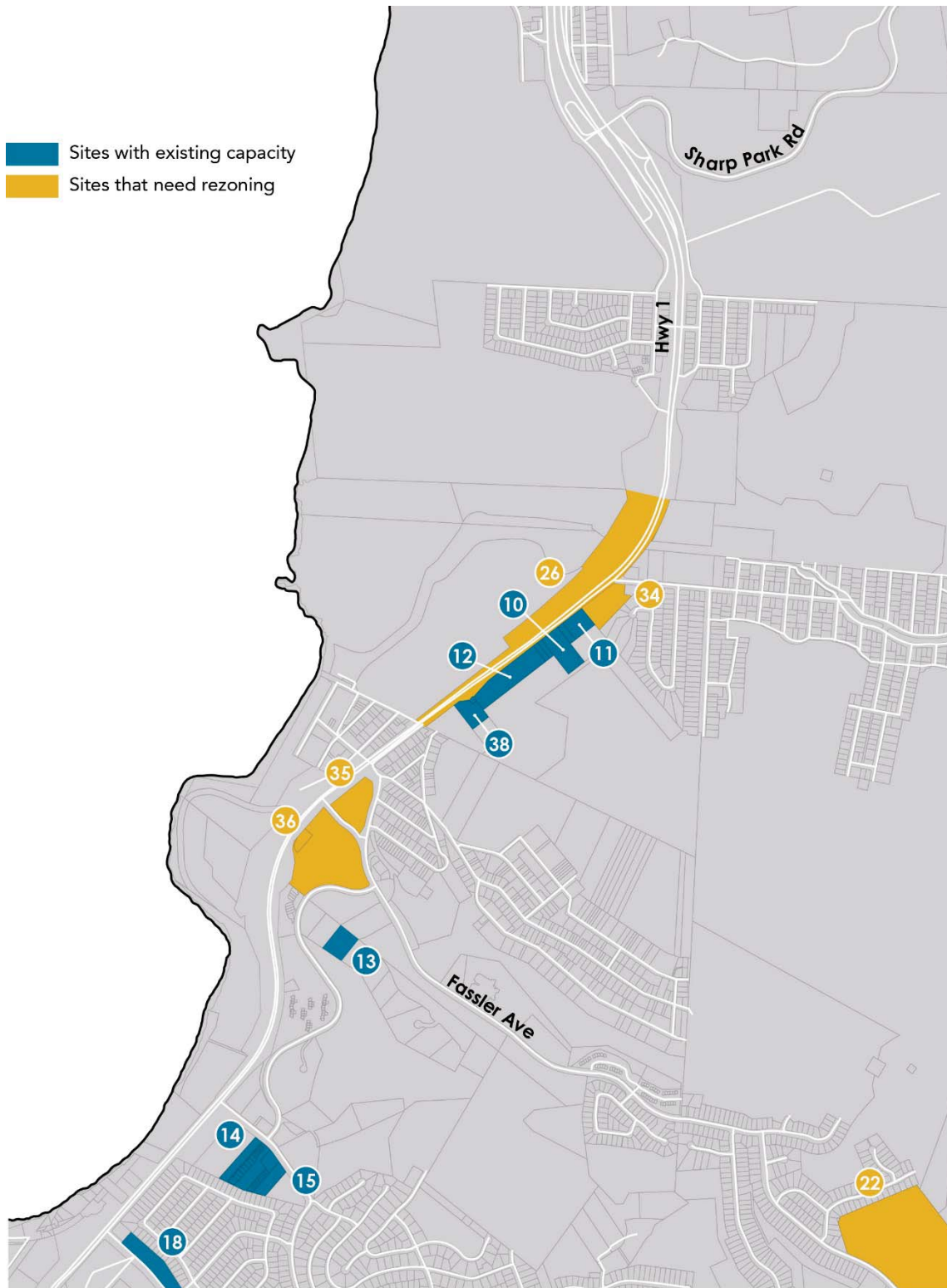
This figure shows the parcels on which housing is intended to be developed on all or a portion of the parcel. Where the entire parcel is not intended to be developed with housing, the specific areas of the parcel intended for housing development are depicted in Appendix F, Figures F-2 through F-11 "Areas assumed for housing (in blue shading)." The areas of the parcels that are not shown as "Areas assumed for housing (in blue shading)" are not included in the Housing Element site inventory.

Figure I: Overview of Housing Element Sites



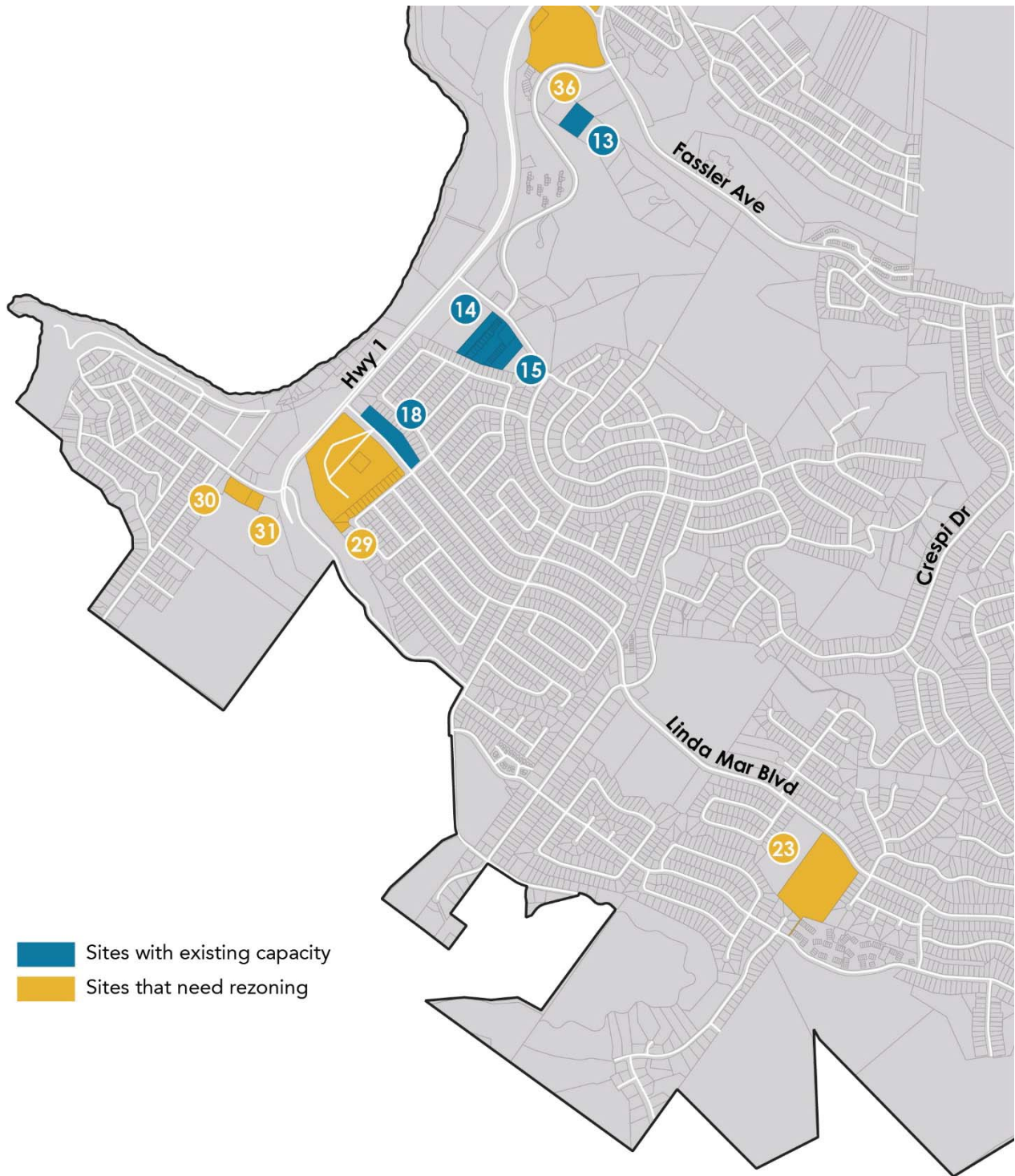
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Figure 2: North Pacifica Area Detail – Housing Element Sites



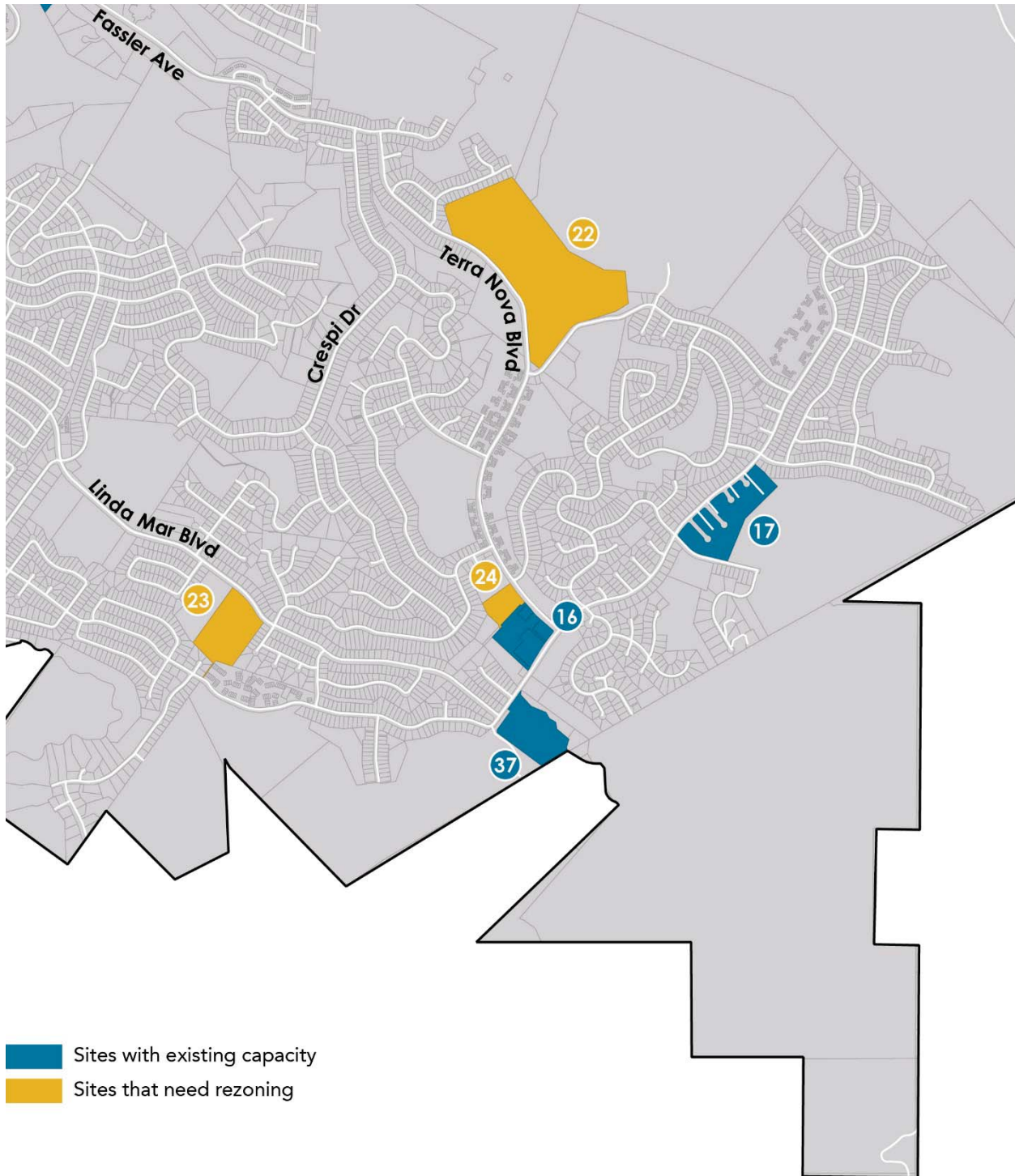
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Figure 3: Central Pacifica Area Detail – Housing Element Sites



This figure shows the parcels on which housing is intended to be developed on all or a portion of the parcel. Where the entire parcel is not intended to be developed with housing, the specific areas of the parcel intended for housing development are depicted in Appendix F, Figures F-2 through F-11 "Areas assumed for housing (in blue shading)." The areas of the parcels that are not shown as "Areas assumed for housing (in blue shading)" are not included in the Housing Element site inventory.

Figure 4: Southwest Pacifica Area Detail – Housing Element Sites



This figure shows the parcels on which housing is intended to be developed on all or a portion of the parcel. Where the entire parcel is not intended to be developed with housing, the specific areas of the parcel intended for housing development are depicted in Appendix F, Figures F-2 through F-11 "Areas assumed for housing (in blue shading)." The areas of the parcels that are not shown as "Areas assumed for housing (in blue shading)" are not included in the Housing Element site inventory.

Figure 5: Southeast Pacifica Area Detail – Housing Element Sites

