

# 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

<b>Date:</b> Thursday, August 24, 2023	<b>Join by Zoom Meeting:</b> <a href="https://us02web.zoom.us/j/82978119215?pwd=Vzh5dGI1NIBDSC9SZ2d3SUpxMno3UT09">https://us02web.zoom.us/j/82978119215?pwd=Vzh5dGI1NIBDSC9SZ2d3SUpxMno3UT09</a>
<b>Time:</b> 4:30 p.m.	<b>Zoom Meeting ID:</b> 829 7811 9215
<b>Location:</b> Burlingame Community Center 850 Burlingame Avenue Burlingame, CA	<b>Password:</b> 861784
	<b>Join by Phone:</b> (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<br>(O'Connell)                  |        |
| 2. Public Comment on Items not on the Agenda   | Limited to 2<br>minutes per<br>speaker |        |
| 3. Approval of Minutes for the May 25, 2023 meeting and acceptance of the meeting record for June 22, 2023.  | Action<br>(O'Connell)                  | Page 1 |
| 4. San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed 5-story, 103-unit apartment building at 608 Harbor Blvd., Belmont. | Action<br>(Kalkin)                     | Page 7 |

- |  |                         |         |
|--|-------------------------|---------|
| 5. San Carlos Airport and San Francisco International Airport Land Use Compatibility Plan Consistency Review – Belmont General Plan Housing Element 2023-2031.                               | Action<br>(Kalkin)      | Page 23 |
| 6. San Francisco International Airport Land Use Compatibility Plan Consistency Review – Proposed 10-story, 341-unit multi-family residential development at 840 San Bruno Avenue, San Bruno. | Action<br>(Kalkin)      | Page 42 |
| 7. San Francisco International Airport Land Use Compatibility Plan Consistency Review – Draft Lindenville Specific Plan, South San Francisco.  | Action<br>(Kalkin)      | Page 66 |
| 8. Considerations for the update of Airport Land Use Combability Plans (ALUCPs) – Discussion only...   | Discussion<br>(Kalkin)  | Page 88 |
| 9. Member Comments/Announcements   |                         |         |
| 10. Items from Staff   | Information<br>(Kalkin) |         |
| 11. Adjournment – <i>Next regular meeting – Sept. 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](mailto: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](mailto: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

**Airport Land Use Committee (ALUC)**  
**Meeting Record**  
**June 22, 2023**

**1. Call to Order/Roll Call**

Chair O’Connell called the meeting to order at 4:45 pm. As a quorum was not present it was determined that the meeting would be conducted for informational purposes only, with no action taken – agenda items would be presented and any comments forwarded to the C/CAG Board/Airport Land Use Commission for consideration as part of the formal action on the items.

The attendance sheet is attached.

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

**3. Minutes of the May 25, 2023 Meeting**

No action taken.

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

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

Committee member Sturken requested clarification about the size/capacity of the proposed amphitheater. William Chui, Redwood City Planning staff, responded that no amphitheater is currently proposed.

The Committee had no other comments.

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

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

The Committee had no comments.

**6. San Francisco International Airport Land Use Compatibility Plan Consistency Review – Pacifica Draft 2023-2031 Housing Element.**

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

The Committee offered no comments.

**7. Member Comments/Announcements**

None

**8. 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 was working on a response and anticipates a briefing at the July ALUC meeting.

**9. Adjournment**

The meeting concluded at 5:17 pm.

DRAFT

## 2023 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Jan	Feb	Mar		Apr	May	June			
				In-person	AB2449						
Terry O'Connell	City of Brisbane	X	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	X			
Robert Brownstone	City of Half Moon Bay										
Angelina Cahalan	City of Millbrae	X	X	X		X	X	X			
Christopher Sturken	City of Redwood City	X	X	X		X		X			
Tom Hamilton	City of San Bruno	X	X	X		Y arrived 4:50	X	X			
Adam Rak/ Pranita Venkatesh <sup>1</sup>	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		X <sup>2</sup>			
Carol Ford	Aviation Rep.	X			X	X	X				
Chistopher Yakabe	Half Moon Bay Pilots Assn.	Y arrived 4:45	X	Y		Y	X	X			

No quorum

<sup>1</sup> Pranita Venkatesh appointed 2/27/2023

<sup>2</sup> Member Nicolas attended remotely but, due to a lack of a quorum at the meeting site, did not invoke AB2449

X - Committee Member Attended

Y - Designated Alternate Attended

Staff and guests in attendance for the June 22, 2023, meeting: Susy Kalkin, Sean Charpentier, and Kim Springer, C/CAG staff; William Chui, Redwood City staff; Sofia Mangalam, Foster City staff; Christian Murdoch, Pacifica staff; Tiffany Martinez, Caltrans Aeronautics; Bert Ganoung, SFO staff

## C/CAG AGENDA REPORT

Date: August 24, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed 5-story, 103-unit apartment building at 608 Harbor Blvd., Belmont.

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

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### 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 5-story, 103-unit apartment building at 608 Harbor Blvd., Belmont., 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 conditions:

- Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Belmont an FAA “Determination of No Hazard”.
- The City of Belmont 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 Belmont 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

Belmont is processing an application for redevelopment of a 0.71-acre site located on the northwest side of Harbor Blvd, between Old County Road and Elmer St. The site is currently unincorporated, but would be annexed to Belmont as part of the overall entitlement application. The proposal includes demolition of existing site improvements and construction of a 5-story, 103-unit apartment building residential development.

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 Belmont has not brought its General Plan and Zoning Ordinance fully into compliance with the ALUCP. Accordingly, Belmont 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 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 the filing of Form 7460-1.

The proposed structure would have a maximum height of 65 ft. With a ground elevation of approximately 30 feet above mean sea level (AMSL), the overall maximum structure height would therefore be approximately 95 feet 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 well 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

## C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 608 Harbor Blvd., Belmont

Date: August 24, 2023

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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.



## C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 608 Harbor Blvd., Belmont

Date: August 24, 2023

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The project 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. While the application materials reference compliance with these policies in general, the following conditions are recommended to clarify the specific requirements:

- The City of Belmont 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 Belmont 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.



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

APPLICANT INFORMATION

Agency: City of Belmont

Project Name: Windy Hill Apartments

Address: 604, 608, 610 Harbor Boulevard

APN: 046-032-030, 046-032-040, 046-032-080, 046-032-090

City: Belmont

State: CA

ZIP Code: 94002

Staff Contact: Dara Sanders

Phone: 650-262-1197

Email: dsanders@goodcityco.com

PROJECT DESCRIPTION

Request to construct a 5-story, 111,654 square-foot apartment building with 103 dwelling units and 69 parking spaces. The project includes annexation of four pre-zoned, unincorporated properties and portions of the public right-of-way into the City of Belmont.

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.

604, 608, 610 Harbor Boul

## **Application for Land Use Consistency Determination Supplemental Information**

**Agency Name:** City of Belmont

**Project Location:** 604, 608, and 610 Harbor Boulevard

### Property Description

The project site is approximately 0.71-acre and includes four parcels, of which three have addresses. The site is bounded by Old County Road to the southwest, Harbor Boulevard to the southeast, Elmer Street to the northeast, and an alley to the northwest. Currently, the project sites consist of a self-service car wash at 604 Harbor Boulevard, a vacant lot at 608 Harbor Boulevard, and a gas station at 610 Harbor Boulevard and is surrounded by existing commercial, light manufacturing, general industrial, and warehousing land uses.

### Project Description

The applicant proposes to consolidate the four properties into one and redevelop the site with a 111,654 square-foot, 5-story (65 feet tall) residential apartment building with 103 dwelling units. The project is proposed to include 21 studio units, 65 one-bedroom units, 7 two-bedroom units, and 10 multi-story units (8 one-bedroom units and 2 two-bedroom units). As required by the City's Inclusionary Housing Ordinance, 15% of the units would be made affordable to low-income households (16 units). The project includes annexation of four pre-zoned, unincorporated properties, and portions of the public right of way into the City of Belmont.

The project would provide vehicular ingress and egress to the first-level parking garage from Elmer Street. The garage would accommodate 69 vehicular parking spaces, 67 long term bicycle parking spaces, five electronic vehicle (EV) recharging parking spaces, and an off-street loading berth. Nine (9) on-street vehicle parking spaces would be provided along Harbor Boulevard and one space on Elmer Street. Fourteen (14) short-term bicycle parking spaces are proposed along the Harbor Boulevard frontage. The project is located approximately 0.4 miles from the Caltrain Belmont Station (near the intersection at El Camino Real and Ralston Avenue) and approximately one-tenth (0.1) mile from El Camino Real, which is served by regular bus service.

The project is in conformance with the Belmont General Plan, which designates the site as Harbor Industrial Area (HIA-1), which is in the City's Sphere of Influence and intended to be redeveloped with high-density residential uses, as well as light industrial, retail, lodging, and research and development uses.

### San Carlos Airport Land Use Compatibility Plan (ALUCP) Evaluation

Belmont staff has evaluated the proposed project to the three areas of airport land use compatibility concern and believes that the project would not impact airport contours, safety, or airspace protection for the following reasons:

1. Airport Influence Area. The property is located in the San Carlos Airport's Influence Area B, and the project will be conditioned to notify residents of this location.
2. Noise. The proposed project would not result in an increase in aircraft noise exposure, as the subject properties are not located within the San Carlos Airport 2035 noise contours.

3. Safety. The proposed project would not negatively impact airport safety for the following reasons:
  - a. The proposed project would not introduce sensitive land uses of particular concern in any safety zone.
  - b. While the project site could introduce residential uses to the property, the project site is located outside of Safety Zones 1-5 and located at the outer edge of safety zone 6. Table 4-4 of the Airport Land Use Compatibility Plan identifies multi-family residential (low-to-high density) as compatible uses in Safety Zone 6. At 65 feet tall, the proposed development will not create a height hazard obstruction. The proposed residential activities will not create smoke, glare, electronic, wildlife attractants, or other airspace hazards.
4. Building Height. The project proposes a building height of 65 feet, which is less than the approximately 150' maximum allowable height set by the Airport Land Use Plan, and would not be a hazard to air navigation and is compatible with the airport airspace safety needs and requirements for the reasons stated above.

#### Environmental Review

The City prepared an Initial Study to determine whether the proposed project requires further environmental review beyond that which was provided by the General Plan programmatic EIR in 2017. Pursuant to CEQA Guidelines Sections 15168, 15162, and 15163, the Initial Study analyzed whether there are any new significant environmental effects not identified in the General Plan EIR or substantial increases in the severity of any previously identified significant effects. It also analyzed the extent to which the project is consistent with the development density established by existing zoning or General Plan policies and whether further environmental review is required pursuant to CEQA Guidelines Section 15183.

Based on this review, the City has found that all potentially significant effects have been analyzed adequately in the 2017 General Plan programmatic EIR and have been avoided or mitigated pursuant to that EIR.

#### Attachments

608 Harbor Boulevard Project Plans

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**PLANNING SET - REVISED - MAY 30, 2023**



**BDE**  
ARCHITECTURE

**608 HARBOR BLVD., BELMONT, CA**

  
**WINDY HILL**  
*property ventures*





# 608 HARBOR BLVD.

## PROJECT DESCRIPTION

THE SITE IS LOCATED AT THE CORNER OF OLD COUNTY RD. AND HARBOR BLVD. THE SITE IS CURRENTLY USED AS A GAS STATION AND A CAR WASH. THE SITE IS LOCATED WITHIN THE HARBOR INDUSTRIAL AREA 1. THE PROPOSED PROJECT CONSISTS OF A 3 STORY RESIDENTIAL USE BUILDING CONSISTING OF 103 MULTIFAMILY RENTAL RESIDENTIAL DWELLING UNITS AND 69 PARKING SPACES. THE GARAGE WILL BE OF TYPE I-A CONSTRUCTION. THE RESIDENTIAL PORTION WILL BE OF TYPE II-A CONSTRUCTION.

- SPECIAL PLANNING ADVISORY NOTES:**
- THE BACKS FOR SHORING ARE NOT ALLOWED
  - ALL EXISTING OVERHANG UTILITIES MUST BE UNDERGROUND AS PART OF THE PROJECT.

**ZONING:** HA-1  
**LOT AREA:** 0.71 AC (31,095 SQFT)  
**LAND USE:** RESIDENTIAL (R2)  
**PROPOSED RESIDENTIAL UNITS:** 103  
**PROPOSED GROSS AREA:** LEVEL 1: 27,107 SQFT  
LEVEL 2: 21,141 SQFT  
LEVEL 3: 21,181 SQFT  
LEVEL 4: 21,181 SQFT  
LEVEL 5: 21,181 SQFT

**TOTAL GROSS AREA:** 111,654 SQFT  
**FAR:** 3.59  
**DENSITY:** 145 DU/AC  
**PROPOSED RESIDENT PARKING:** 69 (ALL SPACES TO BE UNBUNDLED)

**Note:** Although the Project qualifies for a 27.5% density bonus under the statute (Gov. Code, § 65915(f)(1)), Windy Hill does not seek a density bonus. Instead, Windy Hill exercises the incentive allowed under the statute (Gov. Code, § 65915(d)(2)(A)) to reduce the otherwise-required vehicular parking ratio for the Project to allow for the 69 onsite parking spaces.

PROPOSED ROOF HEIGHT:		65'-0"						
608 Harbor Blvd.		BDE Architecture		9/11/2020				
Unit Type	Level 1	Level 2	Level 3	Level 4	Level 5	TOTAL	% Of Total	
S: Studio	0	3	6	6	6	21	20.39%	
A: 1 Bed 1 Bath	0	11	18	18	18	65	63.11%	
B: 2 Bed 2 Bath	0	1	2	2	2	7	6.80%	
H: Multi-Story	0	10	0	0	0	10	9.71%	
TOTAL	0	25	26	26	26	103	100.00%	

Parking Required per Zoning Code			
Dwelling Units:	103	Units @	2 spaces per unit
			206

**TOTAL SPACES REQUIRED PER TABLE 8.4.1(b) IN THE BELMONT ZONING ORDINANCE: ONE GARAGE SPACE FOR EACH DWELLING UNIT IN ANY TWO FAMILY OR MULTIPLE FAMILY STRUCTURE, PLUS ONE PAVED OPEN PARKING SPACE OR GARAGE FOR EACH SUCH DWELLING UNIT**

Parking Provided (Unbundled)						
	Stacker	Standard	ADA	ADA Van	EV	EV Van
Total Resident Parking	30	31	2	1	4	1
Parking Ratio/Unit	0.67 : 1					

## PROJECT DIRECTORY

**OWNER:**  
WINDY HILL PROPERTY VENTURES  
808 HARBOR STREET, SUITE 100  
PALO ALTO, CALIFORNIA 94301  
P: 650.847.1200  
CONTACT: JAMIE D'ALESSANDRO

**ARCHITECT:**  
BDE ARCHITECTURE  
804 HOWARD STREET  
SAN FRANCISCO, CA 94103  
P: 415.971.9960  
CONTACT: ADAM ALPINE

**LANDSCAPE ARCHITECT:**  
THE GUZZARDO PARTNERSHIP INC.  
81 GREENWICH STREET  
SAN FRANCISCO, CA 94111  
P: 415.423.4857 X: 14  
CONTACT: PAUL T. LETTIERI

**CIVIL ENGINEER:**  
BKF ENGINEERS  
150 CALIFORNIA STREET, SUITE 650  
SAN FRANCISCO, CA 94111  
P: 415.393.7557  
CONTACT: MIKE O'CONNELL

**ELECTRICAL ENGINEER:**  
EMERALD CITY ENGINEERS, INC.  
6055 21ST STREET SW, SUITE 200  
MOUNTLAKE TERRACE, WA 98043  
P: 425.741.1200  
CONTACT: ADAM FRENCH

**TRASH MANAGEMENT CONSULTANT:**  
AMERICAN TRASH MANAGEMENT, INC.  
1800 POWELL STREET, SUITE 800  
EMERYVILLE, CA 94608  
P: 415.292.5400  
CONTACT: SCOTT BROWN

**JOINT TRENCH CONSULTANT:**  
MILLINUM DESIGN & CONSULTING, INC.  
PO BOX 737  
ALAMO, CA 94507  
P: 925.783.4300  
CONTACT: ALFRED GIUSTI

## DEFERRED SUBMITTALS & PERMITS

- FIRE SPRINKLER
- FIRE ALARM
- UNDERGROUND FIRE SERVICE

## SHEET INDEX

**PROJECT INFORMATION**  
G0.00 PROJECT INFORMATION  
G0.01 UNIT & AREA SUMMARY  
G0.02 SITE PHOTOS  
G0.03 SITE PHOTOS  
G0.04 SITE PHOTOS  
G0.05 SITE PHOTOS

**Civil**  
C1.0 TITLE SHEET  
C1.1 NOTES, LEGENDS & ABBREVIATIONS  
C2.0 EXISTING BOUNDARY  
C2.1 EXISTING CONDITIONS  
C2.2 PRELIMINARY PARCEL MAP  
C2.3 PUBLIC UTILITY EASEMENT VARIANCE DETAILS  
C3.0 HORIZONTAL CONTROL PLAN  
C3.1 STREET SECTIONS  
C3.2 SITE DISTANCE TRIANGLES  
C4.0 GRADING AND DRAINAGE PLAN  
C5.0 UTILITY PLAN  
C6.0 STORMWATER CONTROL PLAN  
C7.0 FIRE ACCESS PLAN

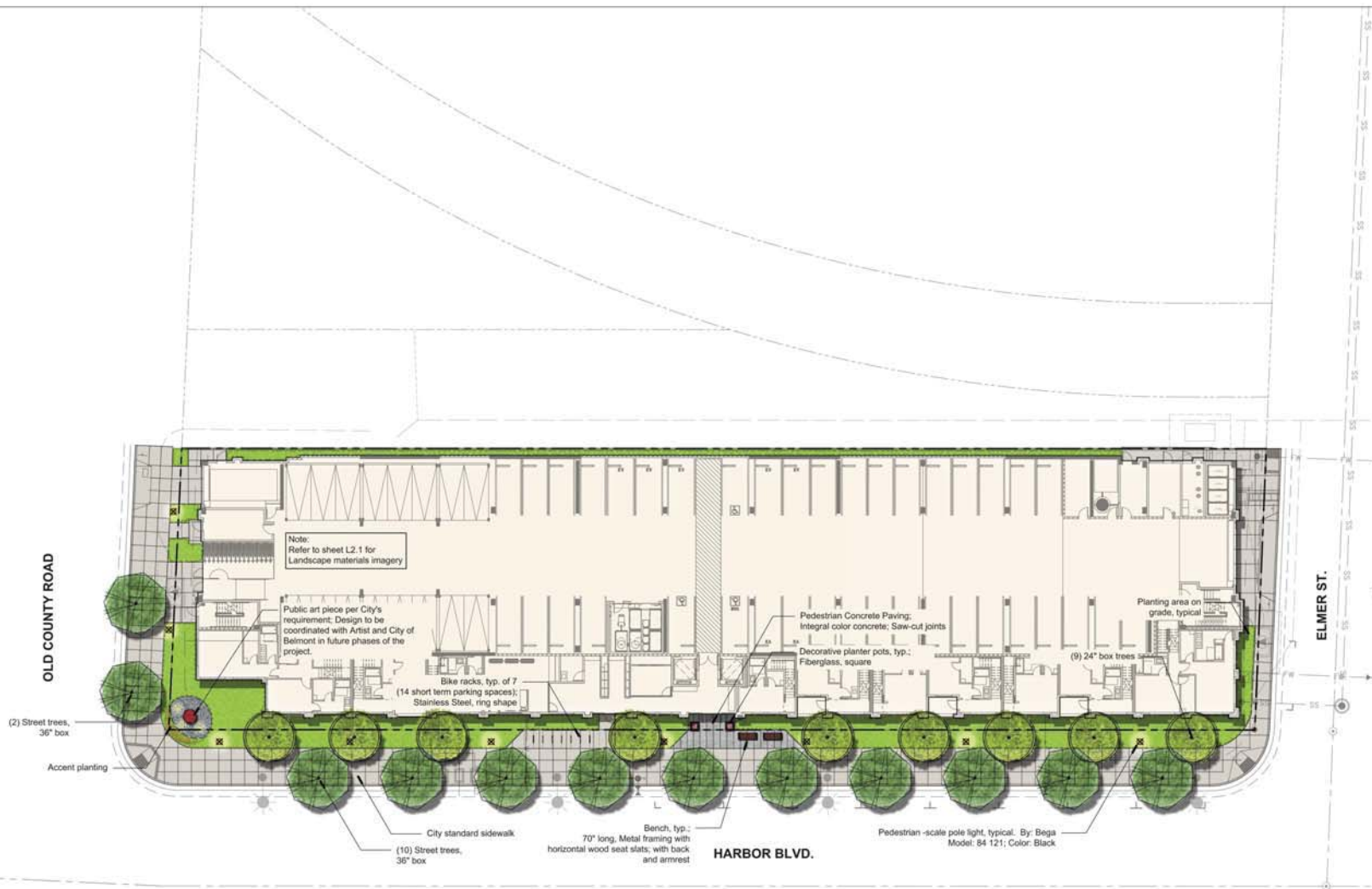
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02.01 HARBOR BOULEVARD TOPOGRAPHIC SURVEY

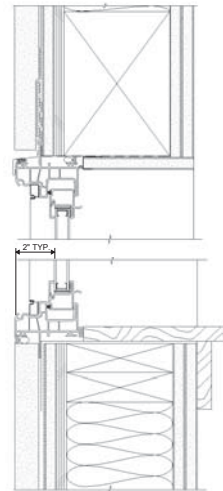
**JOINT TRENCH**  
J01.1 JOINT TRENCH CONCEPTUAL COMPOSITE

**LANDSCAPE**  
L1.1 CONCEPTUAL LANDSCAPE PLAN - GROUND FLOOR  
L1.2 CONCEPTUAL LANDSCAPE PLAN - 2ND FLOOR PODIUM  
L2.1 LANDSCAPE RANGERY  
L3.1 SCHEMATIC IRRIGATION PLAN  
L4.1 PLANTING PLAN - GROUND FLOOR  
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E1.00 SITE PLAN LIGHTING  
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AP1.01 ARCHITECTURAL SITE PLAN  
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AP2.01 FLOOR 1 PLAN  
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AP3.00 BUILDING ELEVATIONS  
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AP3.01 BUILDING SECTIONS  
AP3.02 PERSPECTIVE VIEWS  
AP3.03 BUILDING SERIALS  
AP4.00 UNIT PLANS





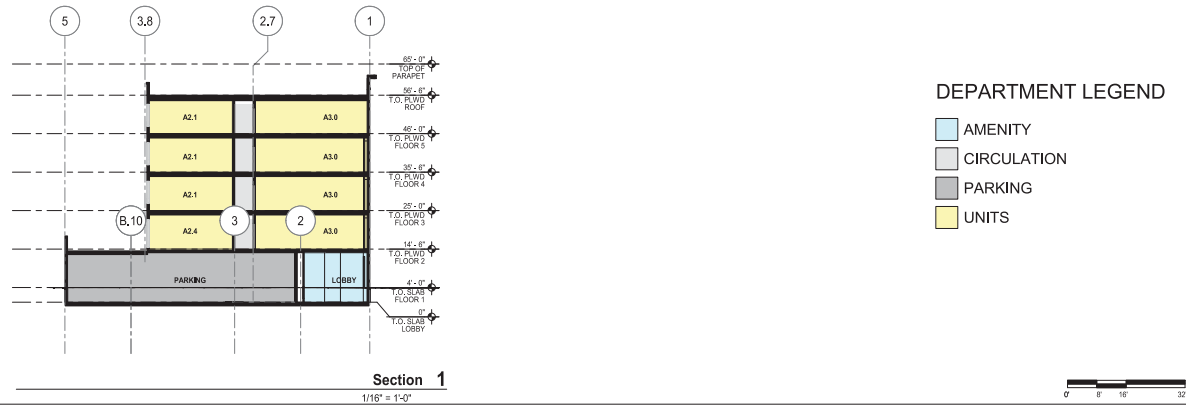
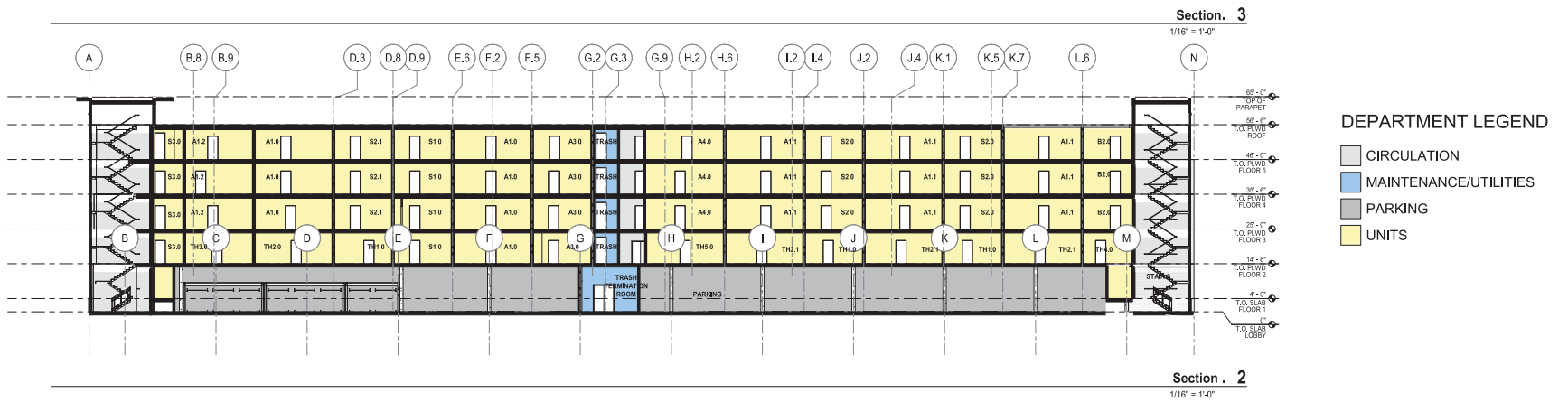
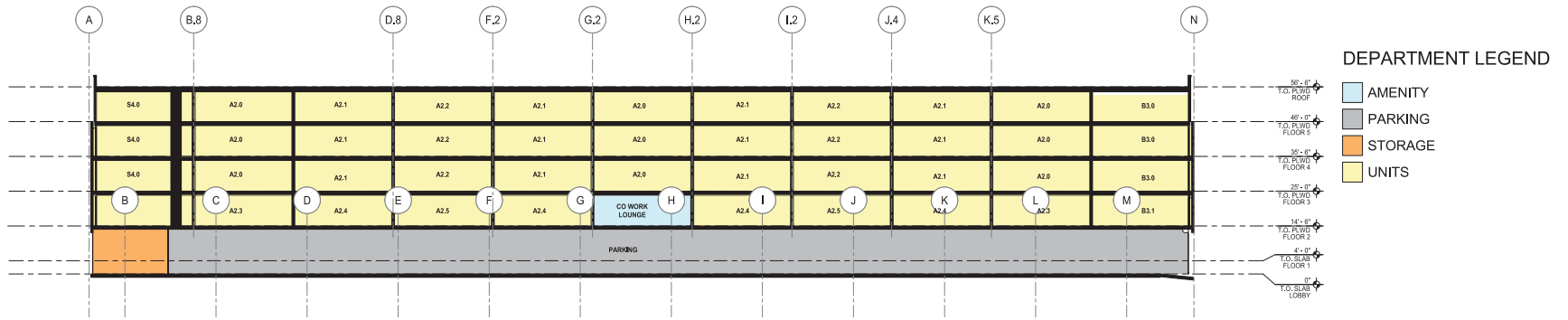
**SHEET NOTES**  
NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET. (SEE)

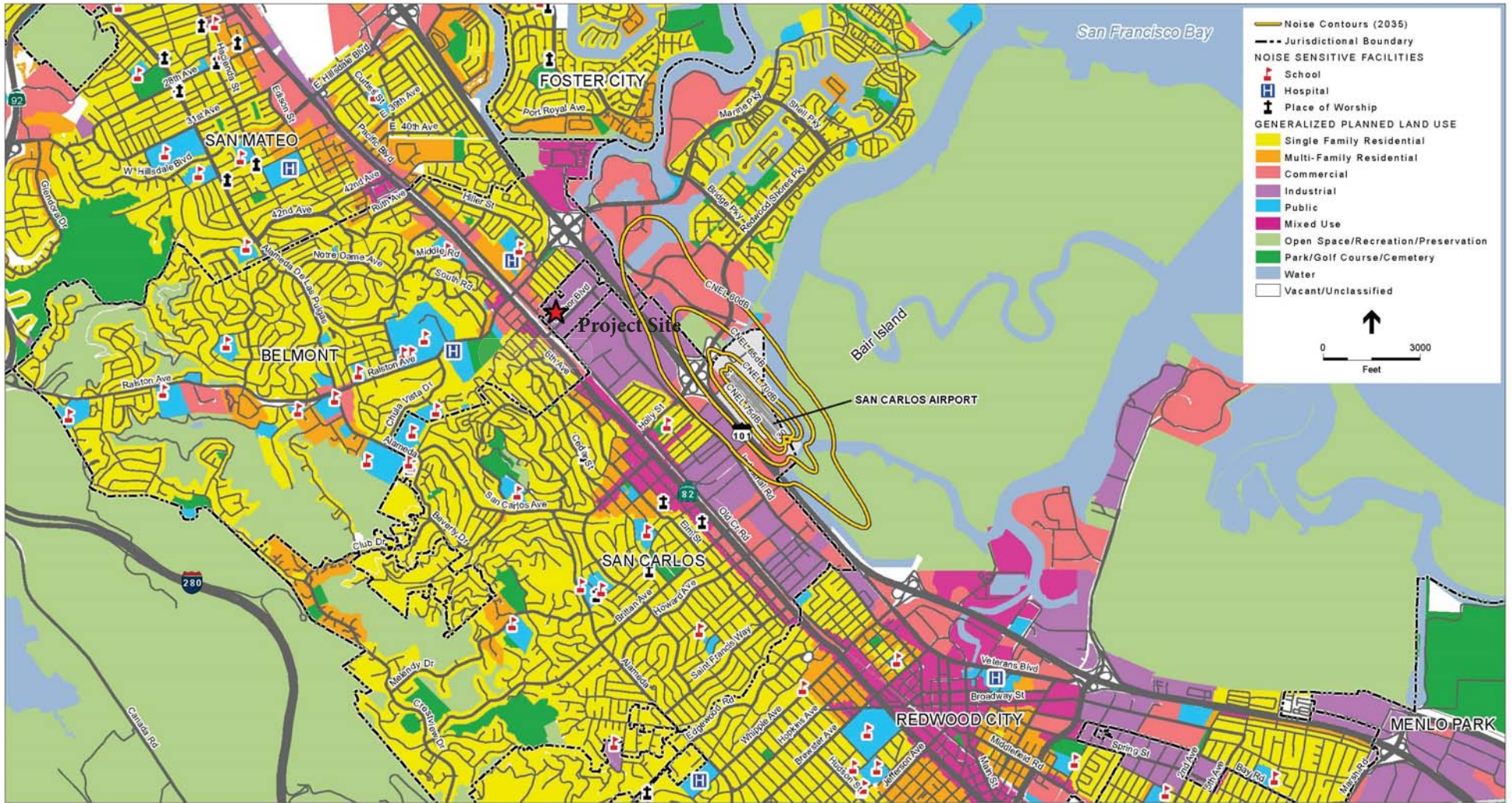
- 1 CONCRETE WALL, S.S.D.
- 2 ALUMINUM STOREFRONT SYSTEM
- 3 VINYL WINDOW
- 4 HOT DIPPED GALVANIZED PTD GUARDRAIL
- 5 EXTRUDED ALUMINUM LOUVER SYSTEM, PTD
- 6 GLASS GUARDRAIL SYSTEM

	BRICK COLOR 1
	BRICK COLOR 2
	LAP SIDING COLOR 1
	LAP SIDING COLOR 2
	FIBER CEMENT PANEL COLOR 2
	STUCCO COLOR 1
	STUCCO COLOR 2
	STUCCO COLOR 3
	STUCCO COLOR 4
	CAST STONE COLOR 1
	CAST STONE COLOR 2









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

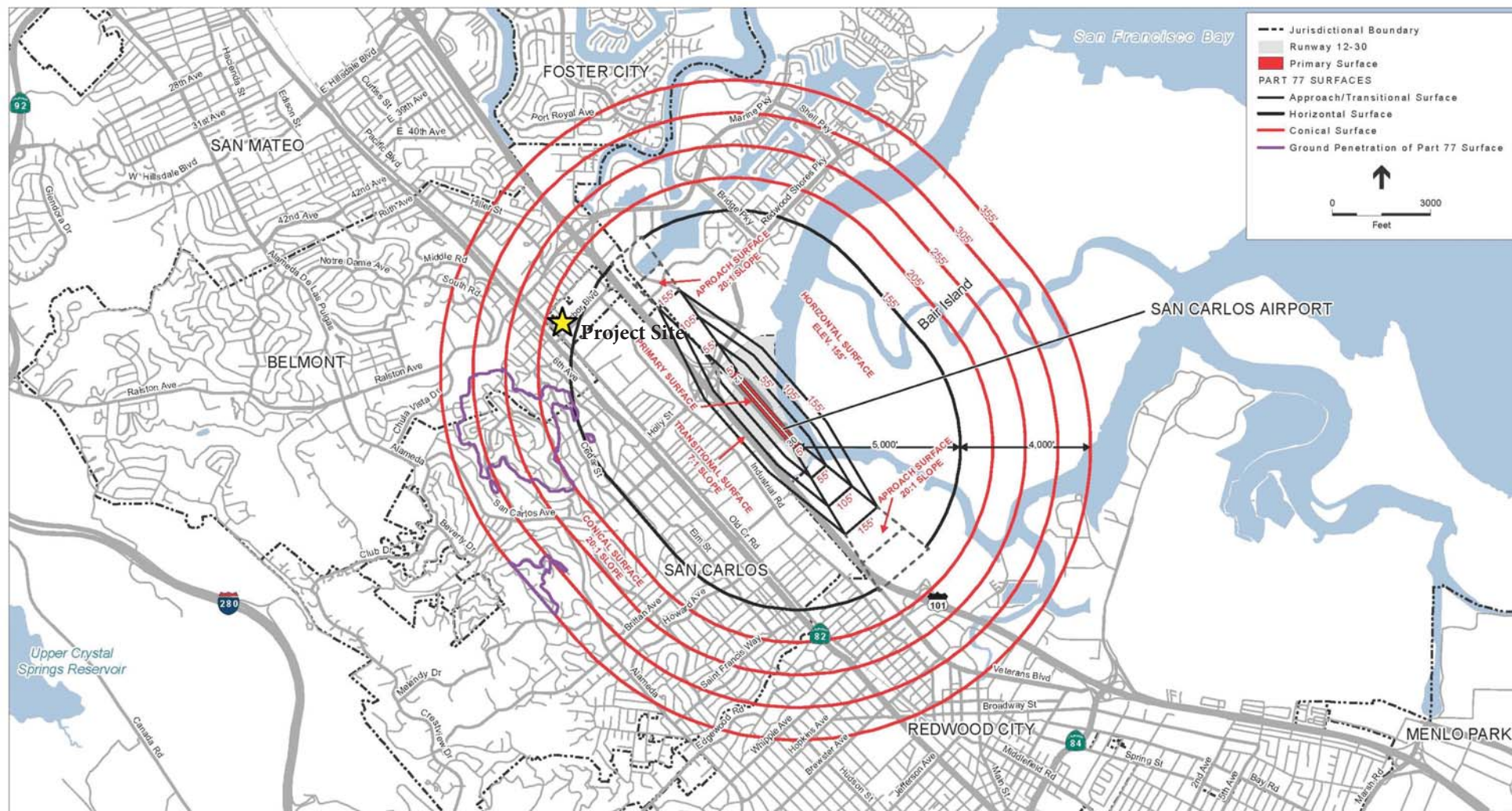




SOURCE: ESRI, 2014; ESA Airports, 2014

San Carlos Airport ALUCP - 130753  
**Exhibit 4-3**  
 San Carlos Airport Safety Zones





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.

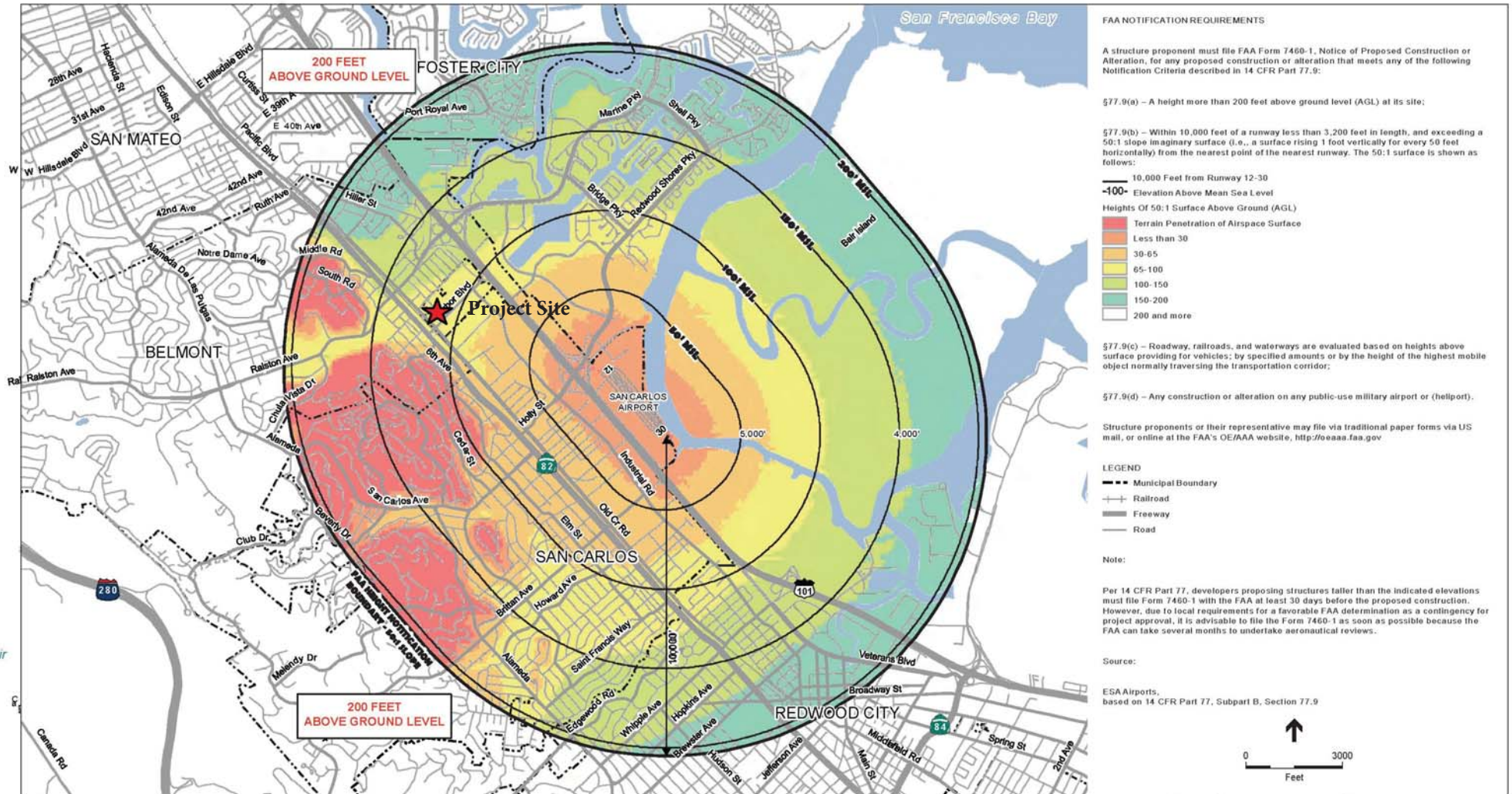
NOTE 2: Locations where the ground/terrain penetrates the FAR Part 77 airspace surfaces are approximate and were developed using ground elevation contours provided by the San Mateo County Planning and Building Department, 2014.

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: August 24, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Belmont General Plan Housing Element 2023-2031.

(For further information please contact Susy Kalkin at [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org))

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### 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 City of Belmont General Plan Housing Element 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, subject to the following condition:

- The San Carlos Housing Element shall be amended as follows (modified language shown in underline):

Policy H.1.12: Update the zoning ordinance to ensure definition of residential care facilities and small residential care facilities continue to comply with State law, and amend the zoning code to eliminate the requirement for a use permit for care facilities of seven or more persons with a disability, and allow them in all zones allowing residential uses based on objective criteria to facilitate approval certainty, except in areas where this conflicts with the San Carlos Airport Land Use Plan.

### BACKGROUND

#### Project Description

The City of Belmont has referred its General Plan 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 *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP). These land use policies are subject to Airport Land Use Committee / Board review, pursuant to California Public Utilities Code (PUC) Section 21676(b).

The 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 RHNA for Belmont for this cycle is 1,785 units.

Belmont currently has 942 housing units in the development pipeline, either under construction (508 units), approved with entitlements (172 units), or in development review (262 units), representing more than 50 percent of the total RHNA allocation for the 2023-2031 planning period.

## **DISCUSSION**

### **I. San Carlos ALUCP Consistency Evaluation**

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

#### **a) Noise Compatibility**

The Aircraft Noise Contours are depicted on San Carlos ALUCP Exhibit 4-2, **Attachment 2**. 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. As shown on the exhibit, only one small area of Belmont, located on the east side of US 101, lies within the CNEL 60 dB contour, and no housing is proposed in that area.

The Housing Opportunity Sites are identified on **Attachment 1a**. All of the housing opportunity sites lie well outside of the CNEL 60 dB contour, so the proposed housing sites are consistent with the Noise Compatibility policies of the ALUCP.

#### **(b) Safety Compatibility**

The San Carlos ALUCP includes safety zones and related land use compatibility policies and criteria. As depicted on San Carlos ALUCP Exhibit 4-3, **Attachment 3**, Safety Zone 6 extends over portions of Belmont, including areas where Housing Opportunity Sites are identified.

Per San Carlos ALUCP Table 4-4, *Safety Compatibility Criteria*, residential land use is a compatible use in Safety Zone 6. Therefore, the Housing Opportunity Sites in the Housing Element and the proposed residential density increases are consistent with the Safety Compatibility Criteria of the ALUCP.

The Housing Element also includes many new and/or revised policies and actions that have also been reviewed for ALUCP compatibility, **see Attachment 1b**. Of note is a recommended action that

directs that the zoning ordinance be amended to permit residential care facilities in all areas where residential use is permitted. The Safety Compatibility Policies of the ALUCP identify specific land uses that are of concern in which the occupants have reduced effective mobility or would be unable to respond in emergency situations. These uses of concern include Congregate Care Facilities (which encompasses assisted living and other types of care and rehab facilities). Accordingly, such uses are conditionally permitted within Safety Zone 6. To ensure the Housing Element provisions are consistent with the Safety Compatibility Criteria, the following revision to Policy H.1.12 is recommended (revisions shown in underlined text):

“Policy H.1.12: Update the zoning ordinance to ensure definition of residential care facilities and small residential care facilities continue to comply with State law, and amend the zoning code to eliminate the requirement for a use permit for care facilities of seven or more persons with a disability, and allow them in all zones allowing residential uses based on objective criteria to facilitate approval certainty, except in areas where this conflicts with the San Carlos Airport Land Use Plan.”

**(c) Airspace Compatibility**

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.

Because the Housing Element is a policy document and not specific development proposals, the airspace compatibility policies of the San Carlos ALUCP do not directly apply. Consistency with the airspace compatibility policies will be required for future development proposals stemming from the Housing Element.

**(d) 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.

Because the Housing Element is a policy document and not a specific development proposal, the overflight compatibility policies of the San Carlos ALUCP do not directly apply. Consistency



would be required for future zoning ordinance amendments necessary to implement pieces of the Housing Element and/or individual development proposals stemming from the Housing Element.

#### ATTACHMENTS

1. Application Materials, including
  - a. Housing Opportunity Sites
  - b. Goals, Policies and Programs – (Housing Element Appendix E excerpts)
2. San Carlos ALUCP Exh. 4-2 Noise Contours
3. San Carlos ALUCP Exh. 4-3 Safety Contours

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

4. Belmont Housing Element for the 2023-2031 Planning Period (6<sup>th</sup> Cycle RHNA)



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

APPLICANT INFORMATION

Agency: **City of Belmont**

Project Name: **General Plan Housing Element 2023-2031**

Address: **One Twin Pines Lane, Suite 310**

APN: **n/a**

City: **Belmont**

State: **CA**

ZIP Code: **94002**

Staff Contact: **Carlos de Melo**

Phone: **650-595-7440**

Email: **cdemelo@belmont.gov**

PROJECT DESCRIPTION

The City of Belmont has prepared a comprehensive update to the General Plan Housing Element covering the period 2023 through 2031. A Programmatic Environmental Impact Report was also prepared to consider any potential environmental impacts of the growth contemplated in the Housing Element. Both documents were adopted/certified by Belmont City Council in January 2023 to meet HCD deadlines, the City is now working with HCD on revisions to achieve certification.

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.



City of Belmont  
One Twin Pines Lane  
Belmont, CA 94002

June 8, 2023

San Mateo County Airport Land Use Commission  
C/CAG - City/County Association of Governments of San Mateo County  
555 County Center, 5th Floor  
Redwood City, California 94063  
Attention: Susy Kalkin, Transportation Systems Coordinator/ALUC Staff

*Sent via Email: [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org)*

SUBJECT: Transmittal of City of Belmont General Plan Housing Element 2023-2031 for Land Use  
Consistency Determination

Dear Suzy,

The City of Belmont is preparing an update to the General Plan Housing Element 2023-2031, and is seeking a land use consistency determination from the San Mateo County Airport Land Use Commission.

The City of Belmont adopted the Housing Element in January 2023 as required by HCD, and subsequently submitted the document to HCD for review and certification. HCD notified the City of Belmont in writing in April 2023 that additional revisions to programs and analysis are required to compliance with statutory requirements. During their review HCD did not request any changes to our housing opportunity sites inventory or our proposed minor zoning modifications; our zoning changes are summarized in the attached development standards summary exhibit.

The City's Housing Opportunity Sites inventory relies heavily on existing pipeline projects (942 units) and assumes current development trends (i.e. lot consolidation for high density multi-family projects) will continue along the El Camino Real transit corridor.

To facilitate your review of our plan, please find the following materials included with this submittal:

1. C/CAG Application for Land Use Consistency Determination
2. Belmont General Plan Housing Element (includes redlines requested by HCD)
3. Housing Element City-wide Opportunity Sites Zoning Map
4. Summary of Housing Opportunity Sites Development Standards

**[www.belmont.gov](http://www.belmont.gov)**

Page 1 of 2



City of Belmont  
One Twin Pines Lane  
Belmont, CA 94002

If you have any questions or need additional information to complete your review, please send the request to:

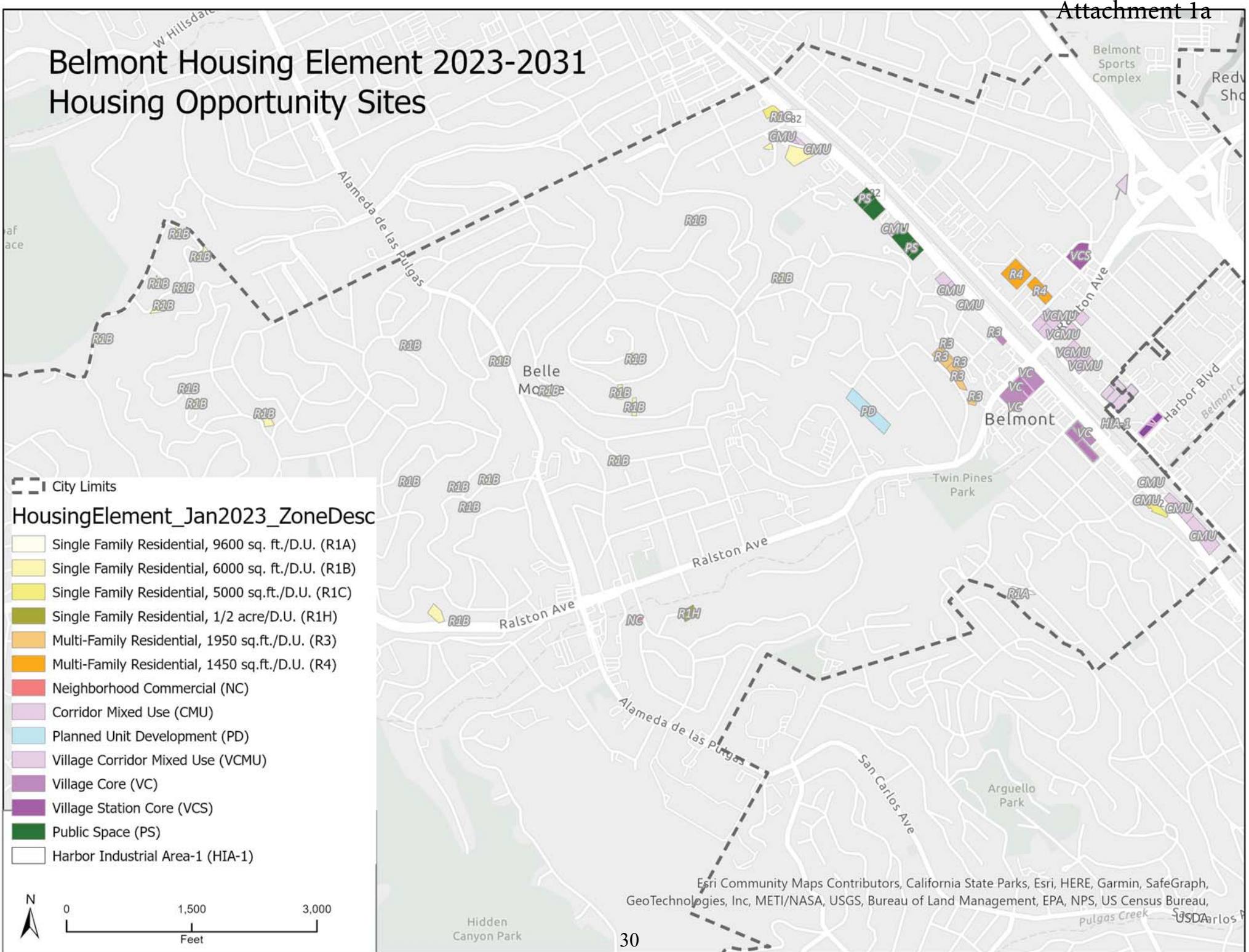
Carlos de Melo, Community Development Director, [cdemelo@belmont.gov](mailto:cdemelo@belmont.gov)  
Diana R. Elrod, Housing Element Project Manager, [dianarelrod@gmail.com](mailto:dianarelrod@gmail.com)

Additional information related to the Belmont Housing Element update process can be found on our website at [www.belmont.gov/housing](http://www.belmont.gov/housing). We look forward to working with your agency to complete the required review of the Belmont Housing Element.

Sincerely,

Carlos de Melo  
Community Development Director  
[cdemelo@belmont.gov](mailto:cdemelo@belmont.gov)  
(650) 595-7440

# Belmont Housing Element 2023-2031 Housing Opportunity Sites



## Belmont Housing Sites Development Standards Summary

Proposed zoning changes marked in **RED** font

Site Zoning Designation	General Land Use Allowed	Density Existing	Density Proposed	FAR Existing	FAR Proposed	Maximum Height Existing	Maximum Height Proposed
CMU	Corridor Mixed Use	45-60 Units/acre	<b>No Maximum</b>	1.75-2.2	<b>2.0-2.5</b>	45-55 ft	No Change
VCMU	Village Corridor Mixed Use	No Maximum	No Change	2.0-2.5	No Change	50-65 ft	No Change
VC	Village Core (Mixed Use)	No Maximum	No Change	2.0-2.5	No Change	50-65 ft	No Change
VCS	Village Station Core (Mixed Use)	No Maximum	No Change	1.5-2.0	<b>2.0-2.5</b>	45-60 ft	No Change
R-1A	Residential Low Density	1-7 Units/acre	No Change	0.27-0.53	No Change	28 ft	No Change
R-1B	Residential Low Density	1-7 Units/acre	No Change	0.27-0.53	No Change	28 ft	No Change
R-1C	Residential Low Density	1-7 Units/acre	No Change	0.27-0.53	No Change	28 ft	No Change
R-1E	Residential Low Density	1-7 Units/acre	No Change	0.27-0.53	No Change	28 ft	No Change
R-1H	Residential Low Density	1-7 Units/acre	No Change	0.27-0.53	No Change	28 ft	No Change
R-2	Duplex Residential	14 Units/acre	No Change	0.6	No Change	35 ft	No Change
R-3	Multi-Family Residential	20 Units/acre	No Change	0.85	No Change	35 ft	No Change
HIA-1	Harbor Industrial Area (608 Harbor Blvd to be annexed into Belmont)	No Maximum	No Change	5.0	No Change	65 ft	No Change

Notes:

1. The proposed zoning changes to maximum density in the CMU district and increased FAR in the CMU and VCS districts are estimated to net an increase of 246 units but are not required to meet the City's RHNA allocation.
2. The City is not proposing any increases to maximum allowable building heights as specifically directed by the City Council.



### 3. 2023-2031 BELMONT GOALS, POLICIES, AND PROGRAMS

#### 3.1. GOAL H.1. – Production of new housing at all income levels, with a focus on affordable housing

The need for additional affordable housing was a prominent and pervasive sentiment noted throughout the Housing Element outreach process. Households of various sizes and socioeconomic backgrounds have reported feeling the pressure of the high costs of housing. To meet the targets set by RHNA, the city must facilitate the production of abundant and affordable new housing in a wide diversity of forms. To support this goal, the city will be employing two approaches, with the first being directly involved in housing production. This can be done by using public funds to build more units, partnering with nonprofits and other groups to establish pre-approved ADU plans that are available to property owners, and using local ordinances to require that developers create more affordable units that can serve a diverse variety of populations and providing incentives for additional affordable unit development. In addition, the policies outlined below would also encourage and streamline housing development through the adoption of objective design standards, updates to the Zoning Code, creating minimum densities for housing projects, developing policies for missing middle housing, and streamlining the application review and processing timelines for affordable development projects.

#### 3.2. GOAL H.2. – Preservation of existing housing that is affordable to lower- and middle-income residents

As the City continues to grow, it remains important to maintain and preserve existing affordable housing as well as non-deed restricted housing that is naturally affordable for middle and lower-income households. The most direct method of achieving this goal would be to prevent the conversion of existing affordable units from becoming market rate by renegotiating agreements, using public funds to acquire the units, or requiring developers to replace any lost units. Alternatively, the city can indirectly preserve affordable housing by improving the quality of life for individuals and families who currently reside in them. Residents that are able to thrive in low-income housing are less likely to be displaced. Therefore, the city proposes to incentivize upgrades to low-income homes through rehabilitation, accessibility modifications, or energy efficiency changes.

#### 3.3. GOAL H.3. – Protection of current residents to prevent displacement

Belmont's demographics will fluctuate as the city continues to grow and evolve. But while change is inevitable, the loss of the existing community is not. Therefore, it remains a priority for the city to prevent gentrification and displacement through protection of lower-income residents. Policy tools included within this goal such as commercial linkage fees, relocation fees, documentation requirements for landlords, and right to return policies help balance the scales against the market forces that lead to displacement while extending vital tenant protections. Additional programs are included in the Fair Housing Action Plan.

#### 3.4. GOAL H.4. – Promotion of community engagement and public outreach

To increase effectiveness and successfully achieve the Housing Element's goals and policies, the City should increase access and awareness of housing programs through use of new technology as part of a robust and proactive public outreach strategy. By expanding availability of digital resources, the barriers of proximity, transportation, and time opportunity cost can be reduced for many. In addition, by providing education and information on regulatory requirements and specific programs and protections offered

locally, regionally, and by the state, the city can improve access to housing for all income groups and special needs communities. Public outreach in a diversity of methods, forms and languages can be used to reach the widest breadth of residents and program beneficiaries to ensure those in need can find supportive programs and service providers. Targeted digital, print, and in-person outreach and engagement methods can also be effective at reaching the communities most affected by housing policies and programs.

### **3.5. Affirmatively Furthering Fair Housing – Fair Housing Action Plan**

The actions to achieve the Fair Housing goal are meant to address the fair housing issues found in the AFFH analysis, specifically for groups that have disparate housing impacts when compared to the whole of Belmont. This includes, for example, Hispanic and single-female heads of households who have disproportionate housing needs while being concentrated in census tracts that have higher rates of poverty. Persons with disabilities are also more likely to experience housing discrimination due to low economic opportunity and failure of landlords to provide reasonable accommodations.



## E.4. HOUSING ELEMENT 2023-2031 GOALS, POLICIES AND PROGRAMS

### GOAL H.1: Production of new housing at all income levels, with a focus on affordable housing

Number	Policy	Agency/Dept/Division Lead	Funding Source(s)	Program Measure(s)	Targets	Implementation Timeline
Policy H.1.1	Monitor Regional Housing Need Allocation	Housing	City	Monitor housing production against ABAG Fair Share Allocation in compliance with no net loss requirements during planning period. <b>Monitor all housing unit production by all income categories.</b>	Track every year in March, prior to the preparation of the Annual Progress Report (which is sent to HCD on April 1). <b>To comply with no net loss provisions, if capacity is decreased below the RHNA allocation for lower income, the City will, within one year, find new sites or rezone areas to mitigate unmet RHNA due to changes in production.</b>	2023 - 2031 (Annually)
Policy H.1.2	Use Public Funding for Low/Moderate Income Housing	Housing	City funds, and state and federal funds, as available	Add more City supported housing with affordability restrictions to the market. Use City funds to produce additional affordable housing projects and to leverage other regional, state, and federal funding sources to support the construction of affordable housing.	<p>a. The City shall utilize local Affordable Housing Funds (Inclusionary housing in-lieu funds, Commercial Linkage Fees, and Residential Development Mitigation Fees) to fund affordable housing development, and to leverage other public funding sources for affordable housing projects. Priority shall be given to development of housing at lower-income levels.</p> <p>b. Explore the option of creating a stand-alone Housing Trust fund using available funding sources.</p> <p>c. Modify the Inclusionary Housing requirement to incentivize provision of lower-income housing units, for example by requiring a smaller percentage of units if providing units to ELI households. See also AFFH Action Item 1.2, which calls for adjusting the city's Below Market Rate (inclusionary) program to allow a smaller unit contribution (&lt;15%), larger density bonuses, and/or increased city support in exchange for affordable units that address the needs of residents with extremely low and very low incomes who face very high rates of cost burden in the city.</p>	<p>a. 2023-2031 (Ongoing)</p> <p>b. Conduct a best practices review in Q2 2024; make recommendations to CC in Q4 2024; implement recommended program in Q2 2025.</p> <p>c. Conduct best practices review for incentives in Q1 2024; bring recommendations to PC/CC in Q3 2024; implement program in Q4 2024.</p>
Policy H.1.3	Incentivize Accessory Dwelling Units (ADU) Development, <b>Updating and Monitoring</b>	Planning Division	N/A	Implement and maintain programs to encourage and support ADU and Junior ADU production to increase lower income housing opportunities. Review whether funding will require deed restrictions, and whether the program should be targeted only to lower-income homeowners who otherwise could not afford to build an ADU.	<p>a. Provide technical ADU design tools and resources to homeowners to encourage ADU development, and adopt pre-approved ADU plans (i.e. HEART) <b>through outreach to owners.</b></p> <p>b. Collaborate with other countywide jurisdictions to establish uniform standards and requirements.</p> <p>c. Periodically review ADU permitting fees and adjust as needed to avoid cost barriers. <b>At the same time, review projected new ADUs against actuals and revise inventory as needed.</b></p> <p>d. Determine if there are areas of the City where an over-the-counter permit can be issued.</p> <p>e. Conduct a best practices review of using City housing funds to assist homeowners adding an ADU to their property to be rented to lower-income households</p> <p>f. Ensure ongoing consistency with State ADU laws. The ordinance will be revised to conform to HCD's review letter within six months of receipt.</p>	<p>a. Research regional approaches for ADU tools in Q2 2025; bring recommended changes as pre-approved ADU plans to PC/CC in Q3; adopt recommendations and implement in Q1 2026.</p> <p>b. As written, but every two years beginning in Q3 2023.</p> <p>c. Beginning in Q1 2024 as part of the APR preparation, review actual ADU production against projected, and revise as necessary. At the same time, review permitting fees to determine if they constitute a constraint and reduce as needed. This will occur every two years.</p> <p>d. Conduct review of locations where an OTC permit can be issued based on environmental and other constraints in Q1 2026; bring recommendations to PC/CC in Q3 2026; implement the program in Q1 2027.</p> <p>e. Conduct a best practices review beginning in Q1 2025; bring recommendations to the PC/CC in Q3 2025; implement program in Q1 2026.</p> <p>f. Upon receipt of the State's analysis, the City will update its ADU zoning requirements to be consistent with State law within 6 months of receipt.</p>
Policy H.1.4	Housing Funds Investment Strategy	Planning Division	N/A	Develop an affordable housing funds investment policy establishing priorities and goals.	Develop priorities for investment addressing disparate housing concerns of those with special needs, including but not limited to people with disabilities <b>including those with development or intellectual disabilities</b> , seniors, single female heads of households and farmworkers; households with race/ethnicity-based disparate needs (AFFH concerns) and households earning very and extremely low incomes. Consider priorities for new construction, rehabilitation, anti-displacement efforts, ADUs, etc.	Conduct a best practices review for prioritizing funding investments beginning in Q1 2025; outreach to special needs organizations including Housing Choices in Q2 2025; bring recommendations to CC in Q4 2025 and implement recommended policy changes in Q1 2026.
Policy H.1.5	Update Zoning Code	Planning	N/A	Modify the Zoning ordinance to allow for increased floor area ratios and density.	<p>a. Modify the CMU Corridor Mixed Use zoning district to increase the maximum allowed Floor Area Ratio (FAR) from 1.75 (2.2 with community benefits) to 2.0 (2.5 with community benefits), and to eliminate the maximum density metric.</p> <p>b. Modify the VCS Village Station Code zoning district to increase the maximum allowed Floor Area Ratio (FAR) from 1.5 (2.0 with community benefits) to 2.0 (2.5 with community benefits).</p> <p><b>Zoning Changes result in net increase of 246 Units; this zoning change is not required to meet RHNA allocation.</b></p>	Conduct a comprehensive audit of the zoning ordinance beginning in Q3 2023; bring recommended changes for adoption to the PC/CC in Q3 2024, adopt changes and implement in Q1 2024.

Policy H.1.6	Adopt Objective Design Standards	Planning	N/A	Adopt Objective Design Standards to expedite production of housing.	Conduct a comprehensive audit of the zoning ordinance and adopt any changes needed Objective Design Standards for multi-family residential projects and mixed-use projects with a residential component to comply with State law.	Conduct a comprehensive audit of the zoning ordinance beginning in Q3 2023; bring recommended changes for adoption to the PC/CC in Q3 2024, adopt changes and implement in Q1 2024.
Policy H.1.7	Establish By-Right Housing Designation for Prior Housing Sites	Planning Division	N/A	Designate housing sites that have carried over from the prior Housing Element to allow housing development by-right.	Amend the Zoning Code to establish a By-Right designation for housing sites reused from prior Housing Elements for housing projects that propose a minimum of 20% affordable units.	Develop code amendments for resused housing sites in Q2 2023; bring proposed changes to PC/CC in Q4 2023; implement in Q1 2024.
Policy H.1.8	Evaluate and Update Permanent Supportive Housing Requirements	Planning Division	N/A	Amend zoning code to allow permanent supportive housing projects.	Update zoning to be consistent with AB 2162 to allow by right 100% affordable housing that has 25% or 12 units of permanent supportive housing, where multifamily or mixed-use housing is permitted.	Develop code amendments for resused housing sites in Q2 2023; bring proposed changes to PC/CC in Q4 2023; implement in Q1 2024.
Policy H.1.9	Update Requirements for Mobile Home Parks	Planning Division	N/A	Amend zoning code requirements regarding mobile home parks.	Update zoning to allow mobile home parks as a special use in all residential zones to be consistent with Government Code Section 65852.7.	Develop code amendments for resused housing sites in Q2 2023; bring proposed changes to PC/CC in Q4 2023; implement in Q1 2024.
Policy H.1.10	Update Requirements for Farmworker Housing	Planning Division	N/A	Amend zoning code requirements regarding farmworker housing.	Update zoning to define farmworker housing and allow farmworker housing within the districts to be determined, consistent with state requirements.	Develop code amendments for resused housing sites in Q2 2023; bring proposed changes to PC/CC in Q4 2023; implement in Q1 2024.
Policy H.1.11	Update Requirements for Homeless Persons	Planning Division	N/A	Amend zoning code requirements regarding low-barrier navigation centers.	Update zoning to define low barrier navigation centers and allow them in the same zones where emergency shelters are permitted, consistent with state requirements. <b>Zoning will be updated to permit these uses in multifamily and mixed use zones pursuant to AB 101, Government Code section 65660.</b>	Develop code amendments for resused housing sites in Q2 2023; bring proposed changes to PC/CC in Q4 2023; implement in Q1 2024.
Policy H.1.12	Update Requirements for Residential Care Facilities	Planning Division	N/A	Amend zoning code requirements for residential care facilities.	Update the zoning ordinance to ensure definition of residential care facilities and small residential care facilities continue to comply with State law, and amend the zoning code to eliminate the requirement for a use permit for care facilities of seven or more persons with a disability, and allow them in all zones allowing residential uses based on objective criteria to facilitate approval certainty.	Develop code amendments for resused housing sites in Q2 2023; bring proposed changes to PC/CC in Q4 2023; implement in Q1 2024.
Policy H.1.13	Lot Consolidation Fee Waivers	Planning Division	N/A	Waive the lot consolidation fees for certain developments.	Waive lot consolidation fees when housing developments include at least 20% very low- and/or extremely- low income units.	Bring proposal to waive lot consolidation fees for developments with ELI and/orVLI units to the PC/CC in Q3 2023. Implement in Q1 2024.
Policy H.1.14	Revise CUP Requirements	Planning Division	N/A	Amend CUP requirements to ensure any identified constraints are removed.	Review CUP requirements to determine if requirements can be eliminated for certain projects.	In Q2 2025, conduct best practices review of CUP requirements to make recommendations to remove potential constraints; bring recommendations to the PC/CC in Q4 2025; adopted changes in Q1 2026 and implement in Q2 2026.
Policy H.1.15	Water and Sewer Providers	Planning Division	N/A	Ensure immediate delivery of the Housing Element to water and sewer providers.	Water and sewer service providers must establish specific procedures to grant priority water and sewer service to developments with units affordable to lower-income households. (Gov. Code, § 65589.7.) Local governments are required to immediately deliver the housing element to water and sewer service providers. HCD recommends including a cover memo describing the City's housing element, including the City's housing needs and regional housing need.	Upon adoption in January 2023, the City will immediately send the Housing Element to applicable water and sewer providers.
Policy H.1.16	Emergency Shelters	Planning Division	N/A	Ensure compliance with State Housing Laws pertaining to emergency shelters.	Review existing zoning requirements to ensure compliance with State Housing Law pertaining to emergency shelters. Update to ensure compliance with emergency shelter parking requirements comply with AB139/Government Code section 65583, subdivision (a)(4)(A).	Develop code amendments for emergency shelters in Q2 2023; bring proposed changes to PC/CC in Q4 2023; implement in Q1 2024.
Policy H.1.17	Transitional Housing and Supportive Housing	Planning Division	N/A	Ensure compliance with State Housing Laws pertaining to emergency shelters.	Transitional housing and supportive housing must be permitted as a residential use in all zones allowing residential uses and only subject to those restrictions that apply to other residential dwellings of the same type in the same zone. (Gov. Code, § 65583, subd. (c)(3).) While the element states that the City complies with these requirements, according to the table on Page B-19, transitional housing is not allowed in Village zoning districts where multifamily is allowed. The element must ensure consistency between the analysis and the tables and add programs as appropriate.	Develop code amendments for transitional and supportive housing in Q2 2023; bring proposed changes to PC/CC in Q4 2023; implement in Q1 2024.
Policy H.1.18	Parking Requirements	Planning Division	N/A	Reduce parking requirements in certain R zones.	The City to modify the parking requirements in the R-2, R-3, and R-4 zoning districts to reduce parking requirements consistent with other multi-family zoning districts (CMU, RC, Village Districts). It should also be noted that effective January 2023, Assembly Bill 2097 will prohibit all Cities from enforcing minimum parking standards on properties within one half mile of public transit. A large majority of R-2, R-3, and R-4 properties are located within one half mile of public transit and will not be subject to minimum parking standards.	Beginning in Q1 2025, develop code amendments to reduce parking requirements in the R-2, R-3 and R-4 zoning districts to be consistent with other multifamily zoning districts. Bring recommended changes to PC in Q4 2025 and to CC in Q1 2026 for approval. Implement in Q2 2026.
Policy H.1.19	Update Definition of Family	Planning Division	N/A	Amend zoning code definition of Family.	Amend the Zoning Code definition of "Family" to remove the reference to "internally structured relationship" and instead define a family as one or more persons living together in a dwelling unit, with common access to, and common use of all living, kitchen, and eating areas within the dwelling unit.	Develop code amendments for tdefinition of family in Q2 2023; bring proposed changes to PC/CC in Q4 2023; implement in Q1 2024.

Policy H.1.20	Zoning Constraints Review	Planning Division	N/A	Amend zoning code to eliminate zoning constraints to development of housing.	The City will conduct a peer agenciesevaluation of zoning standards that have potential to impact development of multi family housing. Development standards that should be analyzed include: <ul style="list-style-type: none"><li>•Minimum required floor area per unit,</li><li>•Parking,</li><li>•Minimum open space requirements,</li><li>•Maximum building heights,</li><li>•Minimum setbacks for mixed-use developments when next to residential zones,</li><li>•Requirements for Conditional Use Permits for certain ground floor</li></ul> If the results of this peer agency analysis finds that Belmont's development standards are more restrictive than the median of surrounding agencies, the zoning ordinance should be amended to reduce the development standards.	Peer agency evaluation completed in 2024, zoning amendments adopted by 2025.
Policy H.1.21	Density Bonus	Planning Division	N/A	Update the Density Bonus Ordinance	Update the Density Bonus Ordinance to comply with current state law, and review annually to ensure updated laws are incorporated into the ordinacne	Update the Density Bonus Ordinance in 2024, with implementation by the beginning of 2025.

**GOAL H.2: Preservation of existing housing that is affordable to lower- and middle-income residents**

Number	Policy	Agency/Dept/ Division Lead	Funding Source(s)	Program Measure(s)	Targets	Implementation Timeline
Policy H.2.1	Support Retention of Existing Lower Income Units	Housing Division	N/A	Preserve “at-risk” affordable units through monitoring and partnering, working with nonprofits, and exploring available funding sources to preserve affordability. This activity will include both units in all affordable developments with expiring deed restrictions, as well as potential BMR units that are reaching the end of the term.	<p>a. Advertise units going to sale to nonprofits.</p> <p>b. Outreach and negotiate with owners for affordability extensions.</p> <p>c. Provide tenant education and affirmatively market available units to affected. tenants.</p> <p>d. Add a displacement preference for new affordable housing for people displaced.</p>	<p>Annually, at the time of APR preparation, review the list of potentially at-risk units within the next ten years. In addition in Q1, reach out to any owners regarding potentially affordability extensions. Assist in the provision of tenant education by owners and nonprofit stakeholders. Liaise with nonprofits in Q2 to update them on potential acquisition opportunities. Ensure compliance with State Preservation Notice Law.</p> <p>In Q1 2024, draft preferences for any new affordable projects for displaced tenants in at-risk properties. Bring recommended language to CC for adoption in Q4 2024 and implement in Q1 2025.</p>
Policy H.2.2	Manage Portfolio of Deed Restricted Affordable Units	Housing	City	Identify a service provider to manage the City’s growing portfolio of affordable units, both those in the Below Market Rate program as well as all-affordable projects, as necessary.	Develop a Request for Proposals to distribute to Bay Area service providers to manage existing and new affordable units, both for sale and rental; select a provider and begin transitioning this work to the provider.	In Q3 2024, draft RFP for potential service providers; launch RFP in Q1 2024; receive responses and bring proposed service provider to CC for approval in Q2 2025; select provider and implement program in Q4 2025.
Policy H.2.3	Target Rehabilitation Funding to Special Needs Groups	Housing and County of San Mateo	CDBG	Invest more resources in lower resource neighborhoods (utilize federal CDBG to provide capital improvements).	Conduct best practices review for housing rehabilitation programs the City assist in funding; research providers that could target special needs groups. Include in the analysis the concept of purchasing currently “naturally occurring affordable housing” to rehabilitate and then hold rents so that they become more affordable over time. <b>Conduct proactive outreach to stakeholders every two years.</b>	Conduct best practices review and outreach to stakeholders bi-annually beginning in Q1 2024; develop recommendations to bring to the PC/CC in Q3 2024; implement approved programs in Q1 2025.
Policy H.2.4	Require Replacement Units	Planning Division	N/A	Require replacement units for low-income households and below market rate units lost during any construction or demolition projects. Establish tenant protections in local ordinance to extend measures of AB1482 related to relocation, documentation, and right to return policy in eviction cases. Require that demolition permits include an assessment of rents to determine income status and plan to replace lots lower income units.	Consider implementation of a program to update the zoning ordinance and other policies to permanently require replacement of units (beyond Housing Crisis Act sunset date of 2034). <b>The City commits to a replacement housing program for units affordable to lower-income households (Gov. Code, § 65583.2, subd. (g)(3)) for nonvacant sites with existing, vacated, or demolished residential uses and occupied by, or subject to an affordability requirement for, lower-income households within the last five years there must be. The replacement housing program has the same requirements as set forth in Government Code section 65915, subdivision (c)(3).</b>	Conduct best practices review beginning in Q2 2026 on replacement options that would extend past 2034, including conferring with neighboring jurisdictions interested in the same outcomes; bring recommendations to CC in Q3 2027 and implement approved programs in Q4 2027.
Policy H.2.5	Housing Service Organization Partnerships	Housing	City Housing Funds	The City will continue to partner with and provide financial assistance or resources to supporting housing service organizations and/or non-profit organizations that help preserve existing housing that is affordable to lower income residents.	<p>a. Continue to provide annual financial assistance or other support resources to community organizations such as HIP Housing, Project Sentinel, or others.</p> <p>b. Promote service providers and programs on the City’s website and in City communications; distribute materials to residents.</p>	<p>a. Outreach to housing service providers bi-annually to confer on resources available, beginning in Q2 2024.</p> <p>b. Update the City’s website bi-annually in Q2 to promote service providers, including fair housing services, and ensure that materials available tor esidents are up to date.</p>

**GOAL H.3: Protection of current residents to prevent displacement**

Number	Policy	Agency/Dept/ Division Lead	Funding Source(s)	Program Measure(s)	Targets	Implementation Timeline
Policy H.3.1	Expand Tenant Protections	Community Development Department	N/A	Expand tenant protections in local ordinance to extend measures of AB1482 related to relocation, documentation, and right to return policy in eviction cases.	<p>a. Extend AB1482 provisions to require tenant relocation payments for No Fault evictions for those with tenure less than one year.</p> <p>b. Explore tenant protection policies that require documentation from landlords who use substantial remodel exemption to evict tenants.</p> <p>c. Establish Right to Return policy for tenants displaced from homes due to demolition or substantial remodels.</p>	In Q3 2023, draft extended tenant protections provisions and research policy provisions for substantial remodel exemptions and right of return policies. Bring recommended language to PC/CC in Q3 2024. Implement language in Q4 2024. Conduct proactive outreach to tenants and tenant groups bi-annually.
Policy H.3.2	Home Ownership Financing	Housing	N/A	Support home ownership opportunities and connect potential home owners to financing sources specifically targeted to first time homebuyers or affordable housing units.	Partner with housing organizations and financing stakeholders to host at least one first time homebuyer workshop in Belmont during the planning period.	In Q3 2025 and every three years after, partner with stakeholders, including HEART, to offer first time homebuyer workshops in Belmont.

**GOAL H.4: Promotion of community engagement and public outreach**

Number	Policy	Agency/Dept/ Division Lead	Funding Source(s)	Program Measure(s)	Targets	Implementation Timeline
Policy H.4.1	Update the City's Webpage	Housing	N/A	Increase community outreach and availability of resources in multiple languages through the Housing webpage.	<p>a. Maintain and improve webpage with comprehensive housing related information and materials, and coordinate with providers to market programs electronically.</p> <p>b. <b>Prepare written procedures for SB 35 projects.</b> Update the City's website with information and resources for SB 35 streamlined ministerial review, including providing a Notice of Intent form.</p> <p>c. Provide information in multiple languages, including fair housing and Housing Choice Vouchers.</p> <p>d. Create and maintain a developer resources page to make it easier to navigate the City's development process; include updated development and impact fees consistent with State law .</p>	Update the City's website bi-annually in Q2 to provide transparency on development fees, standards, fair housing, and SB 35 streamlining. Begin this effort in 2024.
Policy H.4.2	Support a Countywide Below Market Rate Unit Waitlist	County of San Mateo	N/A	Support development of countywide affordable rental waitlist to streamline and centralize occupancy of BMR units.	Support the county in developing online portal for a BMR waitlist.	As written (we need the County to give us a better timeline)

**BELMONT FAIR HOUSING ACTION PLAN (AFFH)**

**Action Area 1: Enhancing housing mobility strategies - Removing barriers to housing in areas of opportunity and strategically enhancing access**

Number	Action	Responsible Party/Type of Action	Fair Housing Category	Fair Housing Issue and Contributing Factors	Objectives and Quantified Objectives	Timeline
Action 1.1	Improve access to fair housing information.	City of Belmont/ Human Resources	Outreach and capacity enforcement	<p>Lack of fair housing complaints filed</p> <p>Lack of access to information about fair housing rights. Limited knowledge of fair housing by residents</p>	<p>Provide an easy way for residents and property owners to find information on fair housing laws, rights, and responses (filing a complaint, ensure property owners do not violate fair housing laws).</p> <p>Conduct a best practices review of other jurisdictions' websites. Update Belmont's website to contain fair housing resources and information on how to file complaints.</p>	Complete best practice review by fall 2022; complete website update by year end 2022.
Action 1.2	Adjust the city's Below Market Rate (inclusionary) program to allow a smaller unit contribution (<15%), larger density bonuses, and/or increased city support in exchange for affordable units that address the needs of residents with extremely low and very low incomes who face very high rates of cost burden in the city.	City of Belmont/ Lane Use Resources	Disproportionate housing needs	<p>Very high rates of cost burden for &lt;50% AMI households and Black and Hispanic households; high rates of overcrowding among Asian households</p> <p>Lack of affordable housing citywide; low housing production</p>	<p>Expand the variety of housing units produced under the inclusionary housing program.</p> <p>Perform a feasibility analysis to redesign the program to allow a menu of options (e.g., 8% of units for extremely low income or 15% for low income or 30% for moderate income).</p>	Complete feasibility analysis by Fall 2023; Implement redesigned program by Spring 2024.
Action 1.3	Design a regional forgivable loan program for homeowners to construct an ADU that is held affordable for extremely low income households for 15 years. Market through HEART.	21 Elements, HEART/ Land Use Resources	Disproportionate housing needs	<p>Very high rates of cost burden for &lt;50% AMI households and Black and Hispanic households; high rates of overcrowding among Asian households</p> <p>Lack of affordable housing citywide; low housing production</p>	<p>Increase opportunities for lower-income households to find housing that is affordable.</p> <p>Design a regional loan forgiveness program.</p>	Begin design in Summer 2025 and complete by winter 2026.

**Action Area 2: Encouraging new housing choices and affordability in high resource areas: promoting housing supply, choices and affordability in areas of high opportunity and outside of areas of concentrated poverty**

Number	Action	Responsible Party/Type of Action	Fair Housing Category	Fair Housing Issue & Contributing Factors	Objectives & Quantified Objectives	Timeline
Action 2.1	Add more city supported housing with affordability restrictions. Affirmatively market the housing to households with disproportionate housing needs including Black and Hispanic households.	City of Belmont/ Financial Resources	Disproportionate housing needs	<p>Very high rates of cost burden for &lt;50% AMI households and Black and Hispanic households; high rates of overcrowding among Asian households</p> <p>Lack of affordable housing citywide; low housing production</p>	<p>Increase development of accessible units beyond minimum requirements</p> <p>Modify developer agreements when appropriate; update inclusionary policy</p>	Implement by 2026

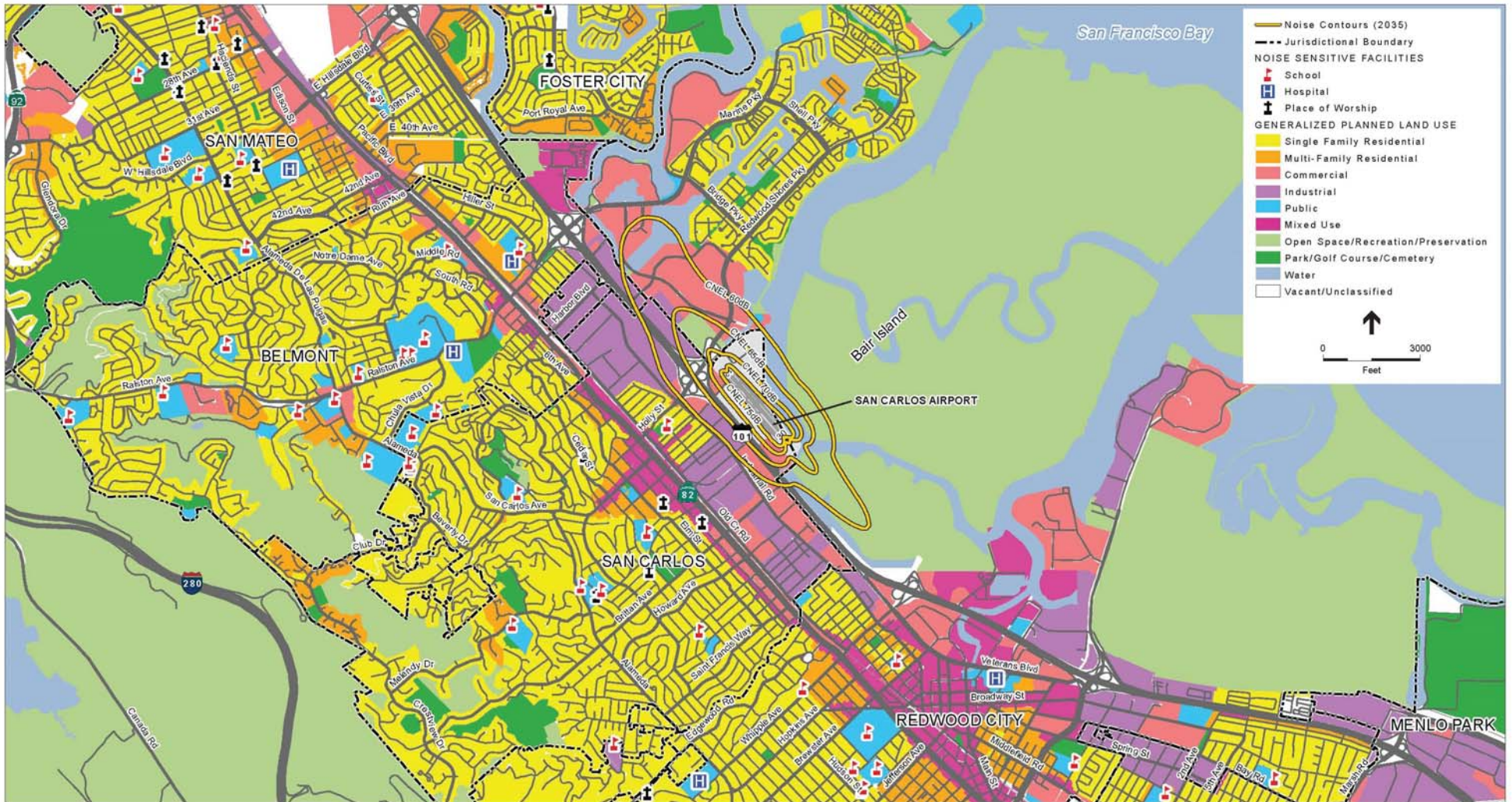
**Action Area 3: Improving place-based strategies to encourage community conservation and revitalization including preservation of existing affordable housing: involves approaches that are focused on conserving and improving assets in areas of lower opportunity and concentrated poverty**

Number	Action	Responsible Party/Type of Action	Fair Housing Category	Fair Housing Issue & Contributing Factors	Objectives & Quantified Objectives	Timeline
Action 3.1	Engage the school district in conversations and a plan to address proficiency gaps in education for Black and Hispanic students.	City of Belmont/ Human Resources	Disparities in educational outcomes	Differences in proficiency gaps; higher suspension rates for Hispanic students  Unclear; could be related to support and resources	Work with school district leaders to engage in conversations about the nexus between healthy housing and educational attainment; develop a plan to reach Hispanic households with students about housing resources that currently are available to them.  Meet with school district leaders to create a workshop in which local housing and service providers with cultural competency assist 100 Spanish-speaking families access services to improve their housing condition.	Meet with school district in early 2027; develop workshop by the end of 2027.

**Action Area 4: Protecting existing residents from displacement: strategies that protects residents in areas of lower or moderate opportunity and concentrated poverty and preserves housing choices and affordability**

Number	Action	Responsible Party/Type of Action	Fair Housing Category	Fair Housing Issue & Contributing Factors	Objectives & Quantified Objectives	Timeline
Action 4.1	Develop a plan to preserve the city's affordable units that will expire in the next decade to keep them affordable long term.	City of Belmont/ Human Resources	Disproportionate housing needs	Very high rates of cost burden for <50% AMI households and Black and Hispanic households; high rates of overcrowding among Asian households  Lack of affordable housing citywide; low housing production	Work with property owners of existing assisted housing developments for lower-income households and partner with nonprofits to determine methods to extend affordability covenants to preserve affordable units, including assistance from the City.  Conduct best practices research on other jurisdictions' programs and prepare recommendations to City Council.	Conduct best practices work in 2025; bring recommendations to Council in the beginning of 2026; implement program by mid-2026.
Action 4.2	Partner with Project Sentinel to perform fair housing training for landlords and tenants. Focus enforcement efforts on race based discrimination and reasonable accommodations.	Project Sentinel/ Human Resources	Disproportionate housing needs; housing discrimination	Persons with disabilities and persons of color are most likely to file fair housing complaints with HUD.  Lack of accessible affordable units; housing discrimination	Increase awareness of fair housing laws and tenants' rights to reduce unlawful discrimination and displacement.  Request Project Sentinel to provide training every two years in the Spring, targeting 50 landlords each training. Determine whether this can be accomplished within existing Countywide contracts, or if the City needs to provide additional funding.	Ongoing annual check in with Project Sentinel.



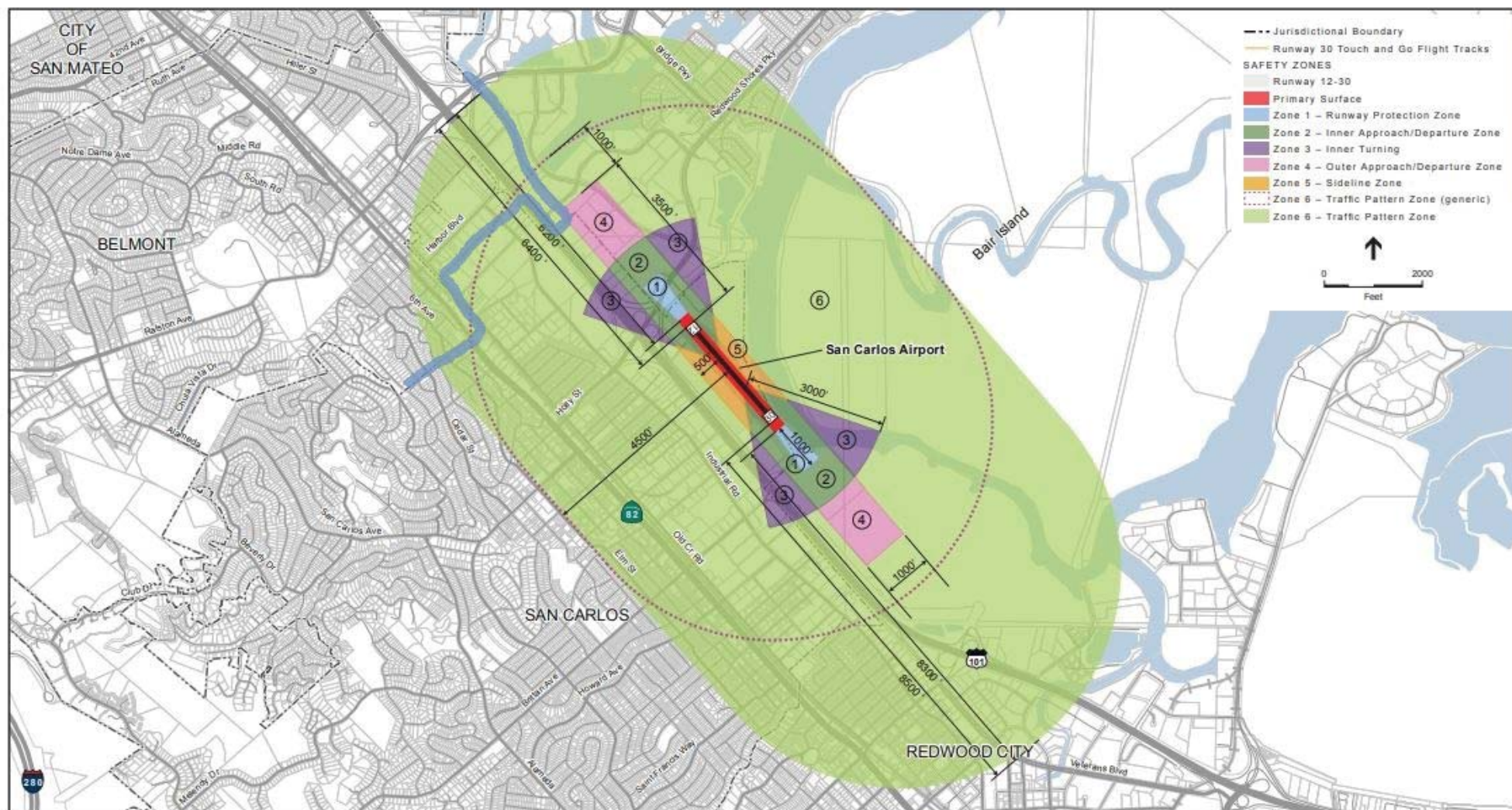


SOURCE: Belmont, 1982; San Mateo County, 1996; Foster City, 1993; Menlo Park, 1994; San Carlos, 2009; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

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



## C/CAG AGENDA REPORT

Date: August 24, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Proposed 10-story, 341-unit multi-family residential development at 840 San Bruno Avenue, San Bruno.

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

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### RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed 10-story, 341-unit multi-family residential development at 840 San Bruno Avenue, San Bruno, is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), subject to the following conditions:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Bruno an FAA “Determination of No Hazard”.*
- *The City of San Bruno shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP, which apply to sale or lease of property located within the AIA.*

### BACKGROUND

The proposed development at 840 San Bruno Ave., San Bruno (“Project”) consists of construction of two ten-story apartment buildings on a 1.57-acre site at the northeast corner of San Bruno and Elm Avenues.

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

## DISCUSSION

### *ALUCP Consistency Evaluation*

The SFO ALUCP contains policies and criteria to address four issues: (a) aircraft noise impacts; (b) safety compatibility criteria; (c) height of structures/airspace protection; and (d) overflight notification. The following sections describe the degree to which the Project is compatible with each.

#### *(a) Aircraft Noise Impacts*

The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the SFO ALUCP.

As shown on Attachment 2, the subject property lies outside the bounds of the 65dB CNEL contour, and therefore the Project is consistent with the SFO ALUCP noise policies and criteria.

#### *(b) Safety Compatibility*

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on Attachment 3, the Project site is located outside of the safety zones established in the SFO ALUCP, and therefore the safety policies and criteria do not apply to the Project.

#### *(c) Height of Structures/Airspace Protection*

Pursuant to the SFO ALUCP, airspace protection compatibility of proposed land uses within its AIA is evaluated in accordance with the following criteria: (1) 14 Code of Federal Regulations Part 77 (FAR Part 77), “Safe, Efficient Use and Preservation of the Navigable Airspace”, which establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces.

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the critical aeronautical surfaces map; or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

As proposed, the 10-story structures would be a maximum of approx. 109 feet tall to the top of the roof screen. Ground elevations ranging over the site from approximately 47 - 83 feet above mean sea level (MSL), and the plans indicate the highest rooftop element would be at approx. 176.8 feet above MSL. As shown on Attachment 4, utilizing the ‘SFO Online Airspace Tool’, the buildings would be more than 100 feet below critical airspace. However, as shown on Attachment 5, the Project is located in an area that requires FAA notification for all new construction (structures under 30 feet tall). Therefore, 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 Bruno an FAA “Determination of No Hazard”.*

## C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 840 San Bruno Ave., San Bruno

Date: August 24, 2023

Page 3

### (d) Overflight Notification

The Project site is located within the Airport Influence Area (AIA) of SFO, the real estate disclosure area. Pursuant to Policy IP-1, notification is required, prior to sale or lease of property located within the AIA, of the proximity of the airport and that therefore the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations.

As this disclosure requirement is not currently included in San Bruno's Municipal Code, the following condition is proposed:

- *The City of San Bruno shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP, which apply to sale or lease of property located within the AIA.*

### ATTACHMENTS

1. ALUCP application, together with related project description and plan set excerpts
2. SFO ALUCP Exh. IV-6 – Noise Compatibility Zones
3. SFO ALUCP Exh. IV-8 –Safety Compatibility Zones
4. SFO Airspace Tool Readout
5. SFO ALUCP Exh. IV-11 – FAA Notification Filing Reqs.- South Side
6. Comment Letter from SFO Planning dated Aug. 10, 2023



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

APPLICANT INFORMATION

Agency: City of San Bruno			
Project Name: 840 San Bruno Avenue			
Address: 840 San Bruno Avenue		APN: 020-071-050	
City: San Bruno	State: CA	ZIP Code: 94066	
Staff Contact: Matt Neuebaumer	Phone: (650) 616-7042	Email: mneuebaumer@sanbruno.ca.gov	

PROJECT DESCRIPTION

See Attached Project Description.

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.

## 840 San Bruno Avenue – C/CAG Application For Land Use Consistency Determination

### Project Description:

**Site Description:** The subject property is 1.57 acres in total area and is located on the northeast corner of San Bruno Avenue and Elm Avenue. The site is currently developed with a vacant commercial building. The applicant proposes to demolish the existing vacant building, and construct in its place a new 10 story multi-family development consisting of 341 residential units and 115 parking spaces. A total of two buildings are proposed, which are referred to as Building A and Building B. Building A is located on the western portion of the site and Building B is located on the eastern portion of the site. The 341 units would have the following mix of unit types:

Building A – Unit Count	
Unit Type	# of Units Proposed
1-Bedroom	45
2-Bedroom	116
3-Bedroom	43
<b>Total</b>	<b>204</b>

Building B – Unit Count	
Unit Type	# of Units Proposed
1-Bedroom	41
2-Bedroom	53
3-Bedroom	43
<b>Total</b>	<b>137</b>

**State Density Bonus Request:** The project will be 100% affordable and is seeking to take advantage of the State Density Bonus Law. State Density Bonus Law allows a developer to exceed the maximum allowable density in a development, with the incorporation of additional affordable units. The amount of density bonus is set on a sliding scale, based upon the percentage of affordable units at each income level. Density bonuses range from 20% for projects providing 5% of units affordable to very low-income families, to an 80% density bonus for 100% affordable housing projects. In this particular instance, the project would be 100% affordable; therefore, the applicant is seeking an 80% density bonus.

In addition to increased density, State Density Bonus Law allows for the developer to request concessions and incentives, to exercise waivers and reductions of development standards and to use a reduced parking standard for qualifying locations. A concession or incentive may include the following:

- A change in development or zoning standards, such as setback, height, number of stories or setbacks;
- Approval of mixed-use zoning; or
- Other regulatory incentives or concessions that increase the project's financial feasibility.

The developer may also request to exercise a waiver or reduction of development standards that would otherwise make the new construction physically impossible. A waiver can include modification to the allowed Floor Area Ratio (FAR), maximum lot coverage, setback or height requirements.



**Concessions:** The applicant has requested the following concession:

- **Provision of Common and Private Open Space:** Per Table 12.280-12 of the San Bruno Municipal Code Standards for the TOD-2 zoning district, a residential project shall provide a combination of private or common outdoor open space measuring at least 40 square feet for each unit, which would equate to 13,640 square feet. As proposed, the project provides common area open space totaling approximately 8,973 square feet.

**Maximum Allowable Building Height:** The applicant elects to proceed under Government Code section 65915(d)(2)(D), which grants the project a height increase of up to three additional stories, or 33 feet. The height allowance does not constitute a concession or waiver under Density Bonus Law.

**Waivers:** The applicant has requested the following waivers:

- **Maximum Building Stories:** Per Table 12.280-2 of the San Bruno Municipal Code, within the TOD-2 Zoning District a project cannot exceed 5 stories and 70 feet in total building height. As noted above, the provisions of Government Code section 65915(d)(2)(D) allow the proposed project to be built to a total height of 8 stories or 103 feet. As proposed, the project will not exceed the 103-foot height limit but will require a total of 10 stories. Therefore, the applicant has requested a waiver to allow for 9<sup>th</sup> and 10<sup>th</sup> floor, as currently proposed.
- **Stepback Requirements When Facing Corridor Street:** Per Table 12.280-2 of the San Bruno Municipal Code, within the TOD-2 Zoning District, buildings over four stories facing corridor streets must step back the fifth floor and above by a minimum of 15 feet. As proposed, the project does not incorporate building stepbacks. Therefore, the applicant has requested a waiver.
- **Provision of Short-Term Bicycle Parking Spaces:** Per Table 12.100-3 of the San Bruno Municipal Code, a total of 35 short-term bicycle parking spaces are required (1 space per 10 units). A total of 4 short-term bicycle parking spaces are provided. Therefore, the applicant has requested a waiver.
- **Dimensional Standards for Long-Term Bicycle Parking Spaces:** Section 12.100.050(G)(2) of the San Bruno Municipal Code specifies that two feet of clearance shall be provided between bicycle parking spaces and adjacent walls, poles, landscaping, pedestrian paths, and other similar features. The applicant has provided long-term bicycle parking in a stacked configuration, which does not meet the two feet clearance requirement. As such, the applicant has requested a waiver.

**Additional Application Information:**

**1a) Noise:** Location of project/plan area in relation to the noise contours identified in the applicable ALUCP:

- The subject site is located in the <65 dB noise exposure area.

**1b) Safety:** Location of project/plan area in relation to the safety zones identified in the applicable ALUCP:

- The subject site is not located in a safety zone.

**1c) Airspace Protection:** The proposed project includes two buildings that will include a total of 10-stories.

- Building A: 103 feet tall. The associated top of building elevation would be 176.3 feet.
- Building B: 103 feet tall. The associated top of building elevation would be 158.8 feet.
  - The site slopes downwards as you head in the easterly direction. There is approximately a 35 foot difference in grade. The site elevation at the western edge of the property is approximately 80 feet, and the site elevation at the eastern edge of the property is approximately 45 feet.

**3. Any related environmental documentation (electronic copy preferred):** The project is located within the Transit Corridors Plan (TCP) Specific Plan area. A Program Environmental Impact Report (EIR) and Mitigation Monitoring and Reporting Program was prepared for the TCP and was adopted by the City Council on February 12, 2013. Therefore, site specific, individual projects, such as the proposed project, can be evaluated using the Program EIR to decide if all potentially significant environmental impacts of the individual project:

- a. Have been previously identified (are not new) and are not substantially more severe than those identified in the Program EIR;
- b. Will be avoided or mitigated to the extent feasible as a result of the EIR; and
- c. Have been examined in the EIR, site-specific project revisions, or the implementation of standards development standard regulations.

Staff anticipates that the environmental review will culminate in a CEQA Exemption pursuant to Government Code Section 65457 for a residential project consistent with a Specific Plan, the Community Plan or Specific Plan consistency exemption, 15182 (Specific Plan Consistency), and/or 15183 (General Plan Consistency); however, the official determination regarding the appropriate level of environmental review will not be determined until the Initial Study/Environmental Checklist is completed. The City recently issued the Notice to Proceed to our environmental consultant to begin work on the associated environmental checklist.

**Additional Information for Development Project:**

- The project plans can be found by clicking on the link provided within the 7/6/23 e-mail.
- Latitude (Center of Site): 37.62861
- Longitude (Center of Site): 122.41799
- Building Height: 103 feet
- Average Grade Elevation: 73.3
- Site Elevation: 82' (Per IALP website).
- Overall Height Above Mean Sea Level: 176.3



## Sheet Index

### Architecture:

A0.10	Cover Sheet
A0.11	Site Photos and Context Exhibit
A0.12	Vicinity Map
A1.00	Site Plan
A2.11	Building Elevations - Building A
A2.12	Building Elevations - Building A
A2.13	Building Elevations - Building A
A2.21	Building Elevations - Building B
A2.22	Building Elevations - Building B
A2.23	Building Elevations - Building B
A3.00	Building Plans - Composite Plan
A3.01	Building Plans - Composite Plan
A3.02	Building Plans - Composite Plan
A3.03	Building Plans - Composite Plan
A3.11	Building Plans - Building A
A3.12	Building Plans - Building A
A3.13	Building Plans - Building A
A3.14	Roof Plan - Building A
A3.21	Building Plans - Building B
A3.22	Building Plans - Building B
A3.23	Building Plans - Building B
A3.24	Roof Plan - Building B
A4.10	Building Sections
A5.11	Enlarged Plans - Unit Plans
A5.12	Enlarged Plans - Unit Plans
A5.13	Enlarged Plans - Unit Plans
A5.21	Enlarged Plans - Bike Room
A6.01	Renderings
A6.02	Renderings
A6.03	Renderings
A6.04	Renderings
A6.05	Renderings
A7.01	Colors And Materials Board
A7.11	Open Space Exhibit
A7.21	Building Egress Analysis
A7.22	Building Egress Analysis
A7.31	Trash Management Plan
A7.41	Waiver Justification Exhibit
A7.42	Waiver Justification Exhibit
A7.43	Waiver Justification Exhibit

### Civil:

C1.0	General Notes, Boundary & Existing Conditions
C2.0	Preliminary Site Plan
C3.A	Preliminary Grading Plan - Level 1
C3.B	Preliminary Grading Plan - Level 2 & Lower Level Garage Access
C4.0	Preliminary Utility Plan
C5.0	Preliminary Stormwater Control Plan
C6.0	Preliminary Fire Access & Service Plan

### Landscape:

L.1	Conceptual Landscape Plan
L.2	Building A - Level 2 Courtyard Enlargement
L.3	Building B - Level 1 Courtyard Enlargement
L.4	General Features Example Imagery
L.5	Shrub Plan
L.6	Tree Plan
L.7	Tree Imagery
L.8	Shrub Imagery
L.9	Irrigation Hydrozone Plan
L.10	Landscape Lighting Plan



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**VIEW AT SAN BRUNO**  
840 W. San Bruno Ave  
San Bruno, CA 94066 #2021-1285

CONCEPTUAL DESIGN  
APRIL 4TH, 2023

COVER SHEET  
SHEET INDEX

A0.10







840 W. SAN BRUNO AFFORDABLE APARTMENTS - SAN BRUNO, CA

JEMCOR DEVELOPMENT PARTNERS

MARCH 29, 2023

CONCEPTUAL LANDSCAPE PLAN - L.1







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**VIEW AT SAN BRUNO**  
840 W. San Bruno Ave  
San Bruno, CA 94066 #2021-1285

CONCEPTUAL DESIGN  
APRIL 4TH, 2023

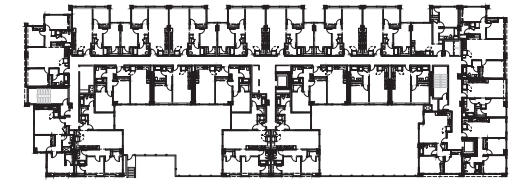
VICINITY MAP

A0.12



### Material Legend

1. Stucco or equivalent material
2. Cultured Stone Veneer or equivalent material
3. Painted CMU or equivalent material
4. Vinyl Window or equivalent
5. Hard Surface Panel Siding Window Panel or equivalent material
6. Commercial Glazing or equivalent
7. Metal Trellis with Vines
8. Metal Fence
9. Metal Door Painted To Match Adjacent Field Material



**Building Key Plan** N.T.S.

### Note Regarding Signage:

All signage is demonstrated conceptually. A signage package will be submitted for approval at a later date.



**South Elevation (San Bruno Ave)**

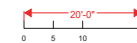


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**VIEW AT SAN BRUNO**  
840 W. San Bruno Ave  
San Bruno, CA 94066 #2021-1285

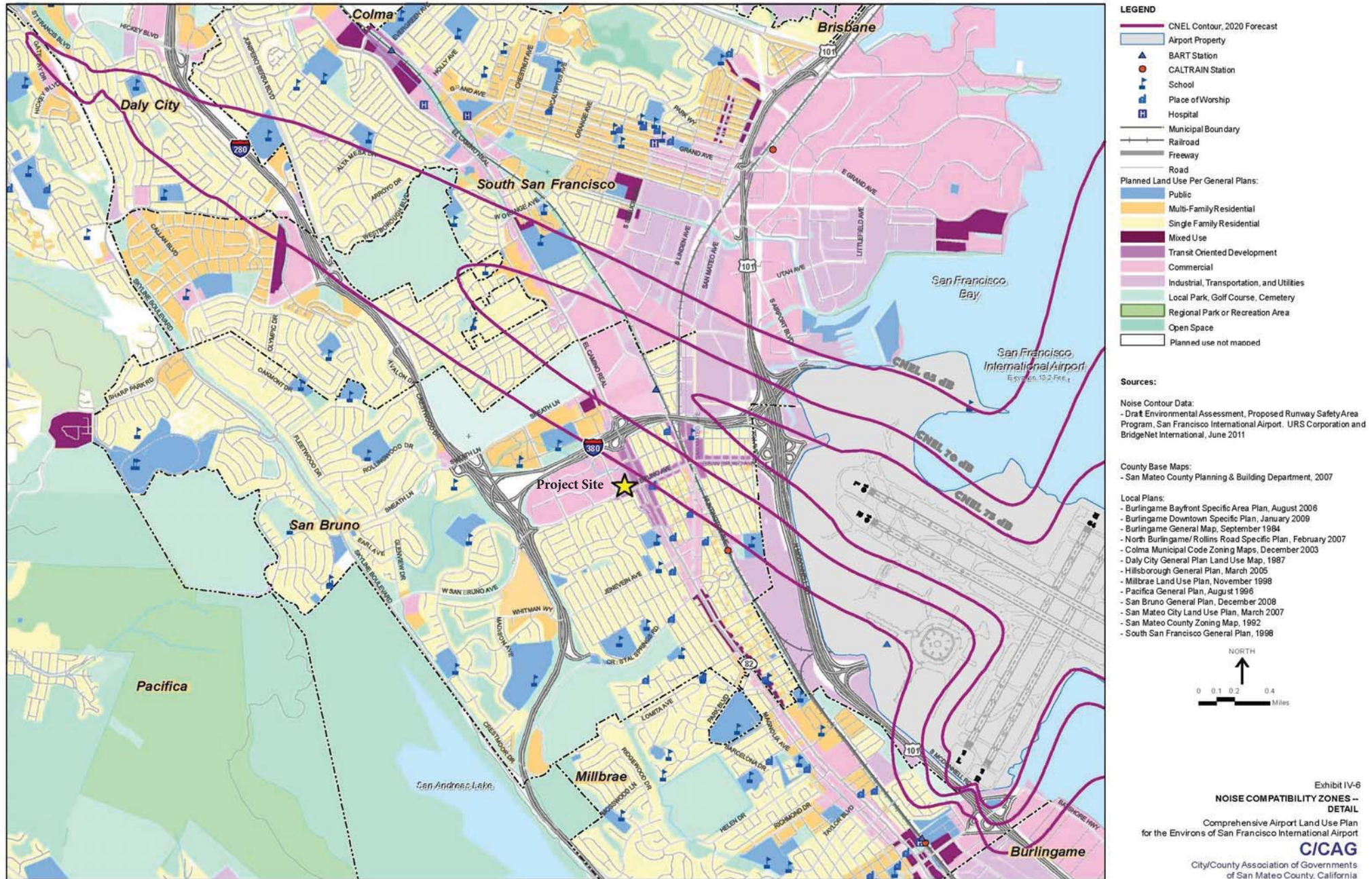
CONCEPTUAL DESIGN  
APRIL 4TH, 2023



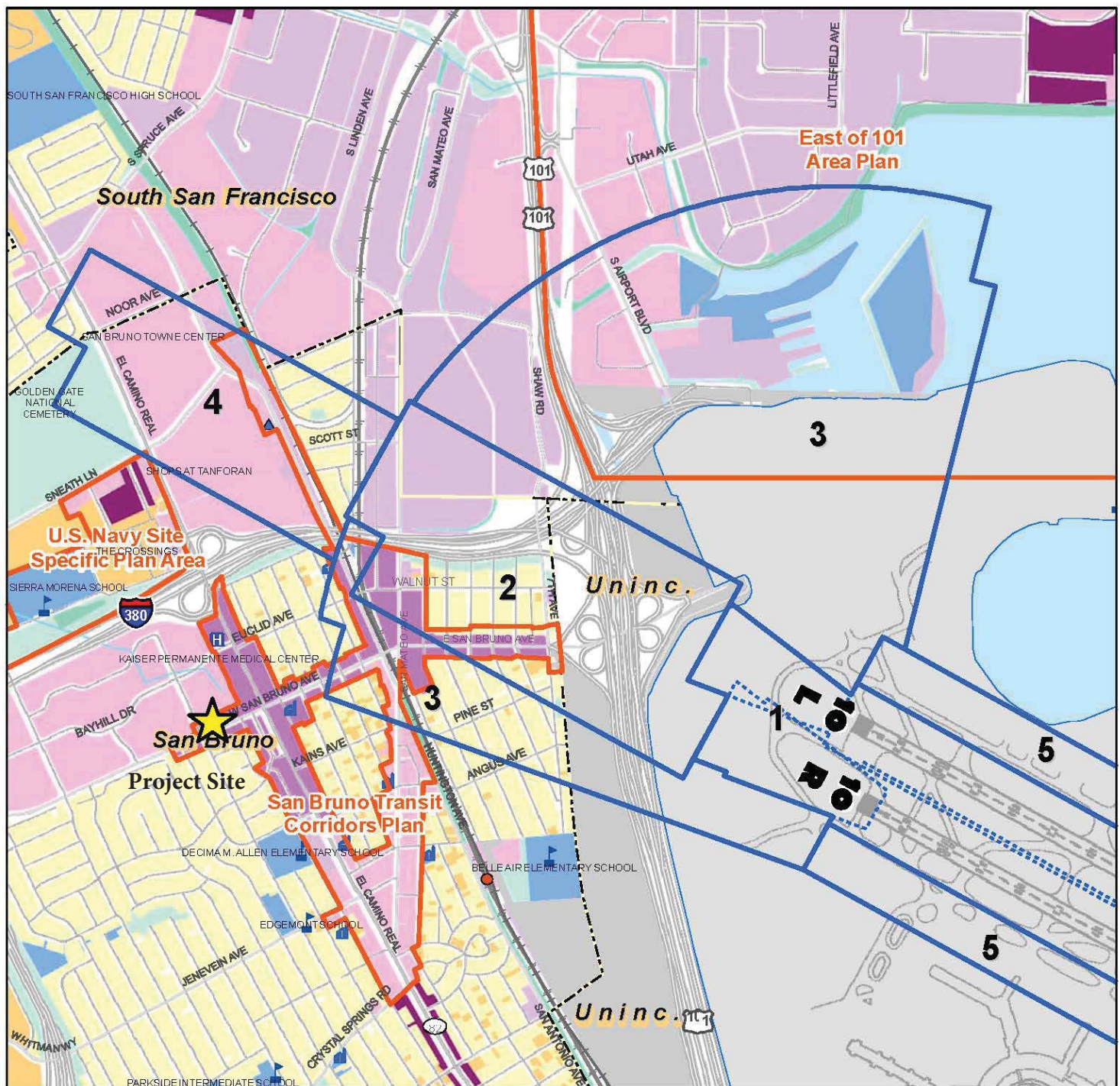
BUILDING ELEVATIONS  
BUILDING A

**A2.11**









# LEGEND

## Safety Compatibility Zones

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

## Planned Land Use Per General Plans

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

## Sources:

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

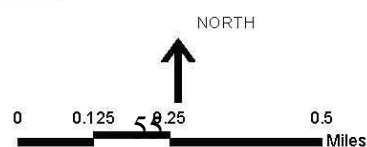
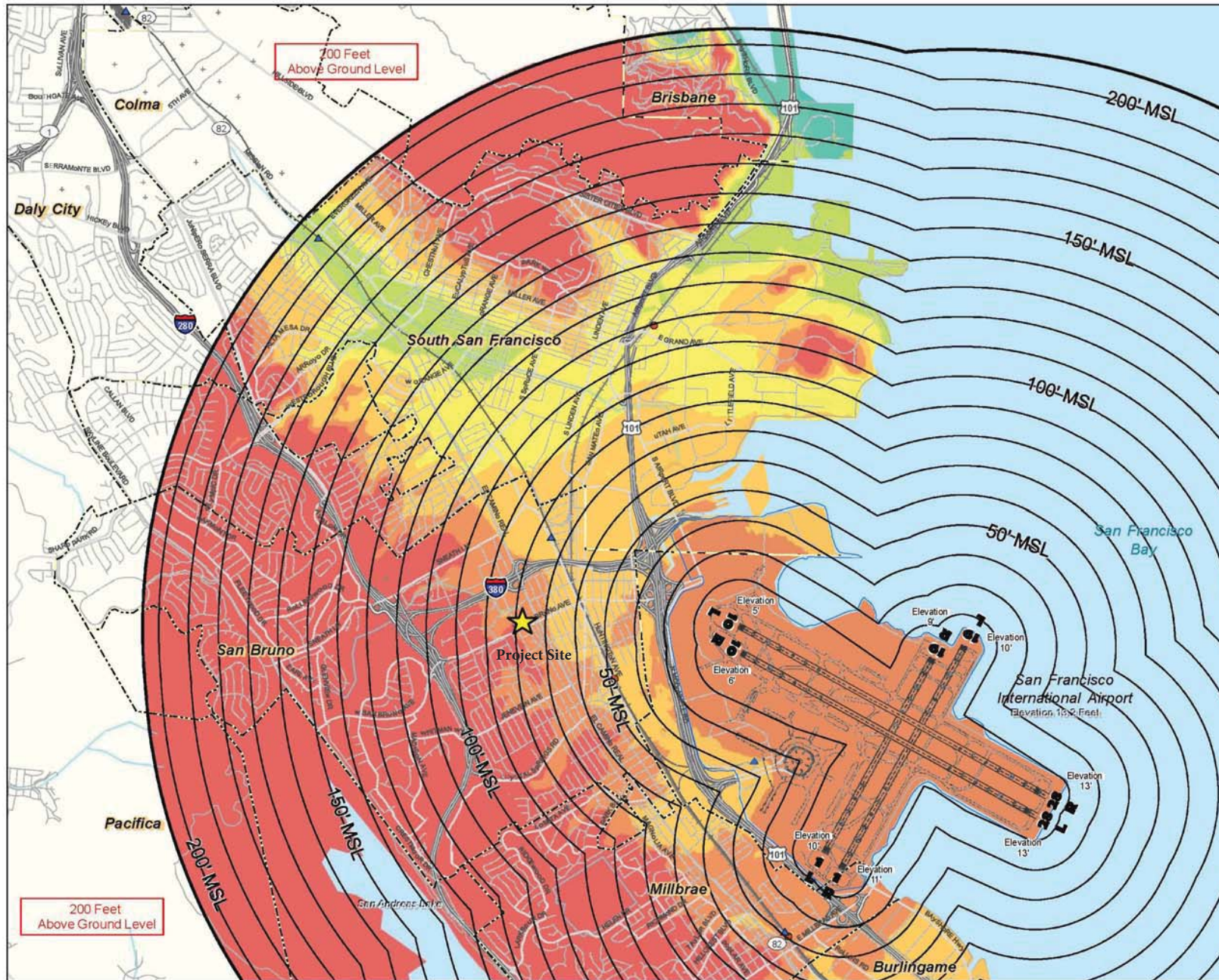


Exhibit IV-8  
**SAFETY COMPATIBILITY ZONES  
 IN THE CITIES OF SOUTH SAN FRANCISCO  
 AND SAN BRUNO**  
 Comprehensive Airport Land Use Plan  
 for the Environs of San Francisco International Airport

SURFACE INTERSECTION ANALYSIS INFORMATION - AIRPORT CODE "SFOP"								
Coordinate System: WGS84			Date: 08/10/23			Model: SFO_Composite_2012_11DEC12_R2		
Latitude	Longitude	Site El.(AMSL)	Struct Ht.(AGL)	Overall Ht.(AMSL)	Max Ht. (AMSL)	Exceeds By	Under By	Surface
37° 37' 41.5235"	122° 25' 8.3964"	78.57	91.00	169.57	275.52		105.95	SFO_VFR77_Exist_Conical
Total penetrations above surfaces: 0								
Total penetrations below surfaces: 1								
Zone Analysis								
X		Y			Range		Safety Zones	
6005977.73894859		2056902.44259068			Under 65 db		None	





#### 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 e/AAA website, <http://eeaaa.faa.gov>

#### LEGEND

▲ BART Station  
● CALTRAIN Station  
— Municipal Boundary  
— Railroad  
— Freeway  
— Road

#### Note:

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

#### Source:

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

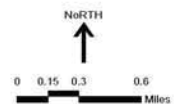


Exhibit IV-11  
**FAA NOTIFICATION FORM 7460-1**  
**FILING REQUIREMENTS – NORTH SIDE**  
Comprehensive Airport Land use plan  
for the Environs of San Francisco International Airport  
**C/CAG**  
City/County Association of Governments  
of San Mateo County, California





San Francisco International Airport

July 19, 2023

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

**TRANSMITTED VIA EMAIL ONLY**

kkalkin@smcgov.org

**Subject: Land Use Consistency Determination for 840 San Bruno Avenue West, City of San Bruno**

Thank you for notifying the San Francisco International Airport (SFO or the Airport) of an Application for Land Use Consistency Determination for the 840 San Bruno Avenue West Residential Project (Proposed Project) and the Airport Land Use Commission's (ALUC) pending land use consistency determination for the Proposed Project. We appreciate this opportunity to provide comments to the ALUC in evaluating potential land use compatibility issues for the Proposed Project.

According to the application materials, the Proposed Project is on a 1.57-acre site at the northeast corner of San Bruno Avenue West and Elm Avenue (Assessor's Parcel Number 020-071-050). The site is currently occupied by a vacant one-story commercial building that would be demolished and replaced with two buildings containing a total of 341 dwelling units and 115 parking spaces. The height of each building would be 10 stories and approximately 103 feet above ground level.

The Proposed Project site is inside Airport Influence Area B as defined by the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP). The Proposed Project site is located outside the 65-decibel (dBA) Community Noise Equivalent Level (CNEL) contour and the Safety Compatibility Zones and, therefore, would not appear to be inconsistent with the Noise and Safety Compatibility policies adopted in the SFO ALUCP.

As described in Exhibit IV-17 of the SFO ALUCP (see Attachment), the critical aeronautical surfaces above the Proposed Project location are at an elevation of approximately 250 to 275 feet above mean sea level (AMSL) as defined from the origin of the North American Vertical Datum of 1988 (NAVD88). Given that the ground elevation at the Proposed Project site ranges from 45 to 80 feet AMSL, the maximum height of the Proposed Project, listed as 103 feet above ground level, would be below the critical aeronautical surfaces. Therefore, the Proposed Project would not appear to be inconsistent with the Airspace Compatibility policies of the SFO ALUCP, subject to the issuance of a Determination of No Hazard from the Federal Aviation Administration (see below) for any proposed structures.

This evaluation does not waive the requirement for the Proposed Project sponsor to undergo Federal Aviation Administration airspace review as described in 14 Code of Federal Regulations Part 77 for both (1) the permanent structures and (2) any equipment taller than the permanent structures required to construct those structures.

Due to the proximity of the Proposed Project to the Airport, Airspace Protection Policies (AP-1 through AP-4) from the SFO ALUCP are enclosed as reminders of incompatible site characteristics, especially as they pertain to building materials or features that reflect and create bright lights or glare.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

LONDON N. BREED  
MAYORMALCOLM YEUNG  
PRESIDENTEVERETT A. HEWLETT, JR.  
VICE PRESIDENT

JANE NATOLI

JOSE F. ALMANZA

IVAR C. SATERO  
AIRPORT DIRECTOR

*Susy Kalkin, ALUC*

*July 19, 2023*

*Page 2 of 2*

\* \* \*

The Airport appreciates that the City of San Bruno (City) intends to add new housing stock within its limits and outside of the 70 dBA CNEL contour. In turn, this would reduce the City's Regional Housing Needs Assessment obligations at other sites and would alleviate development pressures at incompatible sites like the Tanforan Shopping Center, where there would be significant environmental impacts under the California Environmental Quality Act and environmental justice issues if the City proceeds with adding housing. The Airport encourages the City to consider this and other compatible parcels for the highest feasible density of residential development before exploring the introduction of housing on incompatible sites.

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

Sincerely,

DocuSigned by:  
*Nupur Sinha*  
7D552AE8A4CE495...

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

Attachment

SFO ALUCP Airspace Protection Policies

cc: Sean Charpentier, C/CAG  
Audrey Park, SFO  
Chris DiPrima, SFO  
Alex D. McIntyre, City of San Bruno  
Darcy Smith, City of San Bruno  
Matt Neuebaumer, City of San Bruno  
Matt Maloney, ABAG  
Mark Shorett, ABAG

and associated with human disease of varying severity.

- b. Biosafety Level 3 practices, safety equipment, and facility design and construction are applicable to clinical, diagnostic, teaching, research, or production facilities in which work is done with indigenous or exotic agents with a potential for respiratory transmission, and which may cause serious and potentially lethal infection.
- c. Biosafety Level 4 practices, safety equipment, and facility design and construction are applicable for work with dangerous and exotic agents that pose a high individual risk of life-threatening disease, which may be transmitted via the aerosol route and for which there is no available vaccine or therapy.

## 4.5 Airspace Protection

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

1. To protect the public health, safety, and welfare by minimizing the public's exposure to potential safety hazards that could be created through the construction of tall structures.
2. To protect the public interest in providing for the orderly development of SFO by ensuring that new development in the Airport environs avoids compromising the airspace in the Airport vicinity. This avoids the degradation in the safety, utility, efficiency, and air service capability of the Airport that could be caused by the attendant need to raise visibility minimums, increase minimum rates of climb, or cancel, restrict, or redesign flight procedures.

### 4.5.1 FEDERAL REGULATIONS REGARDING TALL STRUCTURES

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

### 4.5.2 PART 77, SUBPART B, NOTIFICATION PROCESS

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

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

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

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

### 4.5.3 AIRSPACE MAPPING

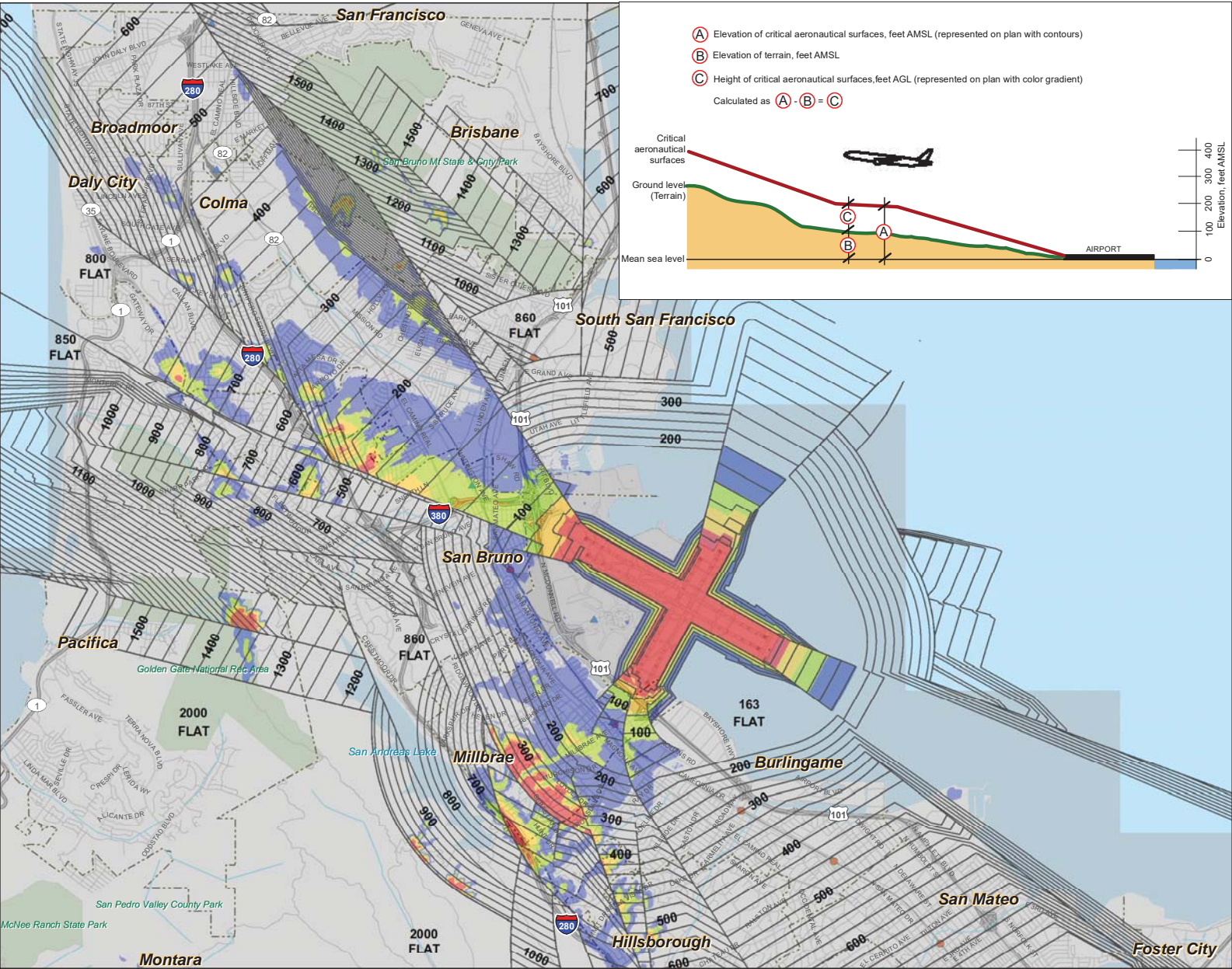
Part 77, Subpart C, establishes obstruction standards for the airspace around airports including approach zones, conical zones, transitional zones, and horizontal zones known as “imaginary surfaces.” **Exhibit IV-13** depicts the Part 77 Civil Airport Imaginary Surfaces at SFO. The imaginary surfaces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

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

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

<sup>16</sup> See Appendix F, Section F.3.2 for a discussion of one-engine inoperative procedures.





**LEGEND**

**(A)** —100— Elevation of critical aeronautical surfaces, feet Above Mean Sea Level (AMSL), North American Vertical Datum of 1988 (NAVD88)

**(C)** **Height of Critical Aeronautical Surfaces, Feet Above Ground Level (AGL)**

- 35 and lower
- 35 - 65
- 65 - 100
- 100 - 150
- 150 and more

— Airport Property

▲ BART Station

● CALTRAIN Station

— Regional Park or Recreation Area

--- Municipal Boundary

— Railroad

— Freeway

— Road

**Notes:**

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

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

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

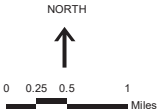


Exhibit IV-17  
**CRITICAL AERONAUTICAL SURFACES  
-- NORTHWEST SIDE**  
Comprehensive Airport Land Use Plan  
for the Environs of San Francisco International Airport  
**C/CAG**  
City/County Association of Governments  
of San Mateo County, California

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

#### 4.5.4 AIRSPACE PROTECTION POLICIES

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

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

###### **AP-1.1 Local Government Responsibility to Notify Project Sponsors**

Local governments should notify sponsors of proposed projects at the earliest opportunity to file Form 7460-1, *Notice of Proposed Construction or Alteration*, with the FAA for any proposed project that would exceed the FAA notification heights, as shown approximately on Exhibit IV-10. Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. This requirement applies independent of this ALUCP.

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

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

##### **AP-2 COMPLIANCE WITH FINDINGS OF FAA AERONAUTICAL STUDIES**

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

**AP-3 MAXIMUM COMPATIBLE BUILDING HEIGHT**

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the SFO critical aeronautical surfaces map (Exhibits IV-17 and IV-18), or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

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

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

**AP-4 OTHER FLIGHT HAZARDS ARE INCOMPATIBLE**

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

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

- (a) Sources of glare, such as highly reflective buildings or building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots making approaches to the Airport.
- (b) Distracting lights that that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting.
- (c) Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.
- (d) Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.
- (e) Land uses that, as a regular byproduct of their operations, produce thermal plumes with the potential to rise high enough and at sufficient velocities to interfere with the control of aircraft in

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

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

#### 4.5.5 iALP AIRSPACE TOOL

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

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

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



## C/CAG AGENDA REPORT

Date: August 24, 2023

To: Airport Land Use Commission

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Draft Lindenville Specific Plan, South San Francisco.

(For further information please contact Susy Kalkin at [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org))

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### 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 draft Lindenville Specific Plan is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), subject to the following conditions:

- Prior to approval of the subject Plan, the City of South San Francisco shall amend Section 3.5 of the Lindenville Specific Plan as follows (additions underlined; deletions in ~~strike through~~):
  - **Allowed maximum height.** Allowed maximum height is regulated by Figure 13 or the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the lower of the ~~two~~ three heights identified by Figure 13, the ALUCP, and the FAA shall be the controlling maximum height.
  - **Height measurement.** Building height measurement procedures are defined in Zoning Code Chapter 20.040.005 (“Measuring Height”). Only for purposes of determining the allowed maximum height, buildings are evaluated using their top elevation above mean sea level as defined from the origin of the North American Vertical Datum of 1988. This includes any antennas, machine rooms, architectural parapets, or other appurtenances.
  - **Development incentives for the Height Incentive Overlay.** Projects that comply with the requirements for the Height Incentive Overlay are eligible for the following incentives. a. Building height. Within the overlay, the maximum primary building height is allowed to be up to 160 feet, allowing maximum primary building height in excess of maximum that is allowed under a site’s base district. This allowance does not negate the need to comply with the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements, as described under Policy 1 of this section.



## C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – Lindenville Specific Plan

Date: August 24, 2023

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### BACKGROUND

In 2022, the City of South San Francisco completed work on the 2040 General Plan and Zoning Code Updates which were reviewed by the ALUC and found to be conditionally consistent with the SFO ALUCP, and South San Francisco subsequently incorporated the recommended revisions prior to adoption in October 2022. Since the General Plan envisions significant change in the Lindenville sub-area, including the introduction of high-density residential, mixed-use areas, and high-density employment lands uses to take advantage of the area's proximity to Caltrain, BART, and SamTrans service, a Specific Plan was undertaken to provide a solid framework for growth in the area.

The 2040 General Plan includes clear references to requirements to comply with the requirements of the SFO ALUCP as follows:

- Action CR-1.3.4: Review consistency with San Francisco International Airport Land Use Compatibility Plan. Update the City of South San Francisco's General Plan to be in conformance with noise, safety and airspace protection compatibility standards in the most recently adopted version of the ALUCP.
- Action CR-1.3.5: Airport Land Use Commission Review. Ensure that all applicable long-range plans and associated amendments and ordinances are reviewed by the City/County Association of Governments Board of Directors, acting as San Mateo County's Airport Land Use Commission, for a determination of consistency with the most recently adopted version of the ALUCP, as required by State law.
- Action CR-1.3.3: Require multi-hazard real estate disclosure. Enact an ordinance to require real estate disclosures of all hazards identified in the Hazard Mitigation Plan, including hazards associated with anticipatory sea level rise and flooding, geologic hazards, groundwater inundation, airport noise and related issues, or wildfire for commercial and residential properties, including ownership and rental.

In addition, the Zoning Code includes a stand-alone section (Section 20.300.003 "Airport Land Use Compatibility Plan Consistency") that incorporates all relevant policies and criteria of the SFO ALUCP, summarized below:

- A. Airport Real Estate Disclosure Notices – Requires all applicable projects to comply with the real estate disclosure requirements outlined in SFO ALUCP Policy IP-1.
- B. Airport Noise Evaluation and Mitigation – Requires evaluation of potential noise impacts of projects located within the CNEL 65 dB contour, as mapped in the ALUCP, and mitigation to achieve CNEL 45 dB interior or lower.
- C. Avigation Easement – Requires grant of an avigation easement to the City/County of San Francisco as a condition of developing any land use considered to be conditionally compatible per the SFO ALUCP Table IV-I, consistent with SFO ALUCP Noise Policy NP-3.
- D. Safety Compatibility Evaluation – Requires that all uses comply with the Safety Compatibility Policies of the ALUCP, consistent with SFO ALUCP Safety Policy SP 1 & 2.

## C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – Lindenville Specific Plan

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### E. Airspace Projection Evaluation –

1. Requires applicants to file Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA for any proposed new structure and/or alterations to existing structures that would exceed the FAA notification heights as depicted in ALUCP Exhibit IV-11, and provide a copy of the findings as part of the development application materials, consistent with SFO ALUCP Policy AP-1.
2. Restricts maximum Building heights east of Highway 101 and within the Business Professional Office and Business Technology Park to the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements, consistent with SFO ALUCP Policy AP-3.
3. Other Flight Hazards – Consistent with SFO ALUCP Policy AP-4, for projects located with AIA B, calls for evaluation of land use characteristics to assure they are not hazards to air navigation, including sources of glare; distracting lights; sources of dust, smoke, steam, electric or electronic interference; wildlife attractants (especially flocks of birds), etc.

### Specific Plan

The Lindenville Area is an approximately 400-acre area located south of the city’s downtown, bounded by US-101 to the east, the City of San Bruno to the south, Fir Avenue and Magnolia Avenue to the west, and Railroad Avenue to the north. The Specific Plan identifies several new land use districts to achieve the Specific Plan’s land use goals, together with associated regulations on allowed uses, residential density, intensity, and height.

As noted in the application materials, **Attachment 1, pp 2-4**, the Specific Plan also acknowledges the requirements of the SFO ALUCP, stipulating that all development must adhere to the policies of the ALUCP which South San Francisco has incorporated into its Zoning Code as Chapter 20.300.03 (“Airport Land Use Compatibility Plan Consistency”).

The Specific Plan affects properties that are located within Airport Influence Area B (AIA B), the “Project Referral” area, for San Francisco International Airport. California Government Code Section 65302.3 states that a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). In accordance with this requirement, the City of South San Francisco has referred the Plan to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

## DISCUSSION

### ALUCP Consistency Evaluation

Three sets of airport/land use compatibility policies in the SFO ALUCP relate to the Project: (a) noise compatibility policies and criteria, (b) safety policies and criteria, and (c) airspace protection policies. In addition, the Project must comply with the Real Estate Disclosure requirements of the ALUCP. The following sections address each issue:

**(a) Noise Policy Consistency Analysis**

The Community Noise Equivalent Level (CNEL) 65 dB aircraft noise contour defines the threshold for aircraft noise impacts established in the SFO ALUCP. As depicted on **Attachment 1, Figure 4**, much of the southerly portion of the Plan area lies within the CNEL 65 dB contour, with smaller areas impacted by both the CNEL 70- and 75-dB contours.

As shown on **Attachment 1, Figure 4**, residential uses are proposed primarily in areas outside of the noise impact area, though several parcels that allow limited residential use (Caretaker Units) are located within the CNEL 65 dB contour (but not within the CNEL 70 dB contour). Per ALUCP Table IV-1, residential use is conditionally permitted within the CNEL 65 dB contour, subject to sound insulation requirements and the grant of an avigation easement. Uses allowed within the areas impacted by higher noise levels (CNEL 70- & 75 dB) are primarily designated for industrial/employment uses.

As noted above, the South San Francisco Zoning Ordinance requires that all development comply with the noise policies of the SFO ALUCP. In addition, the Specific Plan includes “Section 3.3.3 Allowed Uses”, which identifies the allowable uses within the various districts within the Specific Plan area and specifies that all development shall adhere to the Airport Land Use Combability requirements outlined in the Zoning Code. Accordingly, the Specific Plan is determined to be consistent with the noise compatibility policies of the SFO ALUCP.

**(b) Safety Policy Consistency Analysis**

**Runway Safety Zones** - The SFO ALUCP includes five sets of safety zones and related land use compatibility policies and criteria. As shown on **Attachment 1, Figure 5**, Safety Zones 2, 3, and 4 extend over portions of the Plan area. As noted above, both the Zoning Code and the Specific Plan include clear reference to the requirements that all development comply with the Safety Compatibility Criteria/use restrictions outlined in the SFO ALUCP. Consequently, the Specific Plan is determined to be consistent with the safety compatibility policies of the ALUCP.

**(c) Airspace Protection Policy Consistency Analysis**

Pursuant to the SFO ALUCP, airspace protection compatibility of proposed land uses within its AIA is evaluated in accordance with the following criteria: (1) 14 Code of Federal Regulations Part 77 (FAR Part 77), “Safe, Efficient Use and Preservation of the Navigable Airspace”, which establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces.

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the airspace protection surfaces map or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

Proposed maximum heights for the Specific Plan are depicted on **Attachment 1, Figure 13**, and in several areas allow heights up to the maximum allowed per the SFO ALUCP. Again, as noted, both the Zoning Code, and by reference the Specific Plan, incorporate the Airspace Compatibility policies of the ALUCP, so are consistent with the SFO ALUCP.

As indicated in the attached comment letter from SFO Airport planning staff, in order to avoid any potential ambiguity associated with height measurements/issues, the following modifications are recommended:

- Amend Section 3.5 as follows (additions underlined; deletions in strikethrough):
  - **Allowed maximum height.** Allowed maximum height is regulated by Figure 13 or the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the lower of the ~~two~~ three heights identified by Figure 13, the ALUCP, and the FAA shall be the controlling maximum height.
  - **Height measurement.** Building height measurement procedures are defined in Zoning Code Chapter 20.040.005 (“Measuring Height”). Only for purposes of determining the allowed maximum height, buildings are evaluated using their top elevation above mean sea level as defined from the origin of the North American Vertical Datum of 1988. This includes any antennas, machine rooms, architectural parapets, or other appurtenances.
  - **Development incentives for the Height Incentive Overlay.** Projects that comply with the requirements for the Height Incentive Overlay are eligible for the following incentives. a. Building height. Within the overlay, the maximum primary building height is allowed to be up to 160 feet, allowing maximum primary building height in excess of maximum that is allowed under a site’s base district. This allowance does not negate the need to comply with the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements, as described under Policy 1 of this section.

## Overflight Notification

### Airport Influence Area A – Real Estate Disclosure Area

The Lindenville Specific Plan area is located within both the Airport Influence Area (AIA) A & B boundaries for San Francisco International Airport. Within Area A, which includes all of San Mateo County, the real estate disclosure requirements of state law apply. Pursuant to Policy IP-1, notification is required, prior to sale or lease of property located within the AIA, of the proximity of the airport and that therefore the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations.

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The South San Francisco Zoning Code Chapter 20.300.003 requires that all applicable projects comply with the real estate disclosure requirements outlined in SFO ALUCP Policy IP-1, and the Specific Plan incorporates the same requirement.

**ATTACHMENTS**

1. ALUCP application, together with related supplemental information and exhibits.
2. Comment Letter - SFO Planning

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

3. Lindenville Specific Plan



## **C/CAG Application for Land Use Consistency Determination – Supplemental Information**

**AGENCY NAME:** City of South San Francisco

**PROJECT NAME:** South San Francisco Lindenville Specific Plan

### **PROJECT DESCRIPTION**

#### **General Plan, Climate Action Plan and Zoning Code Updates adopted in 2022**

In 2022, the City of South San Francisco completed work on General Plan, Climate Action Plan and Zoning Code Updates, with an accompanying Program Environmental Impact Report. The 2040 General Plan anticipates approximately 14,312 net new housing units and approximately 42,297 net new employment opportunities by 2040. The C/CAG Board of Directors approved Resolution 22-80 on September 22, 2022, determining that the South San Francisco General Plan, Housing Element and Zoning Code Updates were conditionally consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP). On October 26, 2022, the South San Francisco adopted the 2040 General Plan and Zoning Code Updates with the incorporation of the required conditions.

The 2040 General Plan envisions significant change in the Lindenville sub-area; the vision for this sub-area also includes the introduction of high-density residential and mixed-use areas, with up to 5,600 residential units to link housing growth with job access without increasing residential displacement risk. It also includes high-density employment lands uses based on Lindenville's proximity to Caltrain, BART, or SamTrans service and good access to opportunity. To ensure that new development proceeds in an organized and well-planned manner and includes new housing opportunities, the City Council authorized the preparation of a [Lindenville Specific Plan](#).

#### **Lindenville Specific Plan Description**

The Lindenville Specific Plan Area is an approximately 400-acre area located in the southern portion of South San Francisco, south of the Downtown neighborhood and west of the East of 101 neighborhood, which is home to a life sciences employment hub and the other industrial hub in the city. As shown in figure 1, Lindenville is bounded by U.S. Highway 101 (US-101) to the east, the City of San Bruno and Centennial Way Trail to the south, Fir Avenue and Magnolia Avenue to the west, and Railroad Avenue to the north. Lindenville has historically served as the industrial heart, supporting light industrial, manufacturing, and service and repair businesses.

The policy set forth in the Lindenville Specific Plan is consistent with the goals of the General Plan, including the creation of up to 5,600 residential units and employment growth in specific areas. The Specific Plan does refine the land use pattern and creates specific development standards and implementation policies that put those ideas into action, but will not change the basic assumptions analyzed in the General Plan and Program EIR.

The remainder of this Supplemental Information document indicates how the Lindenville Specific Plan fits within the parameters of the previously adopted General Plan and conforms with the ALUCP requirements.

### **GENERAL CONSISTENCY REFERENCES**

The 2040 General Plan includes general actions related to consistency with the ALUCP:

Action CR-1.3.4: Review consistency with San Francisco International Airport Land Use Compatibility Plan. Update the City of South San Francisco's General Plan to be in conformance with noise, safety and airspace protection compatibility standards in the most recently adopted version of the ALUCP.

Action CR-1.3.5: Airport Land Use Commission Review. Ensure that all applicable long-range plans and associated amendments and ordinances are reviewed by the City/County Association of Governments Board of Directors, acting as San Mateo County's Airport Land Use Commission, for a determination of consistency with the most recently adopted version of the ALUCP, as required by State law.

Action CR-1.3.3: Require multi-hazard real estate disclosure. Enact an ordinance to require real estate disclosures of all hazards identified in the Hazard Mitigation Plan, including hazards associated with anticipatory sea level rise and flooding, geologic hazards, groundwater inundation, airport noise and related issues, or wildfire for commercial and residential properties, including ownership and rental.

The adopted Zoning Code also includes a stand-alone section specific to the ALUCP requirements that applies citywide; Chapter 20.300.003 "Airport Land Use Compatibility Plan Consistency".

### **20.300.003 Airport Land Use Compatibility Plan Consistency**

This section establishes standards and requirements related to consistency with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). The following requirements and criteria shall be incorporated into all applicable projects.

- A. **Airport Real Estate Disclosure Notices.** All new development is required to comply with the real estate disclosure requirements of State law (California [Business and Professions Code](#) Section 11010(b)(13)). The following statement must be included in the notice of intention to offer the property for sale or lease:  
  
*"Notice of Airport in Vicinity. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you."*
- B. **Airport Noise Evaluation and Mitigation.** All projects shall comply with the Noise Compatibility Policies of the ALUCP. Uses shall be reviewed per the Noise/Land Use Compatibility Criteria listed in Table IV-1 of the ALUCP. Projects shall also be evaluated for potential airport noise impacts if the project is located within the 65 CNEL contour line of San Francisco International Airport (as mapped in the ALUCP). All projects so located shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the ALUCP or South San Francisco General Plan, whichever is more restrictive. Unless otherwise precluded by State law, projects shall also be consistent with ALUCP Policy NP-4 Residential Uses within CNEL 70 dB Contour.
- C. **Avigation Easement.** Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the ALUCP) 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 ALUCP Policy NP-3 Grant of Avigation Easement.

- D. **Safety Compatibility Evaluation.** All uses must comply with Safety Compatibility Policies of the ALUCP. Project applicants shall be required to evaluate potential safety issues if the property is located within any of the Safety Compatibility Zones established in ALUCP Policy SP-1 and depicted in Exhibit IV-8 of the ALUCP. All projects located within a Safety Compatibility Zone shall be required to determine if the proposed land use is compatible with the Safety Compatibility Land Use Criteria as noted in ALUCP Policy SP-2 and listed in Table IV-2 of the ALUCP.
- E. **Airspace Protection Evaluation.** All projects shall comply with Airspace Protection Policies of the ALUCP.
1. **Notice of Proposed Construction or Alteration.** Project applicants shall be required to file Form 7460-1, Notice of Proposed Construction or Alteration, with the Federal Aviation Administration (FAA) for any proposed new structure and/or alterations to existing structures (including ancillary antennae, mechanical equipment, and other appurtenances) that would exceed the FAA notification heights as depicted in ALUCP Exhibit IV-11. Any project that would exceed the FAA notification heights shall submit a copy of the findings of the FAA's aeronautical study, or evidence demonstrating exemption from having to file FAA Form 7460-1, as part of the development permit application.
  2. **Maximum Compatible Building Height.** Building heights east of Highway 101 and within the Business Professional Office and Business Technology Park - High zoning districts are allowed the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height.
  3. **Other Flight Hazards.** Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:
    - a. 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.
    - b. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting.
    - c. Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of an aircraft in flight.
    - d. Sources of electrical/electronic interference with aircraft communications/navigation equipment.
    - e. 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. (Ord. 1646 § 2, 2022)

The Lindenville Specific Plan (LSP) is consistent with the General Plan Actions and includes references to Zoning Code Chapter 20.300.003 "Airport Land Use Compatibility Plan Consistency". LSP Chapter 3: "Land Use and Housing" (page 27 of document, page 33 of 186 of pdf) establishes land use districts and associated standards related to uses, densities and intensities, building height, and other appropriate standards. Sub-section 3.3.2

“Allowed Uses” (page 41 of document, page 47 of 186 of pdf) includes the following standard related to ALUCP Consistency, referencing Zoning Code Chapter 20.300.003.

### **3.3.3 Allowed Uses - Standards**

5. **Airport Land Use Compatibility Plan consistency.** All development shall adhere to land use compatibility requirements established in Chapter 20.300.03 “Airport Land Use Compatibility Plan Consistency” of the City’s Zoning Code.
  - a. **ALUCP Safety Zone Compatibility.** Development projects in Safety Zones 2, 3, and 4 shall adhere to the land use restrictions as defined by the ALUCP.
  - b. **ALUCP Noise Compatibility (Interior).** Future developments under the Specific Plan exposed to conditionally acceptable and generally unacceptable aircraft noise levels, as defined by the ALUCP or the South San Francisco General Plan, whichever is more restrictive, shall complete a detailed noise analysis that includes the required noise reduction measures and noise insulation features included in the design to ensure compatibility with appropriate noise standards.
  - c. **ALUCP Noise Compatibility (Exterior).** Exterior noise requirements of shall adhere to Chapter 20.300.03 “Airport Land Use Compatibility Plan Consistency” of the City’s Zoning Code and Noise Performance Standards in the City’s General Plan, with the following exceptions:
    - i. For new multi-family residential projects and for the residential component of mixed-use development, use a standard of 60 dB CNEL in usable outdoor activity areas. Use noise attenuation techniques such as shielding by buildings and structures for common outdoor use areas. Outdoor uses shall be designed for passive recreational use.
    - ii. For new parks and open spaces, use a standard of 60 dB CNEL. Parks and open spaces shall be designed for passive recreational use.

Section 3.5 “Height” (page 55 of document, page 61 of 186 of pdf) includes the following standard related to maximum allowed heights.

### **3.5 Height - Standards**

1. **Allowed maximum height.** Allowed maximum height is regulated by Figure 12 or the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height.

## **NOISE POLICY CONSISTENCY ANALYSIS**

The SFO ALUCP establishes noise compatibility zones and related standards within each zone. Both the CNEL 65- and 70- dB contours extend over portions of the Lindenville Specific Plan Area.

As indicated in the General Consistency References above, the Specific Plan Sub-Section 3.3.3 “Allowed Uses” includes Standard 5, which states that “All development shall adhere to land use compatibility requirements established in Chapter 20.300.03 “Airport Land Use Compatibility Plan Consistency” of the City’s Zoning Code.” This ensures that all future land use actions and/or associated development conform to the policies of the SFO ALUCP, including Noise compatibility.

Standard 5 also includes subsections b and c, which provide additional regulations related to interior and exterior spaces, respectively. Developments with interior spaces that are exposed to aircraft noise levels are required to “complete a detailed noise analysis that includes the required noise reduction measures and noise insulation features included in the design to ensure compatibility with appropriate noise standards.” For developments with exterior areas, any usable outdoor activity areas of residential projects, new parks and open spaces that are exposed to noise levels greater than 60 dB CNEL are required to be designed for passive recreational use.

## **SAFETY POLICY CONSISTENCY ANALYSIS**

The SFO ALUCP includes five sets of safety zones; Safety Zones 2, 3 and 4 extend over portions of the Lindenville Specific Plan Area.

As indicated above, the Specific Plan Sub-Section 3.3.2 Allowed Uses includes Standard 5, which states that “All development shall adhere to land use compatibility requirements established in Chapter 20.300.03 “Airport Land Use Compatibility Plan Consistency” of the City’s Zoning Code.” This ensures that all future land use actions and/or associated development conform to the policies of the SFO ALUCP, including Safety Zone compatibility.

## **AIRSPACE PROTECTION CONSISTENCY ANALYSIS**

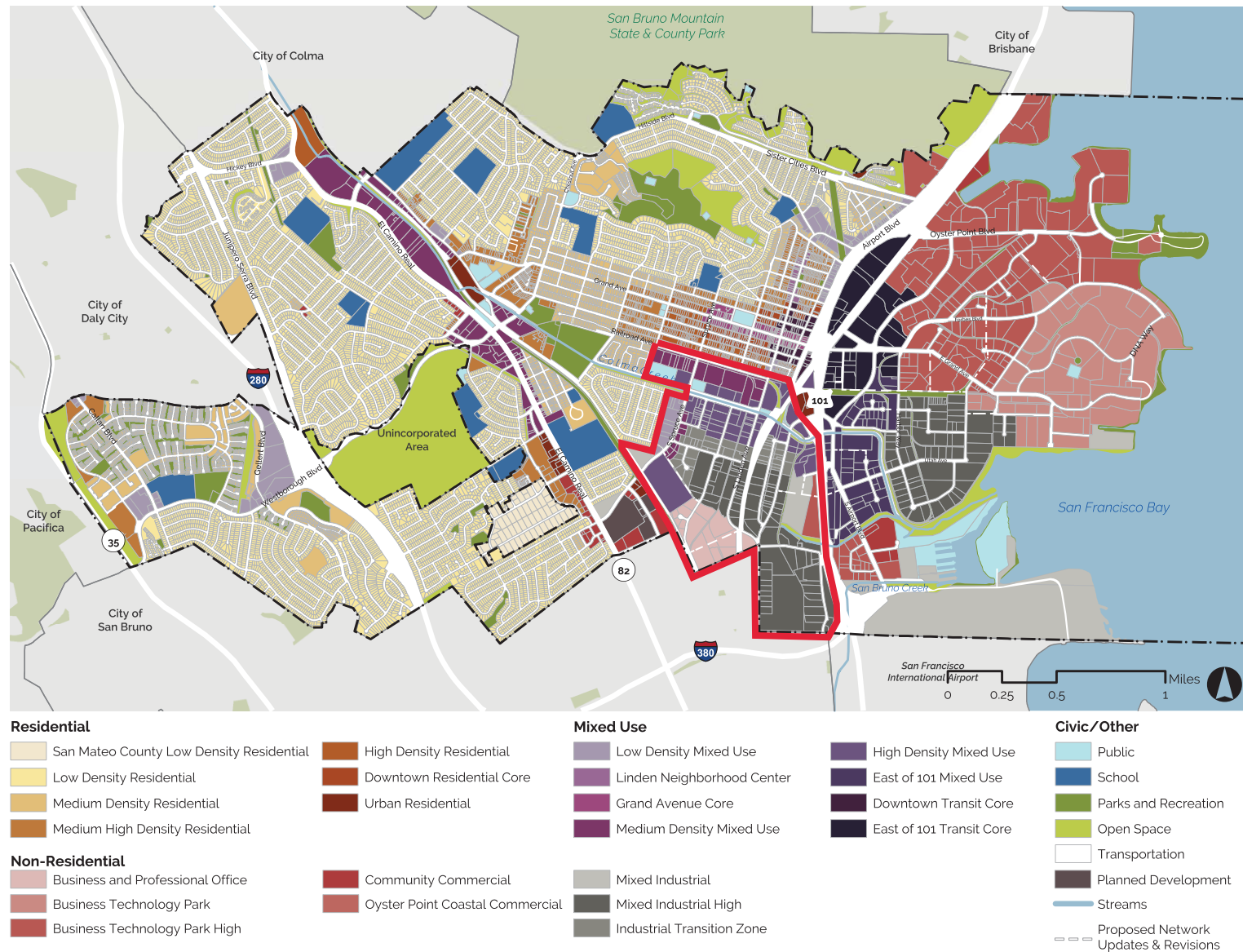
The Zoning Code currently allows airport-regulated heights for properties zoned Business and Professional Office (BPO) and Business and Technology Park (BTP) that are located within the Lindenville Specific Plan Area. The Lindenville Specific Plan also will create a Height Incentive Overlay for portions of the T5 Lindenville (T5L) Zoning District to incentivize building heights up to 160 feet in exchange for green building development and additional open space dedication.

As indicated above, the Specific Plan Sub-Section 3.5 Height includes Standard 1, which states that any allowed maximum height in the Specific Plan Area is controlled by the lower of the two heights identified by the ALUCP Critical Aeronautical Surfaces requirements or FAA regulations. All development within the Lindenville Specific Plan Area also continues to be subject to Zoning Code Chapter 20.300.003 “Airport Land Use Compatibility Plan Consistency”. This ensures that all future land use actions and/or associated development conform to the policies of the SFO ALUCP, including Airspace Protection consistency.

## **Attachments**

- Figure 1 - Adopted General Plan Land Use Map
- Figure 2 - General Plan Planning Sub-Areas
- Figure 3 - Compatibility Zones and Noise Contours on LSP Land Use Map
- Figure 4 - San Francisco International Airport Noise Contours
- Figure 5 - Airport Land Use Compatibility
- Figure 6 - Exhibit IV-14 - 14 CFR Part 77 Airport Imaginary Surfaces - North Side
- Figure 7 - Lindenville Specific Plan Maximum Heights

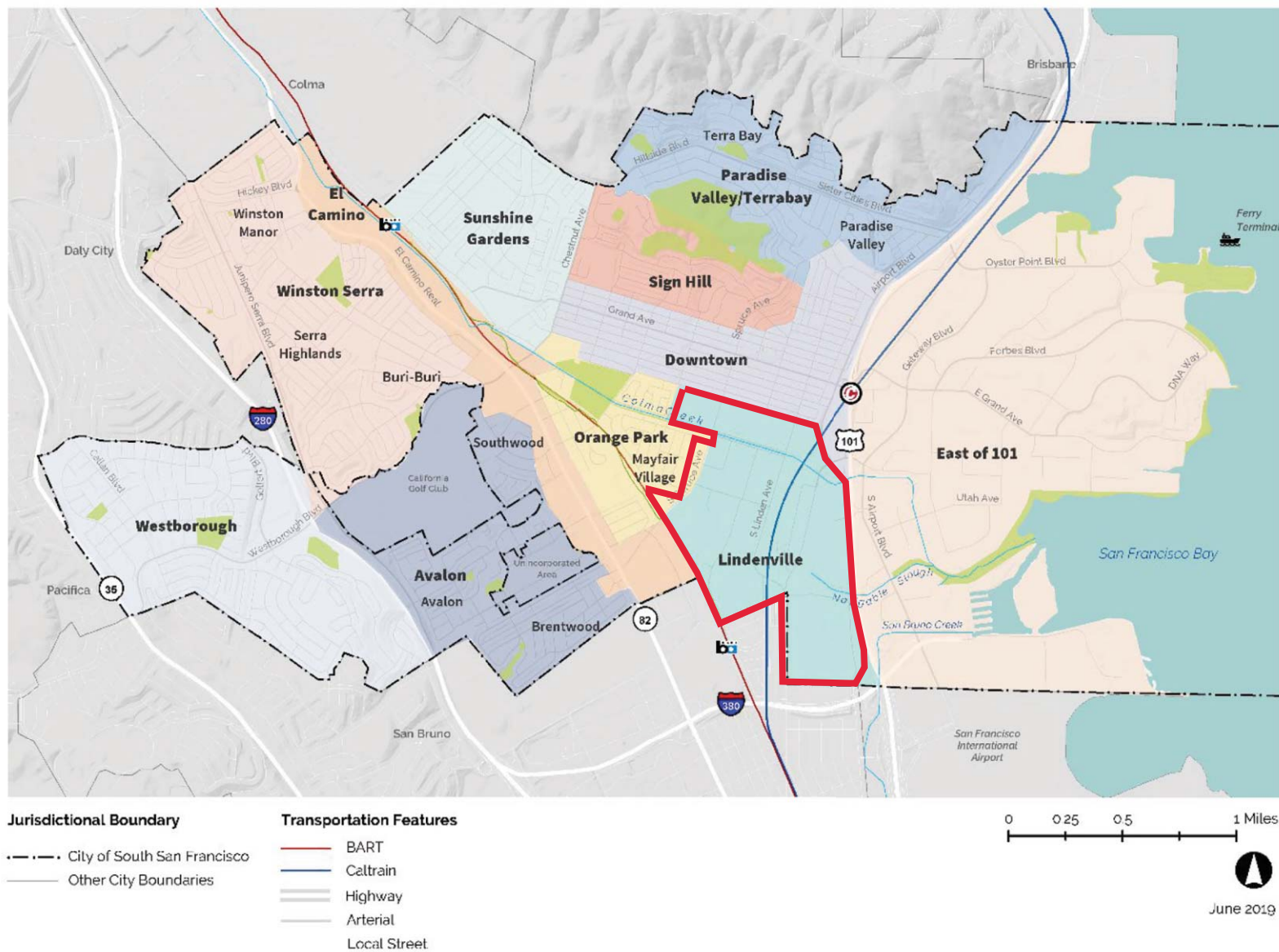




Source: Raimi + Associates, 2022.

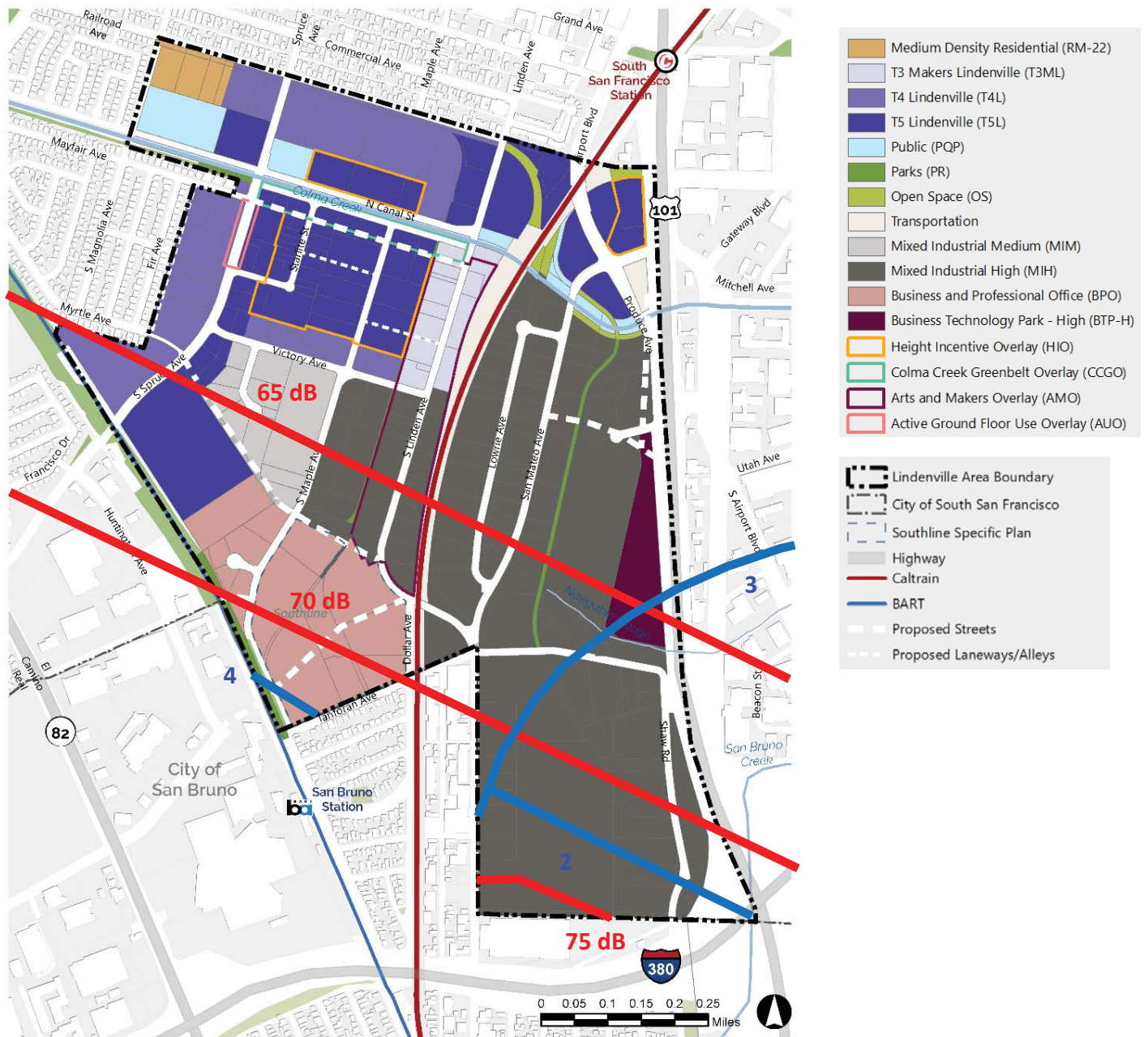


**Figure 1**  
**Adopted General Plan Land Use Map**



Source: City of South San Francisco General Plan Update

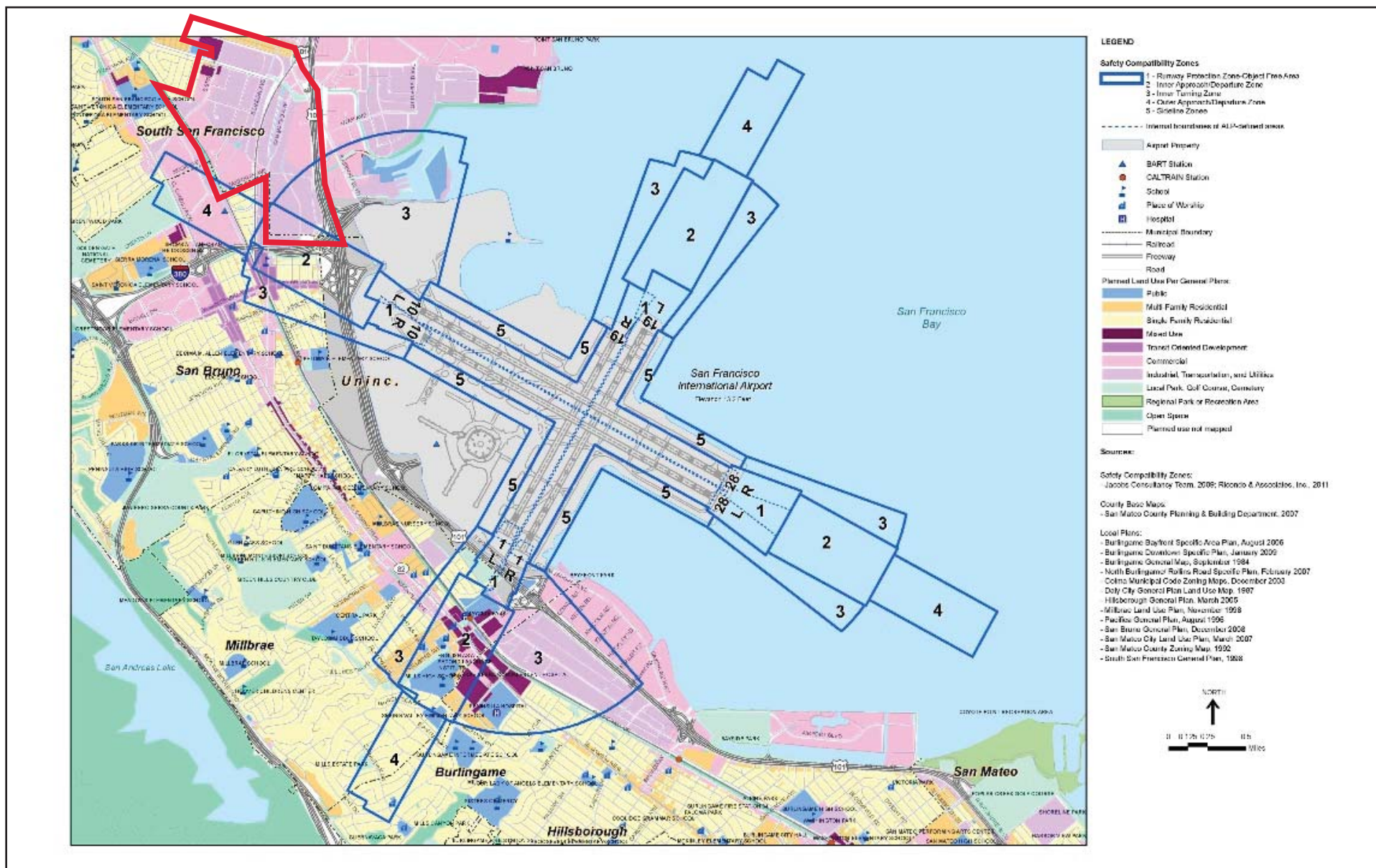




**Figure 3**  
**Compatibility Zones and Noise Contours on**  
**Lindenville Specific Plan Proposed Land Use Map**

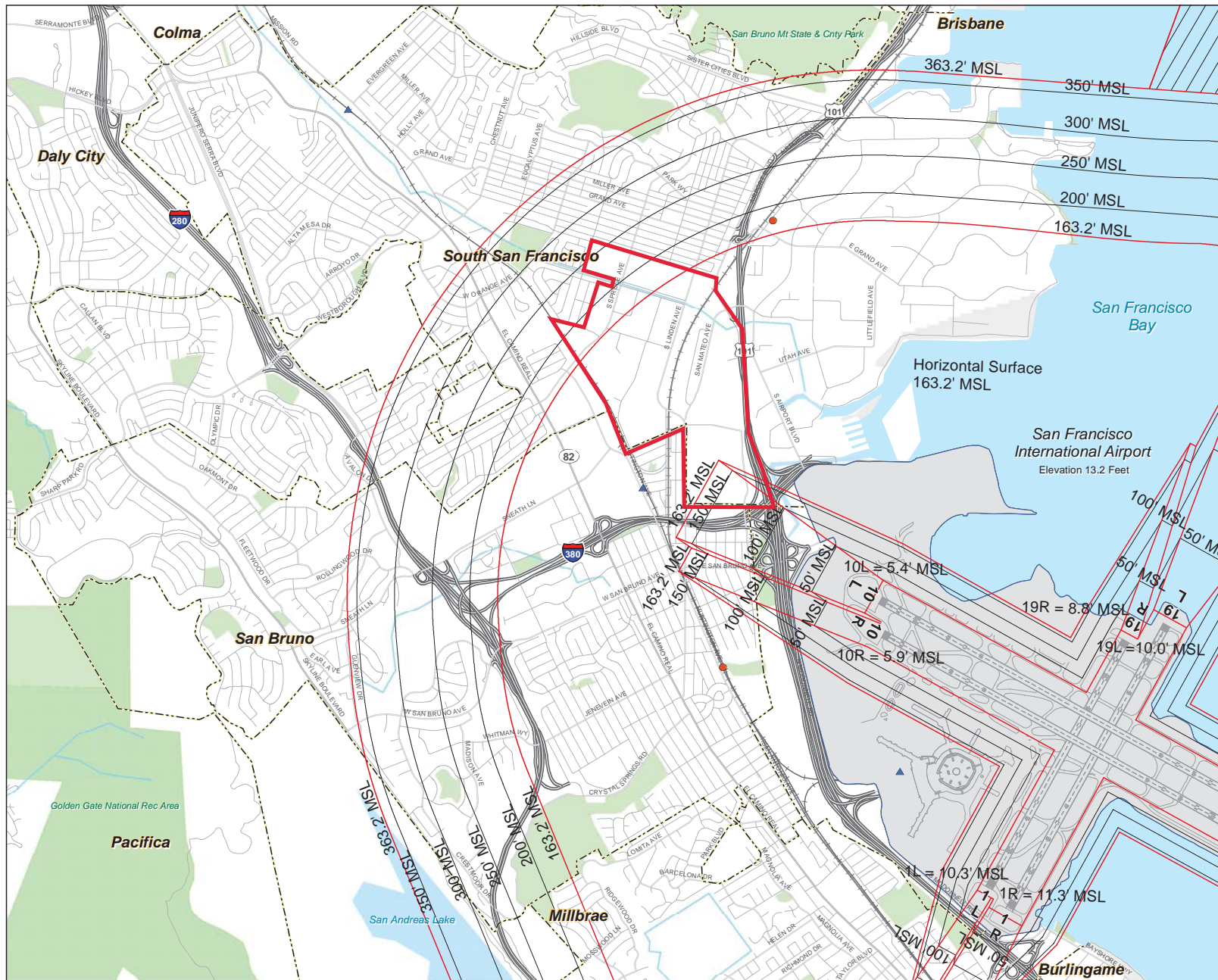






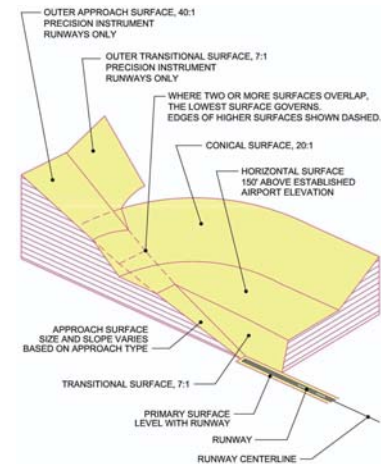
Source: SHAPE South San Francisco, November 2019.



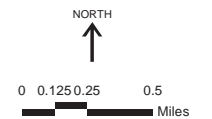


- LEGEND**
- 14 CFR Part 77 Civil Airport Imaginary Surfaces
  - 100' MSL - Elevation Contour, feet AMSL
  - BART Stations
  - CALTRAIN Stations
  - Regional Park or Recreation Area
  - Municipal Boundary
  - Railroads
  - Freeways
  - Roads

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

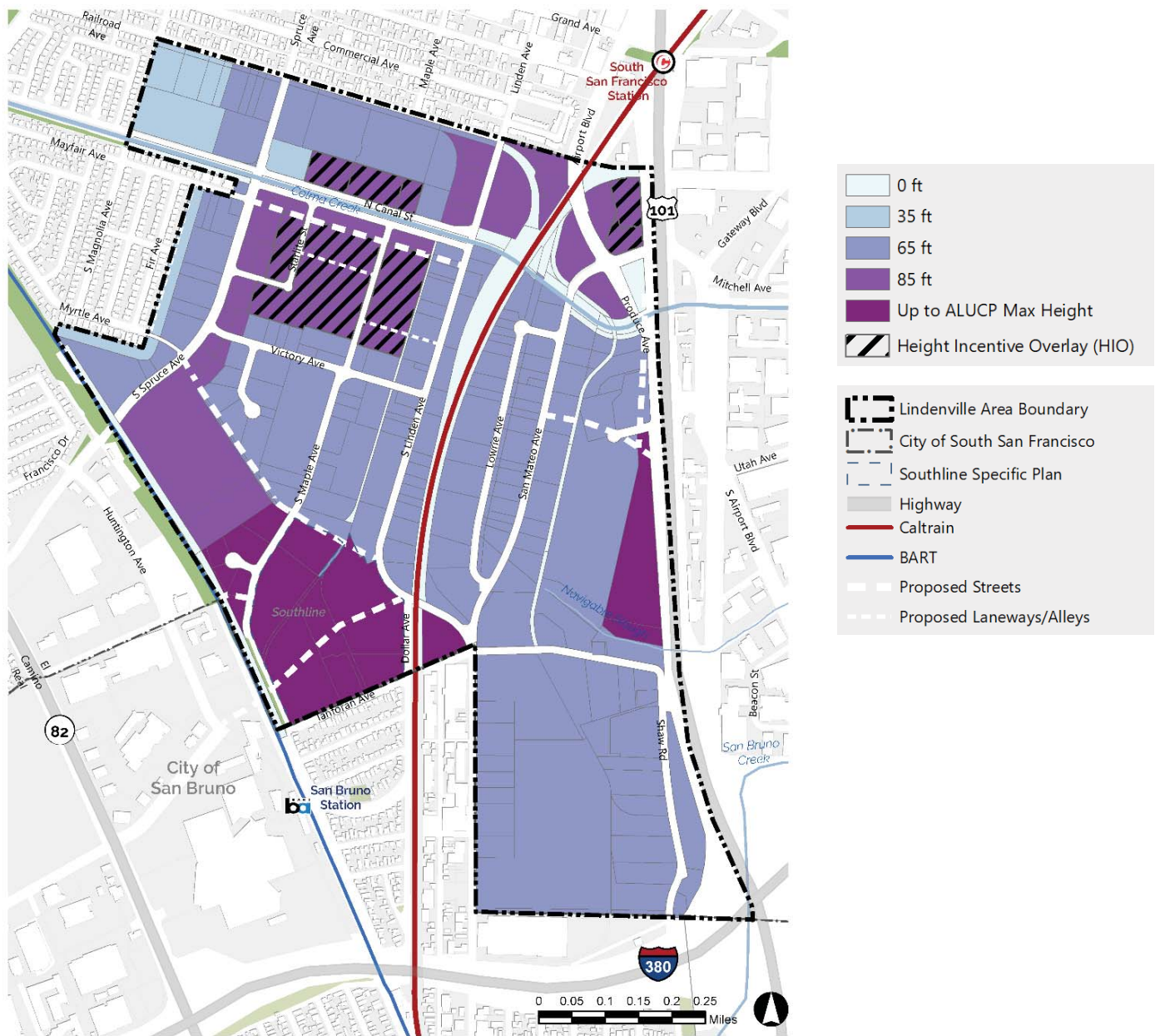


Sources:  
14 CFR Part 77 Surfaces: City and County of San Francisco, Ricondo & Associates, Inc., 2010



**Figure 6**

Exhibit IV-14  
**14 CFR PART 77 AIRPORT IMAGINARY SURFACES -- NORTH 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  
Page 16 of 17



**Figure 7**  
**Lindenville Specific Plan Maximum Heights Map**





San Francisco International Airport

August 14, 2023

Billy Gross  
Principal Planner  
City of South San Francisco  
Planning Division  
315 South Maple Ave.  
South San Francisco, CA 94080

**TRANSMITTED VIA EMAIL ONLY**  
billy.gross@ssf.net

***Subject: Notice of Preparation of the Draft Lindenville Specific Plan in the City of South San Francisco and Application for Land Use Consistency Determination***

Thank you for notifying San Francisco International Airport (SFO or the Airport) of the preparation of the Draft Lindenville Specific Plan (LSP or the Project), dated June 30, 2023, released for public comment and an application to the Airport Land Use Commission's (ALUC) pending land use consistency determination for the subject Project. We appreciate this opportunity to coordinate with the City of South San Francisco (the City) and provide comments in considering and evaluating potential land use compatibility issues that the Project may pose and should address.

According to the application, the Proposed Project is an approximately 400-acre area located in the southern portion of the City, bounded by U.S. Highway 101 to the east, the City of San Bruno and Centennial Way Trail to the south, Fir Avenue and Magnolia Avenue to the west, and Railroad Avenue to the north. The Project area would be home to a life sciences employment hub and other industrial activity in the City, as well as up to 5,600 residential units located mainly in the northwest side of the site and along a transit corridor connected by Caltrain, Bay Area Rapid Transit, and samTrans bus services.

**Airport Influence Area**

The Proposed Project site is inside Airport Influence Area B as defined by the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP). Within Area B, the Board of Directors of the City/County Association of Governments of San Mateo County, acting as the designated Airport Land Use Commission (ALUC), shall 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; specifically, a property owner offering a property for sale or lease must disclose the presence of planned or existing airports within two miles of the property.

**Noise Compatibility Policies**

The southern half of the Proposed Project site falls within the 65-70 and 70-75 decibel (dBA) Community Noise Equivalent Level (CNEL) contour zones. The southernmost corner of the site falls within the Above 75 dB CNEL contour zone. The LSP Draft document Section 3.3.3, Standard 5 (page 41 of the document) states that all development shall adhere to land use compatibility requirements established in the ALUCP, noting specifically that future developments exposed to conditionally acceptable and unacceptable aircraft noise levels shall complete a detailed noise analysis that includes the required noise reduction measures and noise insulation features included in the design to ensure compatibility with appropriate noise standards of the interior. For exterior applications, new parks, and open spaces, a standard of 60 dB CNEL shall be used

**AIRPORT COMMISSION** CITY AND COUNTY OF SAN FRANCISCO

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IVAR C. SATERO  
AIRPORT DIRECTOR



*Mr. Billy Gross  
August 14, 2023  
Page 2 of 4*

in outdoor activity areas, and the use of noise attenuation techniques such as shielding by buildings and structures for common outdoor use areas shall apply. With these controls in place, the LSP would not appear to be inconsistent with the Noise Compatibility Policies of the SFO ALUCP, provided that aviation easements be granted to the City and County of San Francisco for any conditionally compatible uses which are added to the 65-70 dB or 70-75 dB contour zones.

#### Safety Compatibility Policies

Portions of the Proposed Project lie within Safety Compatibility Zones 2, 3, and 4. According to the LSP, development projects in these safety zones must comply with the safety compatibility policies established in the ALUCP (or as stated in the South San Francisco Zoning Code Chapter 20.300.03 “Airport Land Use Compatibility Plan Consistency”), to define compatible and incompatible land uses. Therefore, the LSP would not appear to be inconsistent with the Safety Compatibility Policies of the SFO ALUCP.

#### Airspace Protection Policies

The critical aeronautical surfaces above the Proposed Project are at an elevation of approximately 110 to 190 feet above mean sea level (AMSL) as defined from the origin of the North American Vertical Datum of 1988 (NAVD88). Ground elevation varies within the Proposed Project site which may affect the maximum allowable height as measured above ground level (AGL). This should be carefully evaluated to stay below the allowable critical aeronautical surfaces described in the SFO ALUCP. To avoid any potential ambiguity which may come from a project modifying the ground elevation, the Airport recommends the following modifications to Section 3.5 of the LSP Draft (additions underlined; deletions in strikethrough; bold is original):

1. **Allowed maximum height.** Allowed maximum height is regulated by Figure 13 or the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the lower of the ~~two~~ three heights identified by Figure 13, the ALUCP, and the FAA shall be the controlling maximum height.

Section 3.5 of the LSP notes that “Building height measurement procedures are defined in Zoning Code Chapter 20.040.005.” That zoning code notes that, depending on type, “building height is measured from the average level of the highest and lowest point of that portion of the lot covered by the building to the highest point on the roof or the top of the parapet wall or mechanical equipment screening wall” or “...a point that is half the distance between the highest point on the ridge and where the eave meets the plate.”<sup>1</sup> These definitions are inadequate to ensure the protection of critical aeronautical surfaces because (1) those surfaces are expressed in elevation AMSL, which is independent of the local ground level and (2) airspace evaluation of buildings use their tallest points regardless of where they sit in relation to the midpoint of the ground level elevation.

Because of the ambiguity between elevation AMSL and height AGL, the Airport recommends that the following underlined language be added to Section 3.5 of the LSP Draft:

2. **Height measurement.** Building height measurement procedures are defined in Zoning Code Chapter 20.040.005 (“Measuring Height”). Only for purposes of determining the allowed

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<sup>1</sup> City of South San Francisco Zoning Code, Chapter 20.040.005(A), retrieved 10 August 2023.

Mr. Billy Gross  
August 14, 2023  
Page 3 of 4

maximum height, buildings are evaluated using their top elevation above mean sea level as defined from the origin of the North American Vertical Datum of 1988. This includes any antennas, machine rooms, architectural parapets, or other appurtenances.

The creation of a Height Incentive Overlay for portions of the Zoning District in the Lindenville Specific Plan to incentivize building heights up to 160 feet in exchange for green building development and additional open space dedication should be clarified, as the requirements of the SFO ALUCP still apply to the Overlay. To avoid ambiguity, the Airport recommends that the following underlined language be added to Section 3.5 of the LSP Draft:

4. **Development incentives for the Height Incentive Overlay.** Projects that comply with the requirements for the Height Incentive Overlay are eligible for the following incentives.
  - a. Building height. Within the overlay, the maximum primary building height is allowed to be up to 160 feet, allowing maximum primary building height in excess of maximum that is allowed under a site's base district. This allowance does not negate the need to comply with the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements, as described under Policy 1 of this section.

Future development project sponsors whose projects would exceed the FAA notification requirements described in Title 14 Code of Federal Regulation Part 77 and depicted in Exhibit IV-11 of the SFO ALUCP must follow FAA procedures for airspace review as for both (1) the permanent structures and (2) any equipment taller than the permanent structures required to construct those structures (i.e., construction cranes, etc.).

If the additions described above are made to the Draft LSP, then it would not appear to be inconsistent with the Airspace Protection Policies of the SFO ALUCP.

\* \* \*

The Airport appreciates the City for incorporating policies and standards within the Lindenville Specific Plan to help define requirements necessary for all future developments to remain consistent with the ALUCP for the protection of navigable airspace, safety of people and property on ground, and noise compatibility within the plan area. A copy of the relevant policies is attached to this letter.

Please consider these additional comments for inclusion in the Lindenville Specific Plan and the ALUC's Land Use Consistency Determination for the Proposed Project. If I can be of assistance, please do not hesitate to contact me at (650) 821-6678 or at [nupur.sinha@flysfo.com](mailto:nupur.sinha@flysfo.com).

Sincerely,

DocuSigned by:  
*Nupur Sinha*

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

*Mr. Billy Gross*  
*August 14, 2023*  
*Page 4 of 4*

Attachments

SFO ALUCP Airport Influence Areas and Compatibility Policies

cc: Susy Kalkin, Airport Land Use Committee  
Audrey Park, SFO  
Chris DiPrima, SFO

## C/CAG AGENDA REPORT

Date: August 24, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: Considerations for the update of Airport Land Use Compatibility Plans (ALUCPs) – Discussion only.

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

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### RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) receive an update on when ALUCP's are updated.

### BACKGROUND

Over the past year there has been discussion at the ALUC about the age and potential relevance of the existing ALUCP documents and whether an update, specifically to the SFO ALUCP, should be undertaken at this time. To facilitate the discussion the following background and related context is provided.

The C/CAG Board is the designated Airport Land Use Commission for San Mateo County, with the responsibility to develop airport land use compatibility plans for each of the three airports located within San Mateo County. While San Mateo County has had some form of Airport Land Use Compatibility Plan since the 1970s, since the formation of C/CAG in the early 1990s, the Board approved a comprehensive plan for all three airports in 1996, and subsequently adopted the current iterations of the ALUCPs for each individual airport - SFO in *November 2012*, San Carlos in *October 2015* and Half Moon Bay in *October 2014*. The current plans were all developed consistent with the direction and guidance provided in the current Caltrans Division of Aeronautics *California Airport Land Use Planning Handbook, 2011*.

### Planning Requirements

PUC Section 21675(a) requires that each ALUCP “shall include and be based either on a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the California Department of Transportation, that reflects the anticipated growth of the airport during at least the next 20 years.”

An Airport Master Plan (AMP) is an airport-sponsored, comprehensive planning study of the airports facilities and property needs that describes existing conditions as well as interim and long-term development plans for the airport that will enable it to meet future aviation demand. An AMP contains an FAA-approved 20-year forecast of demand and an Airport Layout Plan (ALP).

The current Master Plan for SFO was adopted in 1992, with an updated Airport Development Plan approved in 2016.



## **ALUCP Amendment Frequency**

State law, the SFO ALUCP, and the Caltrans Handbook provide guidance as to when an amendment to a ALUCP should be considered.

- PUC Section 21675(a) notes that an ALUCP should be reviewed as often as necessary in order to accomplish its purposes but shall not be amended more than once in any calendar year.
- SFO ALUCP Policy GP-2 specifies that the ALUCP should be updated as needed to maintain a current, updated document, noting updates should be undertaken as soon as practicable after either:
  - Adoption of a new airport master plan or an updated airport layout plan
  - Updates of long-range airport noise exposure forecasts
- The Caltrans Handbook recommends a comprehensive review and update at least every five years, and additionally that an update be considered when the Handbook is periodically updated with new guidance.

## **Current SFO Airport Development Plan**

SFO staff indicates that the 2016 Draft Final Airport Development Plan (ADP) is the Airport’s current long-range plan for bringing its landside (e.g., terminal and roadway) facilities into alignment with the capacity of its existing runways. They note that no changes to this capacity are anticipated as a result of the ADP, and so there would be no relevant changes to airspace procedures associated with either the ADP or any ongoing construction projects at the Airport which would warrant an ALUCP update per Caltrans’ Airport Land Use Compatibility Handbook. Put differently, there are no capacity increasing changes planned for SFO runways.

They further note that if the FAA required an update to the Noise Exposure Maps or if there are other federally accepted noise contours, the ALUCP should be updated at that time to incorporate those, but they caution that given the depressed national operations recovering from the Covid-19 pandemic, it will likely take a couple more years to be able to accurately model and reflect a “normal” level of operations (pre-pandemic). While the Airport is operating at close to 90 percent of 2019 aircraft operations levels, the “missing” aircraft compared to 2019 are mostly widebody aircraft, and many of those operate at night. Therefore, conducting an ALUCP update using 2023 or even 2024 data may produce an unrealistic view of the growth expected between the 2018/2019 period and the Airport’s ultimate constrained demand level.

## **Caltrans Handbook**

While the Handbook recommends a comprehensive review and update at least every five years, this in turn does not appear to be widely practiced (likely due to lack of funding and staff resources). A quick review of ALUCP adoption dates for similar sized California airports is provided below:

<i><b>Airport</b></i>	<i><b>Latest Update</b></i>
San Carlos Airport	2015
Half Moon Bay Airport	2014
San Diego International Airport	2014
Sacramento International Airport	2013
San Francisco International Airport	2012
San Jose International Airport	2011 <sup>1</sup>
Oakland International Airport	2010 <sup>1</sup>
Orange County (John Wayne Airport)	2008 <sup>1</sup>
Los Angeles County (Hollywood Burbank Airport, Long Beach, Los Angeles International Airport, and 12 smaller airports)	2004 <sup>1</sup>

(It should be noted that the SFO ALUCP, adopted in November 2012, cost in excess of \$500k, funded almost entirely by a federal grant and contributions from the SFO Airports Commission, and took more than 3 years to complete.)

Additionally, Caltrans has recently advised that they are embarking on an update to the 2011 Airport Land Use Planning Handbook. While they have not provided a clear schedule, it is anticipated that completion is likely two or more years away.

## **Summary**

While staff is supportive of keeping the ALUCPs as up to date as possible, as noted, there are some significant practical issues to consider before undertaking such an endeavor at this time. Principal among these are the pending update to the Caltrans Handbook, the aforementioned issues of potentially skewed data given the lingering impacts of the Covid-19 pandemic travel downturn, as well as the associated costs, including staff resources.

In regards to the San Carlos ALUCP, staff has noted that the ALUC might want to investigate potential clarifications of the “Conditional” finding for Childcare in Safety Zone 6. Recent ALUC recommendations have relied on staff recommendations on how to evaluate childcare uses in ALUCP Zone 6, that are “conditionally permitted.” Such recommendations would benefit from a larger policy discussion and or focused amendment to the San Carlos ALUCP to better define appropriate considerations that should be applied to this use.

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<sup>1</sup> Before 2011 Handbook update (based on 2002 Handbook)