

C/CAG

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AIRPORT LAND USE COMMITTEE (ALUC)

Revised AGENDA

REVISED Zoom login info

Date: Thursday, September 28, 2023	Join by Zoom Webinar: https://us02web.zoom.us/j/81335481228?pwd=EQ2cmI4VzUrRHk0Nk4ybkZ4cWtDUT09
Time: 4:30 p.m.	
Location: Burlingame Community Center 850 Burlingame Avenue Burlingame, CA	Webinar ID: 813 3548 1228 Passcode: 839437 Join by Phone: (669) 900-6833

HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE

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

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- | | | |
|---|--|--------|
| 1. Call to Order/Roll Call | Action
(O'Connell) | |
| 2. Public Comment on Items not on the Agenda | Limited to 2
minutes per
speaker | |
| 3. Approval of Minutes for the August 24, 2023 meeting. | Action
(O'Connell) | Page 1 |
| 4. San Francisco International Airport Comprehensive
Airport Land Use Compatibility Plan Consistency
Review – Proposed 155-unit single family residential
development, public open space and recreation facilities
at 300 Piedmont Avenue, San Bruno. | Action
(Kalkin) | Page 5 |

- | | | |
|---|--------------------|---------|
| 5. San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed 6-story, 188 room hotel at 501 Industrial Road, San Carlos, including associated rezoning. | Action
(Kalkin) | Page 23 |
| 6. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Comprehensive update of the Burlingame Zoning Ordinance. | Action
(Kalkin) | Page 41 |
| 7. San Carlos Airport Land Use Compatibility Plan Consistency Review – Draft San Carlos Zoning Ordinance Update. | Action
(Kalkin) | Page 60 |
| 8. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Amendments to the Millbrae Station Area Specific Plan to allow for uses classified as “Biotechnology Level 2” within portions of the Transit Oriented Development Zone north of the paseo connecting the Millbrae transit station and Rollins Road, south of the BART parking garage, east of Millbrae transit station, and west of Rollins Road, which are located within Safety Compatibility Zone 2. | Action
(Kalkin) | Page 76 |
| 9. Member Comments/Announcements | Information | |
| 10. Items from Staff | Information | |
| 11. Adjournment – <i>Next regular meeting – Oct. 26, 2023</i> | | |

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

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

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

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

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

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

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

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

In Person Participation

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

Remote Participation

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

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

Airport Land Use Committee (ALUC)
Meeting Minutes
August 24, 2023

1. Call to Order/Roll Call

As neither the Chair nor Vice-Chair was in attendance, Member Hamilton called the meeting to order at 4:41 pm. The attendance sheet is attached.

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

3. Minutes of the May 25, 2023 meeting and acceptance of the meeting record for June 22, 2023

Motion: Member Sturken moved, and Member Nicolas seconded, approval of the May 25, 2023 meeting and acceptance of the meeting record for June 22, 2023. Motion carried (7-0-0) by the following voice vote: AYE – Members DiGiovanni, Sullivan, Cahalan, Sturken, Hamilton, Nicolas and Ford. NO – none. ABSTAIN – none.

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

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

Motion: Member Sturken moved, and Member Sullivan seconded, approval of the staff recommendation. Motion carried (8-0-0) by the following voice vote: AYE – Members DiGiovanni, Sullivan, Cahalan, Sturken, Hamilton, Nicolas, Ford and Vice-Chair Ortiz. NO – none. ABSTAIN – none.

5. San Carlos Airport and San Francisco International Airport Land Use Compatibility Plan Consistency Review – Belmont General Plan Housing Element 2023-2031.

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

Motion: Member Nicolas 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, Sturken, Hamilton, Nicolas, Ford and Vice-Chair Ortiz. NO – none. ABSTAIN – none.

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.

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

Vice-chair Ortiz noted that a letter had been submitted by SFO staff and asked that staff clarify their concerns. Staff noted that the comment letter did not raise any significant concerns but did note that the project must submit Form 7460-1 to the FAA for a hazard determination and also that the project sponsor should be mindful of the requirements to avoid incompatible site design characteristics including reflective building materials and bright lights.

Motion: Member DiGiovanni moved, and Member Sturken seconded, approval of the staff recommendation. Motion carried (8-0-0) by the following voice vote: AYE – Members DiGiovanni, Sullivan, Cahalan, Sturken, Hamilton, Nicolas, Ford and Vice-Chair Ortiz. NO – none. ABSTAIN – none.

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

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

Motion: Vice-Chair Ortiz moved, and Member Sturken seconded, approval of the staff recommendation. Motion carried (8-0-0) by the following voice vote: AYE – Members DiGiovanni, Sullivan, Cahalan, Sturken, Hamilton, Nicolas, Ford and Vice-Chair Ortiz. NO – none. ABSTAIN – none.

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

Susy Kalkin, C/CAG staff, presented the staff report, noting that staff does not recommend updating the ALUCPs at this time due to the factors noted in the staff report, including the pending update of the Caltrans Div. of Aeronautics California Airport Land Use Planning Handbook, the lack of reliable data due to the continued recovery of the travel sector post Covid-19, and the lack of a funding source. She further noted that staff recommended pursuing a minor amendment to the San Carlos ALUCP focused on providing guidance on how to evaluate conditional childcare uses in safety zone 6, as no clear guidance currently exists.

Member Cahalan asked whether the unclear language only pertains to the San Carlos ALUCP or whether it extends to all three ALUCP documents. Staff noted that the language in the SFO ALUCP regarding childcare use was not ambiguous, but noted that staff would review the Half Moon Bay ALUCP and determine whether there was a similar issue.

Member Cahalan questioned whether a focused update to the SFO ALUCP could be considered. She noted that Millbrae had recently updated its General Plan and Station Area Specific Plan and had needed to adopt overrides as part of that effort. She wondered if the ALUCP could be reviewed to address those areas of inconsistency. Staff responded that this type of amendment would be a larger effort than the minor amendments we have undertaken, or are proposing, which have focused on addressing unclear policy language rather than developing new policies.

Executive Director Charpentier further noted that since adoption of the ALUCPs there have been four overrides, two related to residential use in the noise impact area (South San Francisco and San Bruno), and two related to biosafety use in Safety Zone 2 (Millbrae), and that these situations involve instances where there are clearly defined policies in the ALUCP that are in line with the guidance provided in the Caltrans Handbook. Conversely, the concern about conditional childcare use in the San Carlos ALUCP is the lack of appropriate guidance/evaluation criteria in the document.

There was general agreement among Committee Members that update of the ALUCPs should wait until the update to the Caltrans Handbook is complete. Additionally, it was recommended that staff begin to explore potential funding sources.

Tiffany Martinez, Caltrans Airport Planner, introduced herself, noting she was recently assigned to the Bay Area region. She commended the ALUC on its desire to keep the County's ALUCPs up to date and noted that San Mateo County's plans are among the most current in the state. She provided some additional information regarding the Handbook update, including that there is no clear schedule at this point, though they are doing background research and stakeholder outreach, with the expectation that the update will kick-off after the beginning of the year. She also supported the Committee's recommendation to wait for the Handbook update before beginning the ALUCP update process.

9. Member Comments/Announcements

None

10. Items from Staff

None

11. Adjournment

The meeting was adjourned at 5:53 pm.

2023 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Jan	Feb	Mar		Apr	May	June	August		
				In-person	AB2449						
Terry O'Connell	City of Brisbane	X	X			X	X	X			
Ricardo Ortiz	City of Burlingame	X	X						X ^{arrived 4:50}		
Pamela DiGiovanni	City of Daly City		X	X		X	X		X		
Patrick Sullivan	City of Foster City	X ^{arrived 5:00}	X	X		X	X	X	X		
Robert Brownstone	City of Half Moon Bay										
Angelina Cahalan	City of Millbrae	X	X	X		X	X	X	X		
Christopher Sturken	City of Redwood City	X	X	X		X		X	X		
Tom Hamilton	City of San Bruno	X	X	X		Y ^{arrived 4:50}	X	X	X		
Adam Rak/ Pranita Venkatesh ¹	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 ²	X		
Carol Ford	Aviation Rep.	X			X	X	X		X		
Chistopher Yakabe	Half Moon Bay Pilots Assn.	Y ^{arrived 4:45}	X	Y		Y	X	X			

No quorum

¹ Pranita Venkatesh appointed 2/27/2023

² 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 August 24, 2023, meeting: Susy Kalkin and Sean Charpentier, C/CAG staff; Carlos de Melo and Diana Elrod, Belmont staff; Matt Neuebaumer, San Bruno staff; Billy Gross, South San Francisco staff; Tiffany Martinez, Caltrans Div. of Aeronautics

C/CAG AGENDA REPORT

Date: September 28, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Proposed 155-unit single family residential development, public open space and recreation facilities at 300 Piedmont Avenue, San Bruno.

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

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed project, comprised of a 155-unit single family residential development, public open space and recreation facilities at 300 Piedmont 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 lighting for the proposed multi-use soccer field be downward-facing and designed to minimize visual hazards to pilots.*
- *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 project (“Project”) consists of demolishing the former Crestmoor High School facilities and constructing a 155-lot single family subdivision on approximately 12.3 acres of the 40.2-acre site. The Project also includes approximately 18 acres of publicly accessible open space, including a 6-acre portion that would be developed as a multi-use soccer field with permanent lighting.

The Project is located within Airport Influence Area B (AIA B), the “Project Referral” area, for San Francisco International Airport. California Public Utilities Code (PUC) Section 21676(b) requires 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, PUC Section 21676.5(a), requires that until a local agency has brought its land use plans into compliance with the ALUCP, that it submit all proposed development and land use policy actions that affect property within AIA B to the ALUC for a consistency determination. 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; (b) safety; (c) airspace protection; and (d) overflight notification. The following sections describe the degree to which the Project is compatible with each.

(a) Aircraft Noise

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

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) Airspace Protection

Structure Heights

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 new homes would be approximately 27 feet tall, and the light standards proposed for the athletic fields would be approximately 80 feet tall. The ground elevation at the site is approximately 433 feet above mean sea level (AMSL), so maximum Project heights would be approximately 513 feet AMSL. As indicated on **Attachment 4**, the critical airspace above the site lies at approximately 860 feet AMSL, so the Project would be more than 300 feet below this surface. However, as shown on **Attachment 5**, the Project is located in an area that requires FAA notification

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 300 Piedmont Ave., San Bruno

Date: September 28, 2023

Page 3

for all new construction (structures under 35 feet tall). The application materials recognize the requirement that the project submit Form 7460-1 for an FAA hazard determination, but it is included as a condition to ensure compliance:

- *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”.*

Other Flight Hazards

Within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per Airspace Protection Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. As noted in the comment letter provided by SFO Planning staff, **Attachment 6**, the Project includes a multi-use soccer field that would include permanent lighting. Further, they note that the site is subject to overflights by arriving and departing aircraft and caution that bright lights can be a visual hazard to pilots. Accordingly, the following condition is proposed:

- *The City of San Bruno shall require that lighting for the proposed multi-use soccer field be downward-facing and designed to minimize visual hazards to pilots.*

(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-2 –AIA B w/Safety Compatibility Zones
4. SFO ALUCP Exh. IV-17 – Critical Aeronautical Surfaces - NW
5. SFO ALUCP Exh. IV-12 – 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: Crestmoor

Address: 300 Piedmont Avenue

APN: 019-170-020

City: San Bruno

State: CA

ZIP Code: 94066

Staff Contact: Michael Smith

Phone: 650-616-7062

Email: msmith@sanbruno.ca.gov

PROJECT DESCRIPTION

SummerHill Homes (project sponsor) proposes to develop an approximately 40.2-acre site into a new 155-lot single-family, detached-home community with associated open space and infrastructure located at 300 Piedmont Avenue (project site) in the City of San Bruno. The City also proposes to construct new recreational amenities on a portion of the project site. The Crestmoor, 300 Piedmont Avenue Project (project) would also demolish the former Crestmoor High School and other existing structures on the project site. The project would include 24 acres for the residential development, 12.32 acres of publicly accessible open space, and 6 acres for the recreational amenities. The project site currently contains the former Crestmoor High School, constructed in 1962, as well as playing fields, parking lots, a storage lot, school district maintenance facilities, and unimproved sloping wooded open space.

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.
Per Exhibit IV-6, Noise Compatibility Zones, the project site is located well outside the CNEL noise contours of the SFO Airport. Therefore, the project is not subject to the noise compatibility land use criteria of the ALUCP.
 - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
Per Exhibit IV-7, Safety Compatibility Zones, the project site is located well outside the Safety Compatibility Zones of the ALUCP. Because the project site does not fall within any of the Safety Compatibility Zones, it is not subject to the safety compatibility policies and land use criteria of the ALUCP.
 - c) Airspace Protection:
The subject property is located approximately two miles west of San Francisco International Airport with a ground elevation of approximately 433' above MSL. The single-family homes in the project would be approximately 27' in height above ground level (AGL) and the field lighting, the tallest object proposed at the fields, would be approximately 80' AGL. FAA Notification Form 7460-1 is required and will be submitted separately.

2. Real Estate Disclosure requirements related to airport proximity -*None*
3. Any related environmental documentation (electronic copy preferred) - *In process*
4. Other documentation as may be required (ex. related staff reports, etc.) - *In process*

Additional information For Development Projects:

1. Project plans - *Attached*
2. Latitude and longitude of development site - 37°36'54.3"N 122°25'40.3"W
3. Building heights relative to mean sea level (MSL) - Approximately 460' MSL for the homes and 513' MSL for the field lighting.

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

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

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

300 PIEDMONT AVENUE

SAN BRUNO, CALIFORNIA

PROJECT SUBMITTAL



APPLICANT:

SUMMERHILL HOMES
777 S. CALIFORNIA AVENUE
PALO ALTO, CA 94304
P: 925.244.7513
SAM ROSEN
srosen@shhomes.com

JOINT TRENCH:

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LANDSCAPE ARCHITECT:

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SAN FRANCISCO, CA 94103
ZEKI ABED
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Front Elevation 1A
Scheme 1



Front Elevation 1B
Scheme 4



Front Elevation 1C
Scheme 7



"Artists' conception. Please refer to plans for project specifications."

SUMMERHILL HOMESSM
COMMUNITIES OF DISTINCTION

ktg

cbg

CARLSON,
BARBEE &
GIBSON, INC.
CHICAGO • BOSTON • DALLAS • LOS ANGELES

VAN DORN ABED
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94111-4015 SAN DIEGO, CA 92101

GIACALONE
DESIGN SERVICES, INC.
1000 STRANDBERG HILL RD., SUITE 100, PALMDALE, CA 93550
818.461.1700 | WWW.GIACALONEDESIGN.COM

PROJECT SUBMITTAL
300 PIEDMONT AVENUE
San Bruno, Ca. # 2021-1262

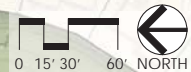
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FEBRUARY 3, 2023

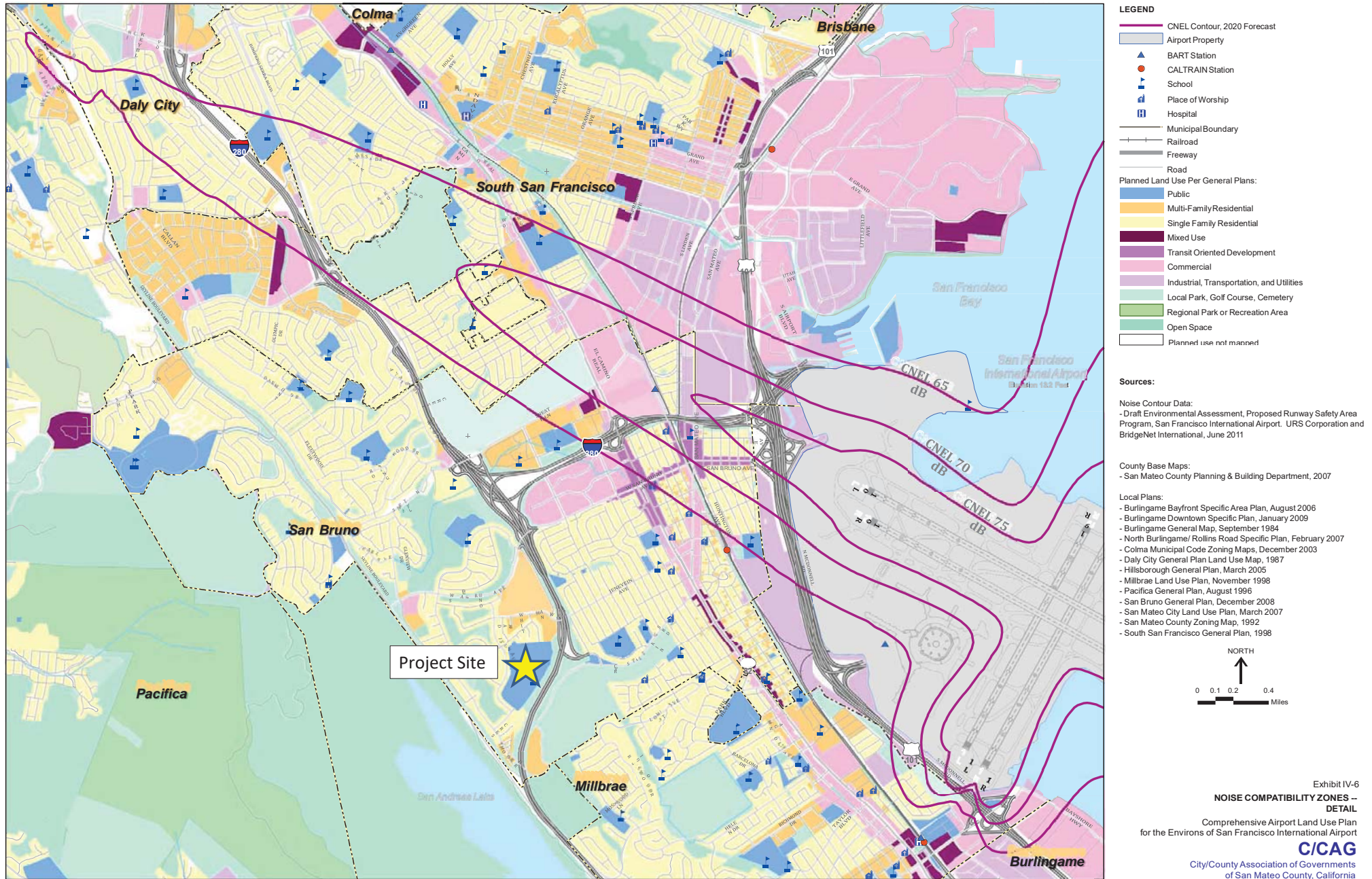
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N1 PERSPECTIVE VIEW

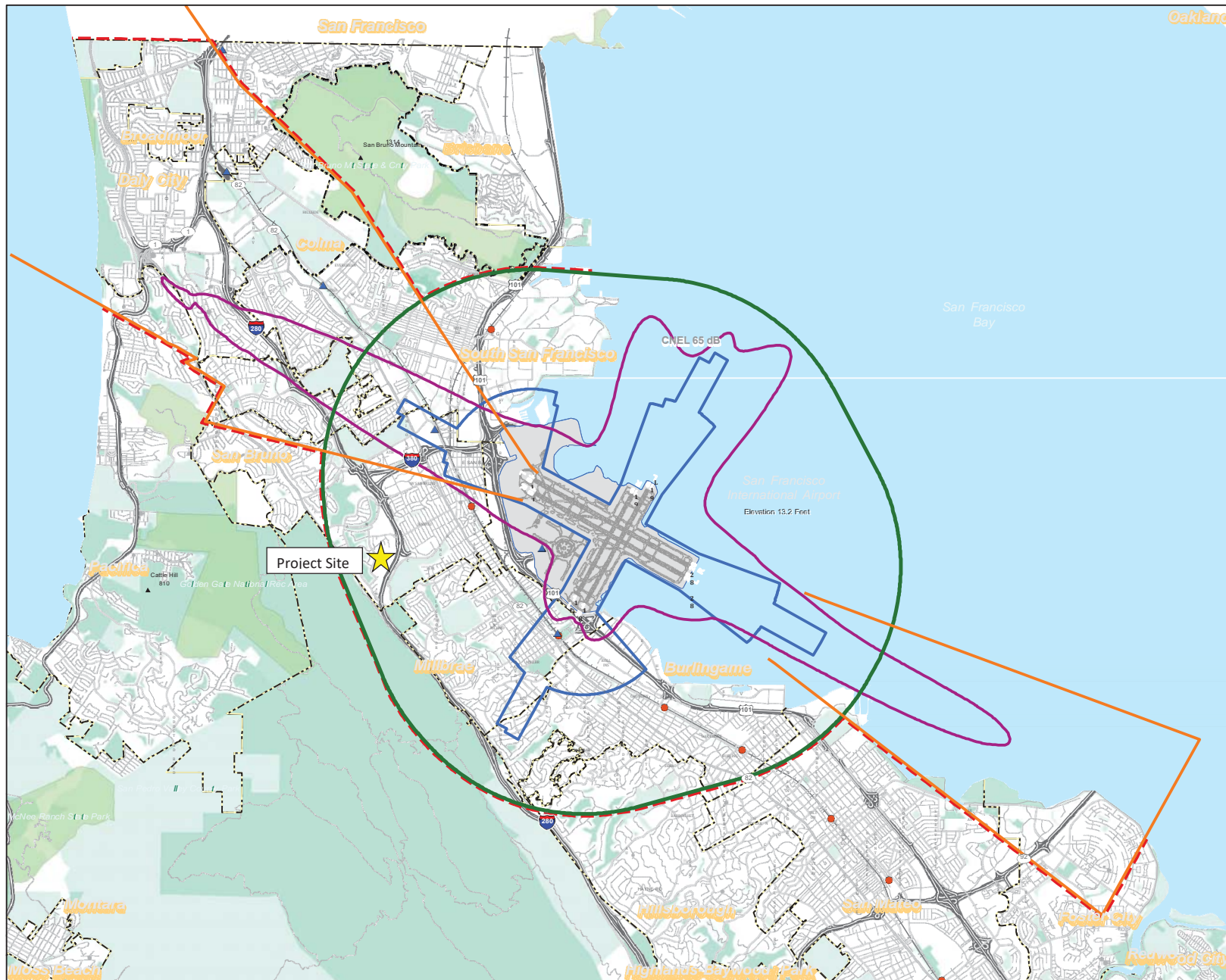
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DRAFT MASTER PLAN **CRESTMoor FIELDS MASTER PLAN**







- LEGEND**
- Boundary for Airport Influence Area B
 - Outer Boundary of Safety Zones
 - CNEL Contour, 2020 Forecast
 - 14 CFR Part 77 Conical Surface
 - Outer Boundary of TERPS Approach and OEI Departure Surfaces
 - Airport Property
 - ▲ BART Station
 - CALTRAIN Station
 - Municipal Boundary
 - Railroad
 - Freeway
 - Road
 - Local Park, Golf Course, Cemetery
 - Regional Park or Recreation Area
 - Open Space

Sources:

100:1 FAA Notification Zone: Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR Part 77, Subpart B, Section 77.9.

Outer Boundary of TERPS Approach and OEI Departure Surfaces: San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009

Safety Compatibility Zones: Jacobs Consultancy Team, 2009; Ricondo & Associates, Inc., 2011

Noise Contour: URS Corporation and BridgeNet International. Draft Environmental Assessment, San Francisco International Airport Proposed Runway Safety Area Program, June 2011

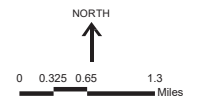
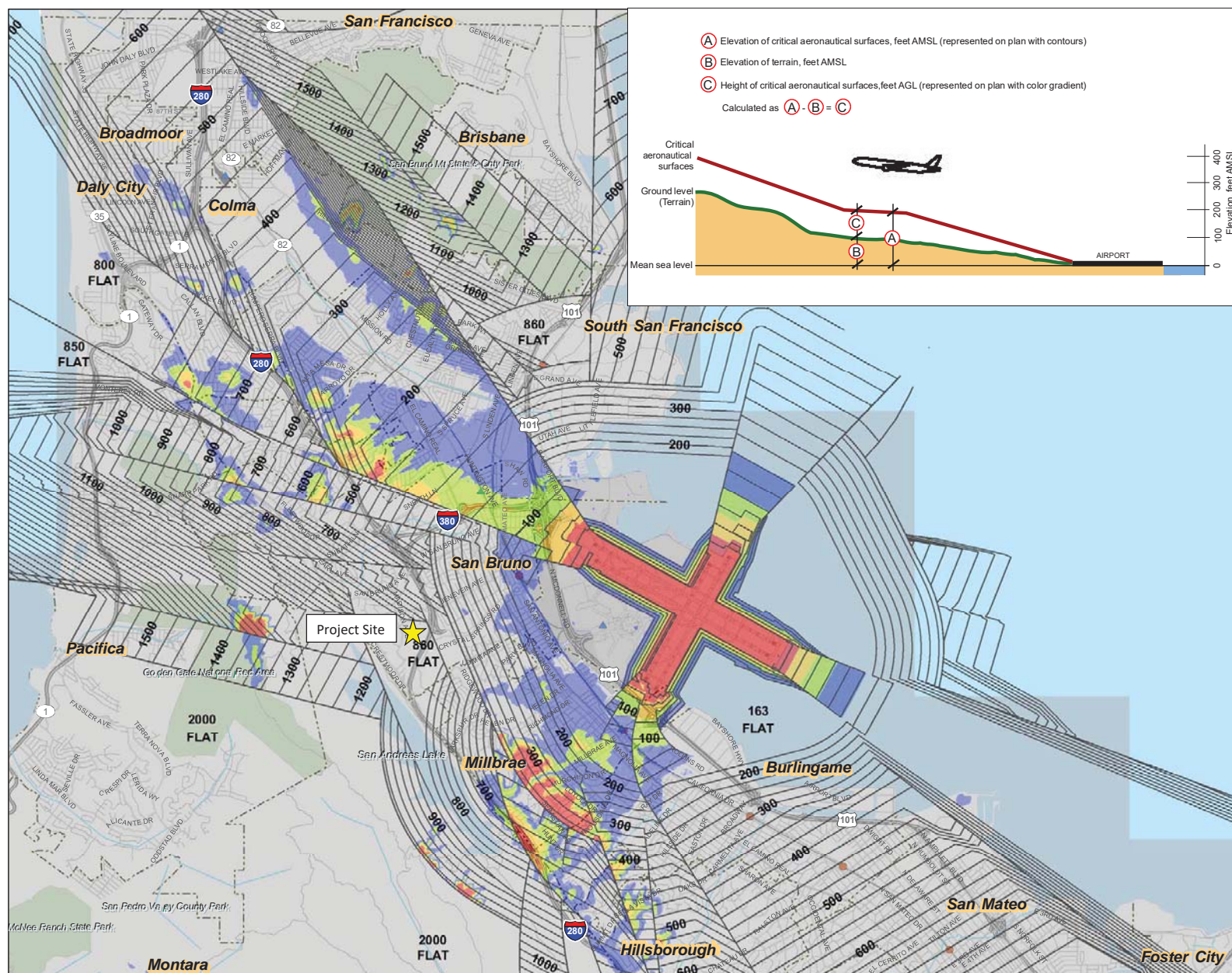
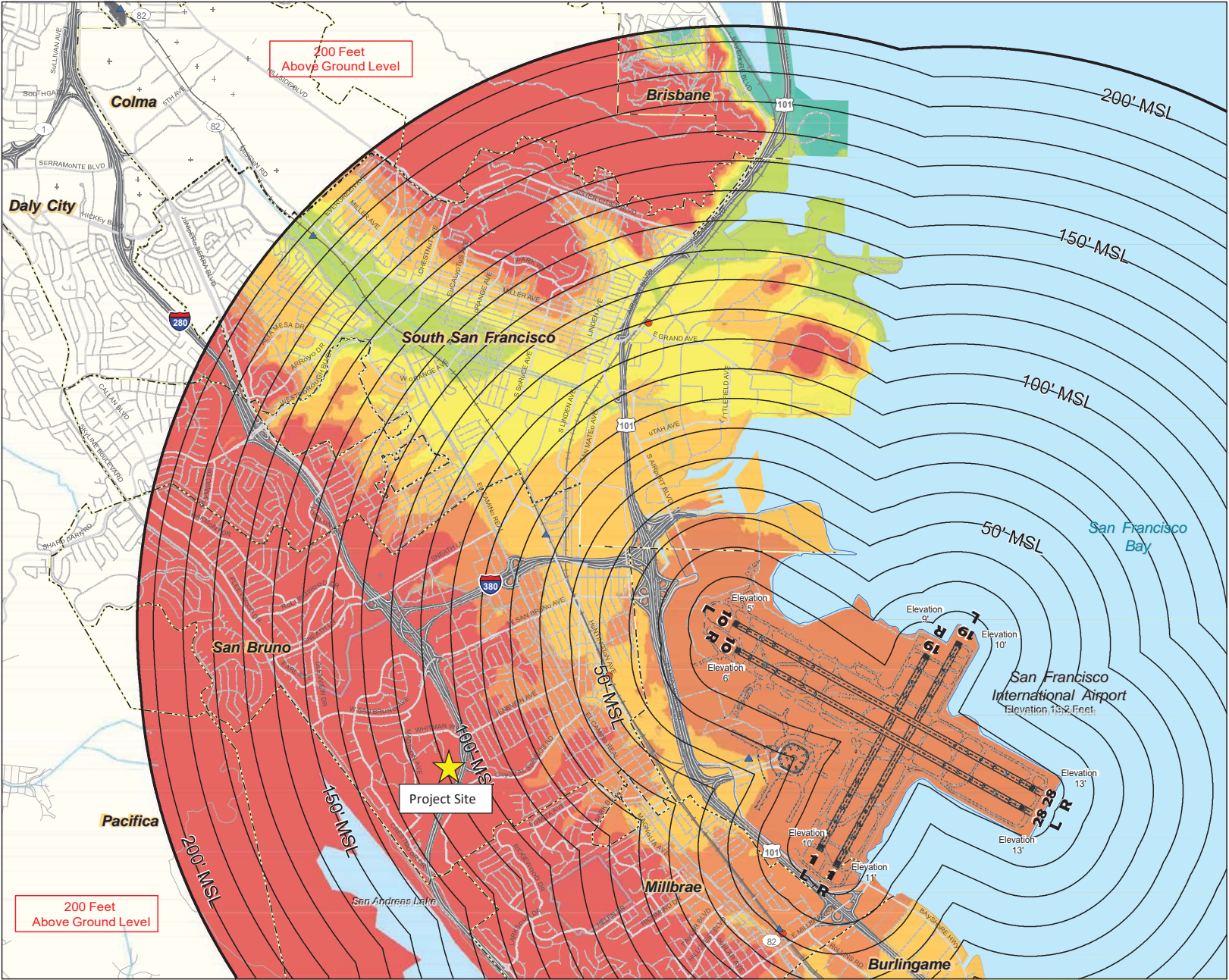


Exhibit IV-2
AIRPORT INFLUENCE AREA B --
LAND USE POLICY ACTION/PROJECT REFERRAL AREA
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
C/CAG
 City/County Association of Governments
 of San Mateo County, California





FAA NOTIFICATION REQUIREMENTS

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

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

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

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

Heights of 100:1 Surface Above Ground (AGL)

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

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

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

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

LEGEND

BART Station
CALTRAIN Station
Municipal Boundary
Railroad
Freeway
Road

Note:

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

Source:

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

0 0.15 0.3 0.6 Miles

North

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

August 10, 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 300 Piedmont Avenue, 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 300 Piedmont Avenue 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.

According to the application materials, the Proposed Project is located at 300 Piedmont Avenue (Assessor's Parcel Number 019-170-020) on an approximately 40-acre site. Existing single-family subdivisions are to the north, west, and south, and a wooded hillside and Interstate 280 are to the east. The site is developed with buildings and facilities associated with the former Crestmoor High School, which closed in 1980.

The Proposed Project consists of demolishing the existing structures and establishing a new 155-lot single-family detached home community with associated open space and infrastructure. The Proposed Project would include approximately 18 acres of publicly accessible open space. A 6-acre portion of the open space would be developed as a multi-use soccer field with permanent lighting.

The Proposed Project site is within two Airport Influence Areas (AIAs): Area A – Real Estate Disclosure Area (all of San Mateo County) and Area B – Policy/Project Referral Area (a smaller subarea in the northern part of San Mateo County), as defined by the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP). Within Area A, the real estate disclosure requirements of state law apply (see attachment). 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. 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 (see attachment). The real estate disclosure requirements in Area A also apply in Area B.

The Proposed Project site would be located outside of the 65 decibel Community Noise Equivalent Level (dB CNEL) contour and all 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 at the Proposed Project location are at an elevation of approximately 860 feet above mean sea level (AMSL) as defined from the origin of the North American Vertical Datum of 1988 (NAVD88). The elevation of the Proposed Project site is approximately 433 feet AMSL. The maximum height of the single-family residences would be 27 feet above ground level (AGL), and maximum height of the light standards at the soccer field would be 80 feet AGL. Both of these heights would be below the height of the lowest critical aeronautical surfaces (427 feet AGL). Therefore, the Proposed Project would not appear to be inconsistent with the

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

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VICE PRESIDENT

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JOSE F. ALMANZA

IVAR C. SATERO
AIRPORT DIRECTOR

Susy Kalkin, ALUC

August 10, 2023

Page 2 of 3

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, and determinations from the City/County Association of Governments of San Mateo County as the designated Airport Land Use Commission.

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.

As discussed above, the Proposed Project includes a multi-use soccer field that would include permanent lighting. The Proposed Project site is subject to overflights by arriving and departing aircraft. Bright lights can be a visual hazard to pilots. Lighting for the proposed multi-use soccer field should be downward-facing to minimize visual hazards to pilots that would be incompatible with the SFO ALUCP (see Airspace Protection Policy AP-4 of the attachment).

The Airport appreciates that the City of San Bruno (City) intends to add new housing stock within its limits and outside of the 70 dB CNEL noise contour. The General Plan designation for the site is Low Density Residential, which allows a maximum density of eight units per acre. Given the size of the site (approximately 40 acres), it would be possible under existing zoning regulations to develop much denser housing at this site (up to 320 units), providing twice as many units as currently proposed. Developing only 155 units (3.9 units per acre) on this site represents a missed opportunity to provide housing in a location that is consistent with federal and State land use compatibility statutes to safeguard public health and safety, which is reflected in the Noise Compatibility Policies adopted in the SFO ALUCP.

Increasing the residential density on this site would reduce the City's Regional Housing Needs Assessment (RHNA) obligations at other sites and would alleviate development pressures at incompatible sites like the Tanforan Mall, where there would be significant environmental impacts under the California Environmental Quality Act and environmental justice issues if the City proceeds with adding housing.

In previous conversations with the City regarding Tanforan Mall, City staff shared that their community is entirely developed and that Tanforan Mall represents the only site large enough to accommodate a substantial proportion of the City's RHNA obligations. Tanforan Mall is only four acres larger than this Proposed Project site, and the portion of Tanforan which would be dedicated to housing is about eight acres compared to 22 acres at the Proposed Project site. Using even half of the assumed density for the incompatible Tanforan Mall site would yield nearly 1,400 housing units. The attached overlay figure of the Tanforan Mall plan atop the Proposed Project site demonstrates the site's scale and ability to accommodate substantially more housing development.

The Airport strongly urges the City to consider this and other compatible sites for maximum density, including via upzoning, before exploring the introduction of housing into incompatible sites.

* * *

Susy Kalkin, ALUC

August 10, 2023

Page 3 of 3

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

Sincerely,

DocuSigned by:
Nupur Sinha
7D552AE6A4CE495...

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

Attachments

SFO ALUCP Airport Influence Areas and Airspace Protection Policies
Overlay of Tanforan Preliminary Project Application at 300 Piedmont Avenue

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
Sam Hindi, City of Foster City
Kathleen Wentworth, City of San Mateo

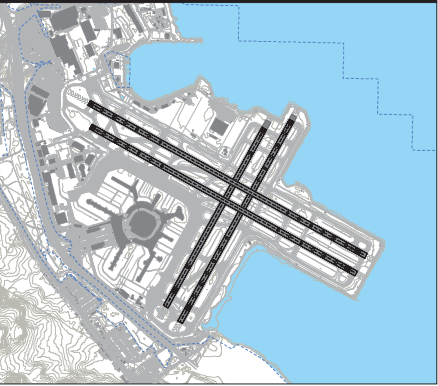
OVERLAY OF TANFORAN PRELIMINARY PROJECT APPLICATION AT 300 PIEDMONT AVENUE



LEGEND

APN 019-170-020

AREA OF DETAIL



SOURCES: Esri, HERE, Garmin, (c) OpenStreetMap contributors; Tanforan Preliminary Project Application, 2022; Airport Land Use Compatibility Plan for the Environs of SFO (ALUCP), 2012; SFO Bureau of Planning and Environmental Affairs, August 2023.

NOTES: Elevations are in feet above the 0' origin of the North American Vertical Datum of 1988 (NAVD88). For purposes of the ALUCP, this has the same definition as feet above mean sea level (AMSL). Figure excludes all 14 CFR Part 77 ("Part 77") surfaces. Figure is provided for informational purposes only and does not replace Federal Aviation Administration or ALUCP approval processes and documentation. Do not reproduce without permission.

FIGURE 1
Overlay Map
Airport Land Use Compatibility Plan
San Francisco International Airport

C/CAG AGENDA REPORT

Date: September 28, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed 6-story, 188 room hotel at 501 Industrial Road, San Carlos, including associated rezoning.

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

RECOMMENDATION

That the Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed 6-story, 188 room hotel, at 501 Industrial Road, San Carlos, including related rezoning, 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:

- The City of San Carlos shall require that the project sponsor comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.

BACKGROUND

The City of San Carlos is processing an application for development of a 2.09-acre site located at 501 Industrial Road, bounded by Holly St. and US-101. The proposal includes construction of a 188-room hotel comprised of a 6-story structure with an adjoining 3-story wing. The project also includes a request to rezone the property from Landmark Commercial (LC) to Planned Development (PD) to allow flexibility in some development standards, including building height.

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) Sections 21676(b) and 21676.5(a). Accordingly, San Carlos has referred the subject project for a determination of consistency with the San Carlos ALUCP.

DISCUSSION

I. ALUCP Consistency Evaluation

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

(a) Noise Policy Consistency

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

As shown on San Carlos ALUCP Exhibit 4-2, **Attachment 2**, the subject property lies within the bounds of the 60 dB CNEL contour. In accordance with San Carlos ALUCP Table 4-3, Noise Compatibility Criteria, hotels are compatible within this noise contour without restriction.

(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 Table 4-4, Safety Compatibility Criteria, hotel use is listed as compatible in this safety zone.

(c) Airspace Protection Policy Consistency

Structures Heights

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

As proposed, the proposed project would have a maximum height of 82 ft. With a ground elevation of approximately 13 feet above mean sea level (AMSL), the overall height of the project would be 95 feet AMSL. Per San Carlos Exhibit 4-4, **Attachment 4**, the airspace protection surface above the project site lies at 155’ AMSL, so the proposed project would be below this surface. Additionally, the project sponsor has received a “Determination of No Hazard to Air Navigation” from the FAA for the project, included as **Attachment 5**. Accordingly, the project is determined to be consistent with the Airspace Protection Policy 5.

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;

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 501 Industrial Rd., San Carlos

Date: September 28, 2023

Page 3

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

As this disclosure requirement is not included in the application materials, the following condition is proposed:

- The City of San Carlos shall require that the project sponsor comply with the real estate disclosure requirements outlined in Airport Influence Area Policy 1 of the San Carlos ALUCP.

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. FAA Determination of No Hazard



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

APPLICANT INFORMATION

Agency: City of San Carlos

Project Name: 501 INDUSTRIAL ROAD, HOTEL INDIGO

Address: 501 INDUSTRIAL ROAD

APN: 046-090-410

City: SAN CARLOS

State: CA

ZIP Code: 94070

Staff Contact: Christopher Dacumos, Senior Planner

Phone: 707-655-0370

Email: cdacumos@goodcityco.com

PROJECT DESCRIPTION

The project proposes construction of a new 188 room hotel at 501 Industrial Road at the eastern corner of Industrial Road and Holly street in San Carlos. It includes construction of a total of 118,884 square feet of commercial use (Hotel) in one building consisting of one six story section (74'-4.5" to the parapet and 81'-8.5" to the top of an architectural tower feature) and another three story connection (48' – 10.875" to the parapet). The project proposes 148 at grade parking spaces. The project proposed a rezoning from Landmark Commercial (LC) to Planned Development (PD) to allow building height (81'-8.5" to top of its architectural tower), distance of parking stalls to building face, parking reduction of 22%, distance of short-term bicycle parking from building entrance, location of parking relative to the street facing property line, and total allowable signage of 260 square feet. The site is 91,065 square feet and is currently vacant.

REQUIRED PROJECT INFORMATION PLEASE SEE ENCLOSED SUPPLEMENTAL MATERIALS AND ATTACHMENTS

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

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

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

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

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

Additional information For Development Projects:

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

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

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

C/CAG Application for Land Use Consistency Determination:

C/CAG Application for Land Use Consistency Determination: Supplemental Information

Agency Name: City of San Carlos

Project Name: 841 Old County Road Life Science Development

PRROPERTY AND PROJECT DESCRIPTION

An application was submitted to the City of San Carlos for a hotel project at 501 Industrial Road. The subject site is a 2.09-acre lot bound by Holly Street, Industrial Road and US-101. Residential uses and two service stations are located to the west of the site across from Industrial Road, commercial properties to the north, US-101 bounds the property to the east, and commercial uses including a hotel directly adjacent to the site are to the south.

The proposed project includes construction of a total of 118,884 square feet of hotel use in one building consisting of one six story section (74'-4.5" to the parapet and 81'-8.5" to the top of an architectural tower feature) and another three-story connection (48' – 10.875" to the parapet). The project proposed involves a rezoning from Landmark Commercial (LC) to Planned Development (PD) to allow building height (81'-8.5" to top of its architectural tower), distance of parking stalls to building face, parking reduction of 22%, distance of short-term bicycle parking from building entrance, location of parking relative to the street facing property line, and total allowable signage of 260 square feet. The site is currently vacant.

The site is located within the 60dB noise contour. Additionally, the site is within safety zone 6 of the Airport Land Use Compatibility Plan for the San Carlos Airport.

The proposed project would require approval of rezoning the site to Planned Development, a Planned Development Permit, Design Review, Transportation Demand Management Plan, Development Agreement, Grading/Dirt Haul Certification, and California Environmental Quality Act (CEQA) clearance. An Environmental Impact Report is being prepared by the City.

See enclosed **Attachment** for project site plan, rendering and elevations.

As discussed below, the project is **consistent** with the noise, safety and airspace protection policies of the Airport Land Use Compatibility Plan (ALUCP) for the San Carlos Airport.

The project is located in the Landmark Commercial and complies with the underlying zoning regulations with the exception of height, signage, location of parking stalls and short-term biking from building entrance or street facing property line and as such, requests a zoning map amendment to designate Planned Development to allow such changes.

DISCUSSION OF RELATIONSHIP TO AIRPORT LAND USE COMPATIBILITY

Noise

The 501 Industrial Road – Hotel Indigo project site is located inside of the airport's 60dB CNEL noise contour, but outside of the 65db CNEL noise contour (ALUCP Exhibit 4-2 "Future Conditions (2035) Aircraft Noise Contours map). The proposed hotel land use and related structures are considered compatible if outside of the 65 dB CNEL noise contour and is consistent with Noise Policy 1 and Noise Policy 4.

Existing Noise Levels

The project is currently vacant. The primary noise surface in the vicinity is from overhead aircraft, surface transportation (primarily from US-101) and industrial uses (City of San Carlos General Plan 2009). Existing Noise level will not be problematic in this proposed hotel project.

Safety

The California Airport Land Use Planning Handbook requires ALUCPs to include safety zones for each runway end. The San Carlos Airport ALUCP includes six safety zones and related land use compatibility criteria. The proposed project site is located inside Safety Zone 6 which allows *max residential densities* (no limit), max nonresidential intensities (no limit) and max single acre (no limit) (Safety Compatibility Criteria for San Carlos Airport are listed on Table 4-4 of the San Carlos ALUCP). Safety Zone 6 does not have limits or restrictions for medical/biological research facilities handling highly toxic or infectious agents.

Airspace Protection

The proposed building heights to the top of the architectural tower is 94'-8.5" MSL and is less than the 155' maximum allowable height set by the Airport Land Use Commission for the San Carlos Airport. The building roof heights are proposed at 87'-4.5" MSL. Reviewing Table 4-4 Safety Compatibility Criteria, Zone 6 the project will not create height hazard obstruction, smoke, glare, electronic, wildlife attractants, or other airspace hazards. Therefore, the proposed project would be consistent with the airspace policies as established in the adopted 2016 San Carlos ALUCP.

Attachments:

- 501 Industrial Road – Hotel Indigo Project Plan Sheets:
 - Site Plan
 - Rendering
 - Elevations

PROJECT DIRECTORY

OWNER:
CHAO WU & LYDIA WEN
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SAN JOSE, CA 95126
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chaowu13@gmail.com
lydiaw1888@gmail.com

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ARCHITECTS/PLANNERS
DAYUAN ARCHITECTURE DESIGN
CONSULTING (SHANGHAI) CO., LTD.
RM901, GUBEI INTERNATIONAL
FORTUNE CENTER I, NO1452
HONGQIAO RD. SHANGHAI, CHINA 200336
TEL: 86-21-32009-5999

CIVIL:
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SMP ENGINEERS
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(650) 941-8055
srazavi@smpengineers.com

LANDSCAPE:
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(209) 532-2852
tom@kla-ca.com

INTERIOR DESIGN
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HBA/Hirsch Bedner Associates
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ashley.bright@hba.com

LIGHTING:
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ILLUMINATE LIGHTING DESIGN
334 BRANNAN ST.
SAN FRANCISCO, CA 94107
(415) 362 - 8900
nick.albert@illuminateid.com



HOTEL
INDIGO®

AN IHG® HOTEL
BY HOLLY HOTEL GROUP, LLC

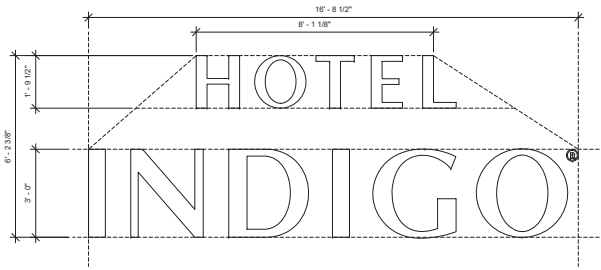
SITE ANALYSIS

PROJECT DATA:			PROPOSED SITE AREA:					BUILDING AREA				
A.P.N.:	046-090-410		AREA	S.F.	PERCENTAGE		LEVEL	GROSS	F.A.R.			
ADDRESS:	501 INDUSTRIAL RD SAN CARLOS, CA 94070		BUILDING FOOTPRINT:	31,128	34.2%		FIRST FLOOR	31,128 S.F.	14,894 S.F.			
EXISTING ZONE:	LANDMARK COMMERCIAL / GATEWAY OVERLAY		PAVING:	27,636	30.34%		SECOND FLOOR	28,491 S.F.	28,473 S.F.			
TYPES OF OCCUPANCY:	R-1 / B / A-2 / A-3 / S-2		PARKING:	13,780	15.13%		THIRD FLOOR	24,823 S.F.	24,795 S.F.			
BUILDING TYPE:	IIIA / IA, NFPA 13 SPRINKLERED		LANDSCAPE & OPEN SPACE:	18,521	20.33%		FOURTH FLOOR	17,095 S.F.	17,095 S.F.			
PROPOSED OF USE:	SELECT-SERVICE HOTEL		TOTAL SITE AREA:	91,065 S.F.	100%		FIFTH FLOOR	17,095 S.F.	17,095 S.F.			
NO. OF STORIES:	6 LEVELS ABOVE GRADE		ROOM MIX * INDICATES ROLL-IN SHOWER			SIXTH FLOOR	17,095 S.F.	17,095 S.F.				
						TOTAL	135,727 S.F.	118,884 S.F.				
PARKING DATA			TYPE	LEVEL					TOTAL	FLOOR AREA RATIO: 118,884 S.F. / 91,065 = 1.30		
				02	03	04	05	06				
TYPE	REQUIRED	PROVIDED	KING	28	31	18	21	18	116	BICYCLE DATA		
STANDARD	156	107	ACC. KING					1	1			
*ACC VAN	1	1	KING BALCONY	3					3	TYPE	PROVIDED	
MOTORCYCLE	0	7	ACC. KING BALCONY	1					1	SHORT TERM	20*	
ACC STAND.	5	5	DOUBLE QUEEN	3	7	16	13	13	52	LONG TERM	12	
CAR LIFT	0	0	ACC. DOUBLE QUEEN		1				1	TOTAL	32	
EV CHARGING	8	8	DOUBLE QUEEN BALCONY	3					3	'SHORT TERM PER ZONING 18.20.080 (10% REQ. PARKING, 4 MIN; 20 SPACES) 'SHORT TERM PER CAL. GREEN 5.106.4.1.1 (5% REQ. PARKING, 2 MIN; 10 SPACES) 'LONG TERM PER ZONING 18.20.080 (1.20 w/ 25 FULL TIME EMPLOYEES; 20 SPACES) 'LONG TERM PER CAL. GREEN 5.106.4.1.2 (5% REQ. PARKING, 1 MIN; 10 SPACES)		
*ACC VAN	1	1	ACC. DOUBLE QUEEN BALCONY	1					1			
*ACC STAND.	1	1	KING STUDIO	1	2				3			
*CLEAN AIR/VAN/POOL/EV	16	16	ACC. KING STUDIO		1				1			
REGISTRATION	2	2	ACC. KING STUDIO BALCONY	1					1			
TOTAL	190	148	QUEEN STUDIO	1	1			1	3	FAA INFORMATION		
'EV CHARGING STATIONS PER TABLE 5.106.5.3.3 (151-200: 10 SPACES) 'ACC EV CHARGING STATIONS PER TABLE 11B-228.3.2.1 (5-25 EVCS: 1 AND 1) 'SPACING FOR CLEAN AIR VEHICLES PER TABLE 5.106.5.2 (151-200: 16 SPACES) 'ACC PARKING PER 11B-208.2 (151-200: 6 SPACES) 'MOTORCYCLE PARKING PER ZONING 18.20.050 (5% MAX: 7 SPACES)			ACC. QUEEN STUDIO	1*					1	COORDINATES CLOSEST TO NEAREST AIRPORT RUNWAY: LATITUDE: 37-30-43.71N NAD 83 LONGITUDE: 122-15-22.29W		
			ACC. PRES. SUITE		1							1
			TOTAL	43	44	34	34	33	188			

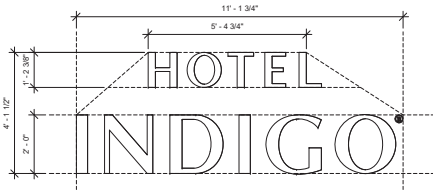


Preliminary Landscape Plan

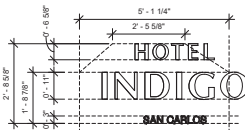
HOTEL INDIGO SAN CARLOS, CALIFORNIA



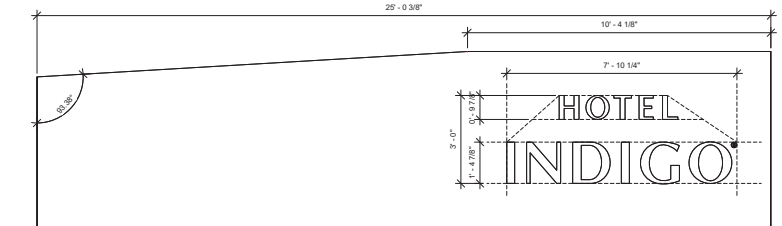
A BUILDING SIGNAGE 90SF CONCEPT
1/2" = 1'-0"



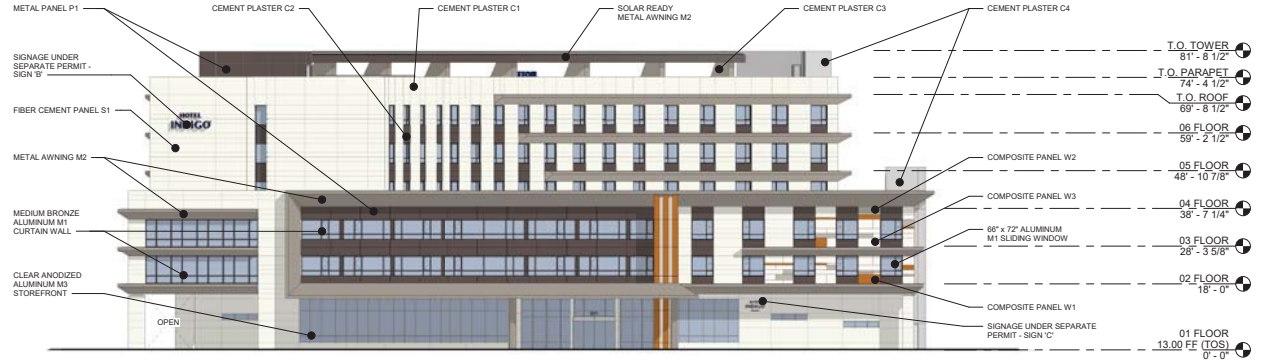
B BUILDING SIGNAGE 40SF CONCEPT
1/2" = 1'-0"



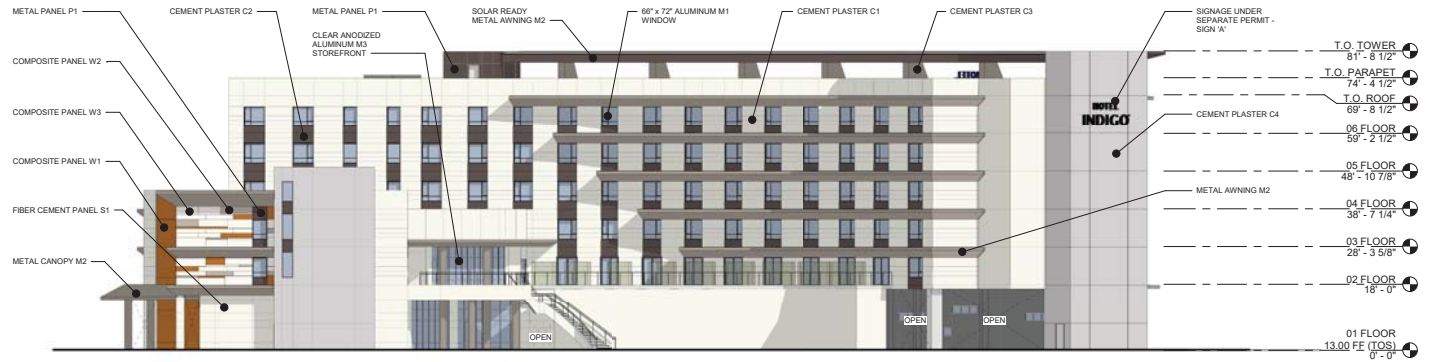
C BUILDING SIGNAGE 13SF CONCEPT
1/2" = 1'-0"



D MONUMENT SIGN - 20SF CONCEPT
1/2" = 1'-0"



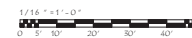
1 EXTERIOR ELEVATION - WEST
1/16" = 1'-0"



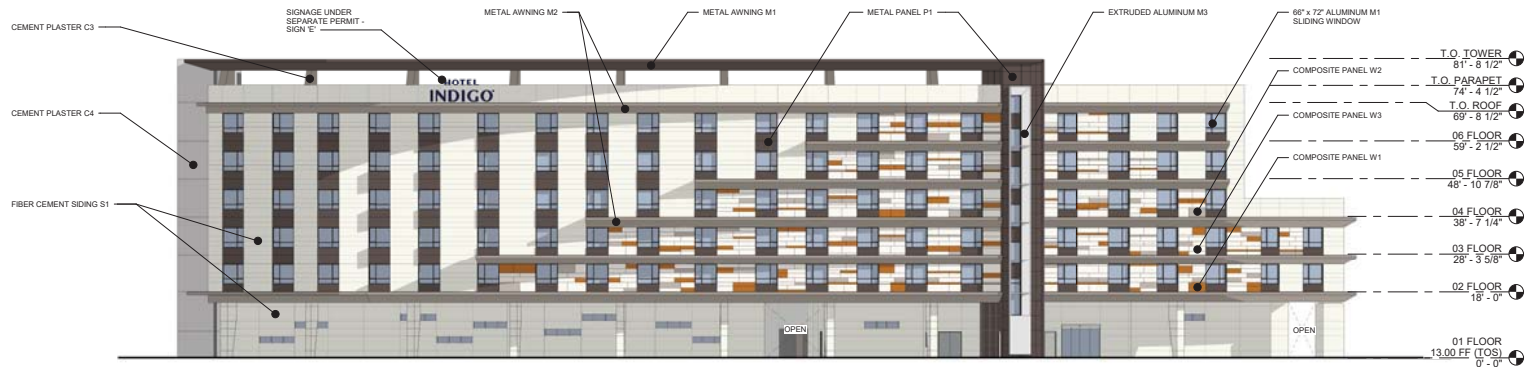
2 EXTERIOR ELEVATION - SOUTH
1/16" = 1'-0"

EXTERIOR ELEVATIONS & SIGNAGE

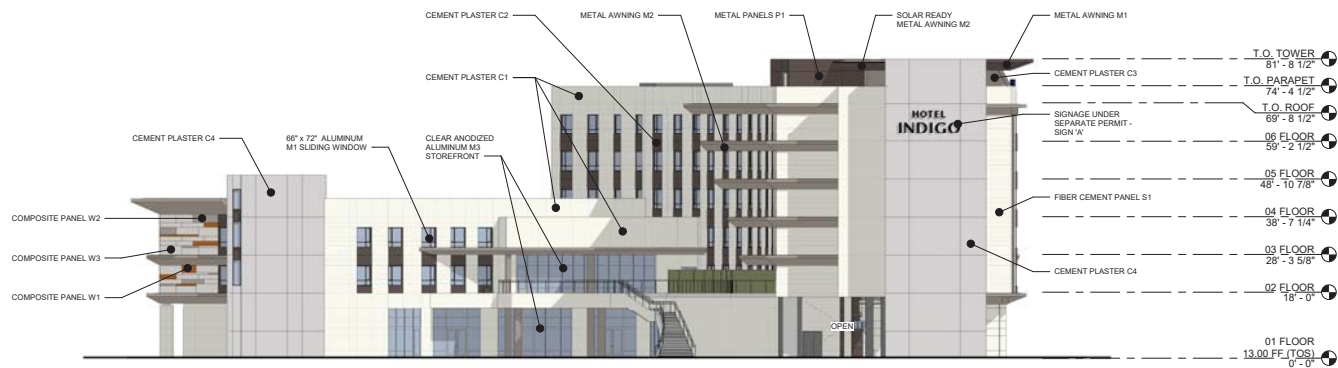
HOTEL INDIGO SAN CARLOS, CALIFORNIA



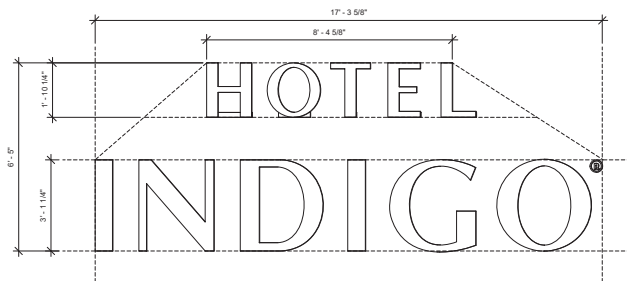
A9



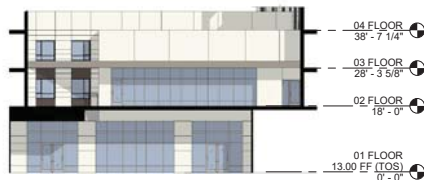
① EXTERIOR ELEVATION - NORTH
1/16" = 1'-0"



② EXTERIOR ELEVATION - EAST
1/16" = 1'-0"



③ BUILDING SIGNAGE 97SF CONCEPT
1/2" = 1'-0"



④ COURTYARD ELEVATION A
1/16" = 1'-0"



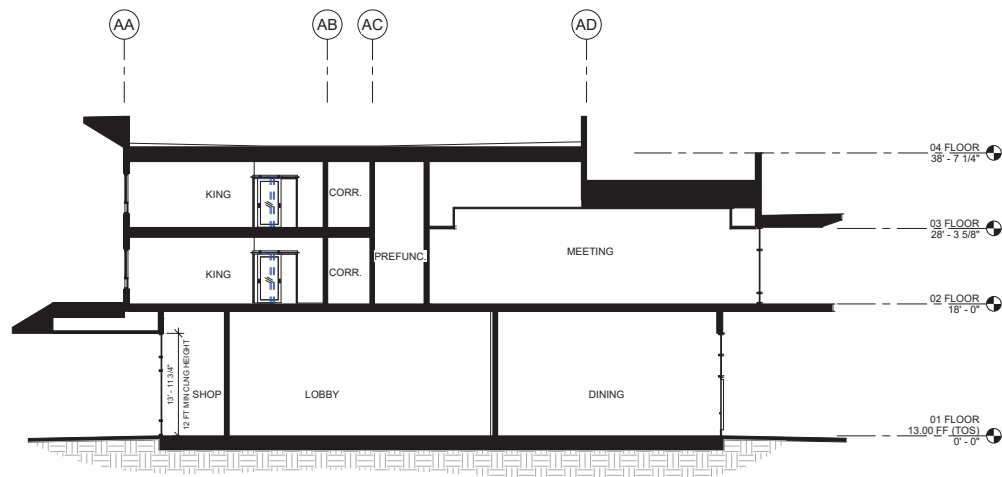
⑤ COURTYARD ELEVATION B
1/16" = 1'-0"

EXTERIOR ELEVATIONS & SIGNAGE

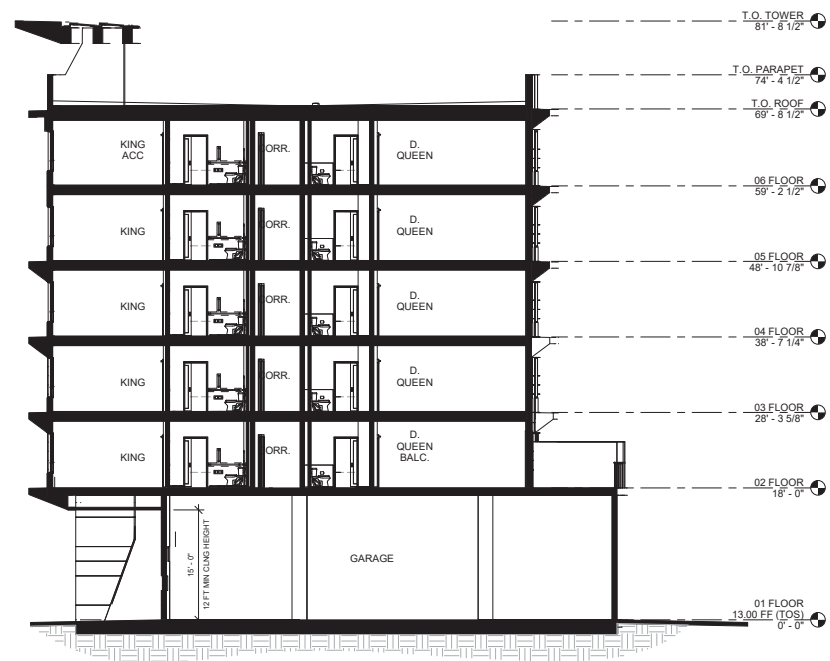
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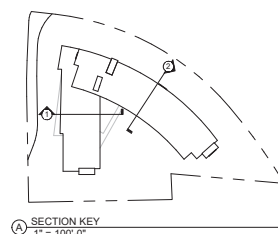
A10



① BUILDING SECTION A
1/8" = 1'-0"



② BUILDING SECTION B
1/8" = 1'-0"



BUILDING SECTIONS



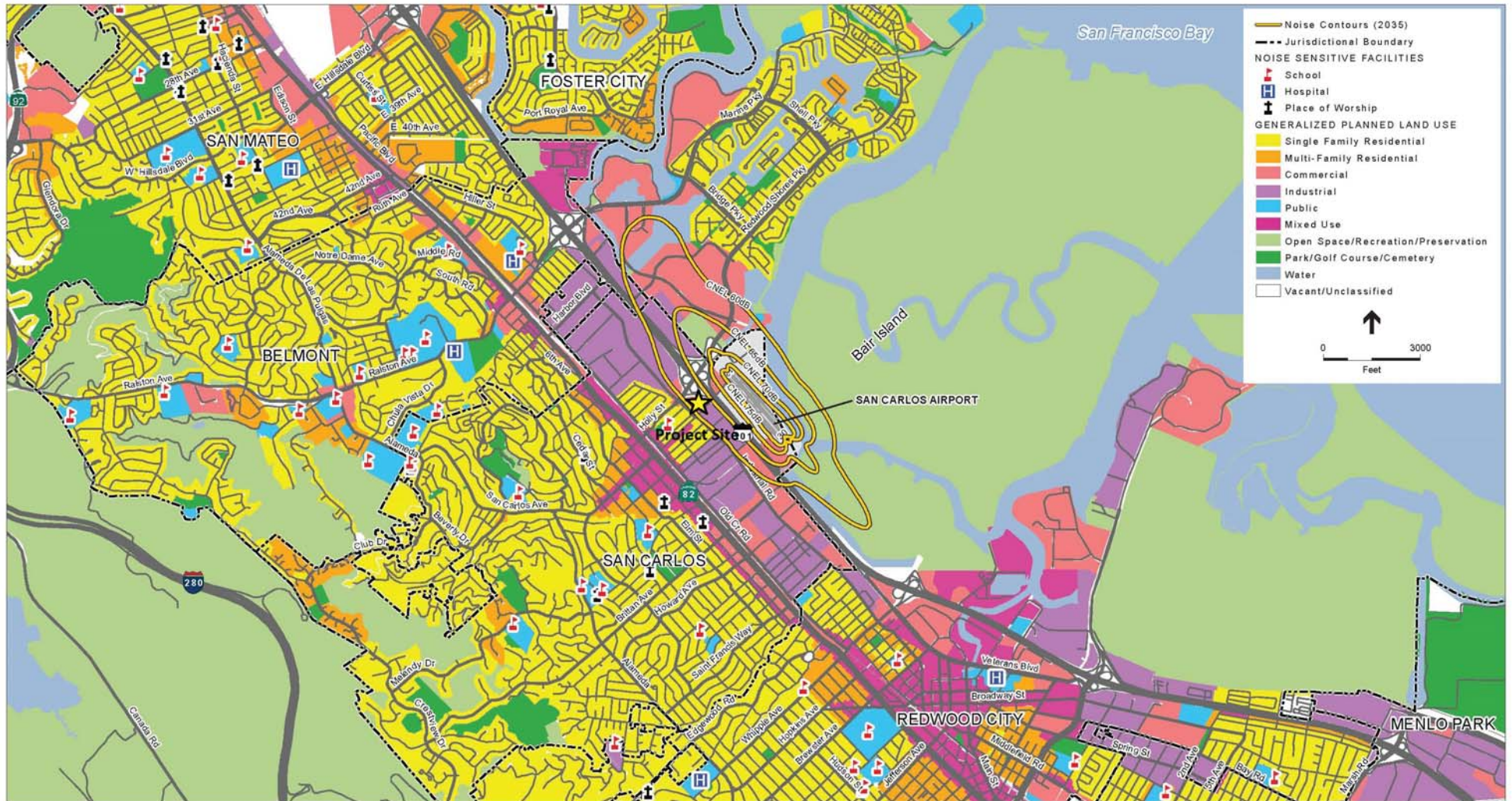
A - Site Cross-Section

Not to scale



Site Cross Sections

HOTEL INDIGO SAN CARLOS, CALIFORNIA



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



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.

38



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

Aeronautical Study No.
2023-AWP-7818-OE

Attachment 5

Issued Date: 07/10/2023

E.C. Liu
Holly Hotel Group, LLC
991 West Hedding St, Suite 103
San Jose, CA 95126

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

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

Structure:	Commercial Use Building Hotel Indigo
Location:	San Carlos, CA
Latitude:	37-30-43.71N NAD 83
Longitude:	122-15-22.29W
Heights:	13 feet site elevation (SE) 82 feet above ground level (AGL) 95 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 01/10/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

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

If we can be of further assistance, please contact our office at (424) 405-7641, or tameraia.burch@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-AWP-7818-OE.

Signature Control No: 583245204-592852401

(DNE)

Tameraia Burch

Technician

C/CAG AGENDA REPORT

Date: September 28, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Comprehensive update of the Burlingame Zoning Ordinance.

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

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the Burlingame Zoning Ordinance update 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 adoption, the Burlingame Zoning Ordinance shall be amended to incorporate the following revisions:

- Revise Chapter 25.24, as outlined in **Attachment 2**.
- Amend Section 25.12.020 (D) and 25.14.020 (D) as follows, and add to Chapters 25.10.020 and 25.18.020 (additions in underline – deletions in ~~strikeout~~):

Airport Land Use Compatibility. Uses must comply with all applicable Noise, Safety, and Airspace Protection Compatibility Policies SP-1 through SP-3 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP) ~~including Noise/Land Use Compatibility and Safety Compatibility Criteria listed in Tables IV-1 and IV-2. See Chapter 25.24 Comprehensive Airport Land Use Compatibility Plan Consistency. Some uses listed in Table 25.14-1 (Mixed Use Zoning Districts Use Regulations) may be incompatible in safety zones. Refer to ALUCP Exhibit IV-9 for a map of the safety compatibility zones.~~

- Amend Table 25.10-1: Residential Zoning Districts Use Regulations as follows:
 - Add a footnote to “School” (public and private) and “Residential Care” (nursing homes) uses to clarify that they are not allowed within Safety Zones 2, 3 or 4.
- Amend Table 25.12-1: Commercial and Industrial Zoning District Use Regulations as follows:

- Add a footnote to “Commercial Recreation – Large Scale” to clarify that stadiums and arenas are not permitted within Safety Zone 3.
 - Modify footnotes on “Daycare Centers”, “Office – Research and Development” and “Schools, Primary and Secondary” to remove reference to I/I zoning district (since restriction applies to all properties located within Safety Zone 3, regardless of zoning.)
 - Add a footnote to “Extended Stay Hotels”, “Hotels and Motels”, and “Caretaker Quarters” to note that such uses located within the CNEL 65 dB contour are subject to sound insulation and aviation easement requirements.
- Amend Table 25.18-1: Public/Institutional Zoning District Use Regulations as follows:
 - Add a footnote to “Hospitals” and “Schools” (Public and Private) to clarify that these uses are not allowed within Safety Zone 3.

BACKGROUND

In 2018, the City of Burlingame completed an update of its General Plan. This document was reviewed by the ALUC and found conditionally compatible with the SFO ALUCP. Subsequently, Burlingame developed updated zoning for the North Burlingame Mixed Use (NBMU) and North Rollins Mixed Use (RRMU) zone districts, which were also reviewed by the ALUC and found conditionally compatible. The current proposal includes a comprehensive update to the Zoning Ordinance, which is intended to implement the General Plan. The NBMU and RRMU chapters have not been changed since being reviewed by the ALUC and C/CAG, except to incorporate the changes that were included in the conditional compatibility determinations.

Virtually the entire community of Burlingame is located within Airport Influence Area B (AIA B), the “Project Referral” area, for San Francisco International Airport. The Zoning Amendments are subject to Airport Land Use Committee/Board review pursuant to California Public Utilities Code (PUC) Section 21676(b). In accordance with these requirements, the City of Burlingame has referred the Zoning Ordinance update 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 includes policies regarding establishment of an Airport Influence Area, with related real estate disclosure requirements and Airport Land Use Commission review authority; noise compatibility policies and criteria; safety policies and criteria; and airspace protection policies. The consistency analysis for a zoning ordinance focuses on how the document will serve to prevent future development of land uses that would conflict with these airport land use compatibility policies.

New ALUCP Chapter

The Zoning Ordinance, which provides development standards and review procedures, needs to identify the steps that will be taken during project review to ensure ALUCP criteria are considered. The general approach in this Zoning Ordinance Update has been to add a new Chapter (Chapter 25.24), entitled “Comprehensive Airport Land Use Compatibility Plan Consistency”, which establishes the standards and requirements related to consistency with the SFO ALUCP. ALUC staff has recommended revisions to Chapter 25.24, as outlined in **Attachment 2**, to ensure the language addresses all aspects of ALUCP compatibility. Subject to these revisions, Chapter 25.24 would address the following:

- Airport Real Estate Disclosure Notices – Require all applicable projects to comply with the real estate disclosure requirements outlined in SFO ALUCP Policy IP-1.
- 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, consistent with SFO ALUCP Policies NP 2 & NP 3.
- 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.
- 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 & 3.
- 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 consistent with SFO ALUCP Policy AP-1.
 2. Restricts maximum building heights 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.

Land Use Regulations

In addition to the new ALUCP Chapter, the Zoning Ordinance includes footnotes within the “Use Regulation Tables” for the various zones that are affected by ALUCP policies to highlight/identify uses that may be restricted due to ALUCP policies. In general, the proposal largely addresses ALUCP compatibility concerns, however a few modifications are recommended as follow:

- Amend Section 25.12.020 (D) and 25.14.020 (D) as follows, and add to Chapters 25.10.020 and 25.18.020 (additions in underline –deletions in ~~strikeout~~):

~~Airport Land Use Compatibility. Uses must comply with all applicable Noise, Safety, and Airspace Protection Compatibility Policies SP 1 through SP 3 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP) including Noise/Land Use Compatibility and Safety Compatibility Criteria listed in Tables IV-1 and IV-2. See Chapter 25.24 Comprehensive Airport Land Use Compatibility Plan Consistency. Some uses listed in Table 25.14-1 (Mixed Use Zoning Districts Use Regulations) may be incompatible in safety zones. Refer to ALUCP Exhibit IV-9 for a map of the safety compatibility zones.~~

- Amend Table 25.10-1: Residential Zoning Districts Use Regulations as follows:
 - Add a footnote to “School” (public and private) and “Residential Care” (nursing homes) uses to clarify that they are not allowed within Safety Zones 2, 3 or 4.
- Amend Table 25.12-1: Commercial and Industrial Zoning District Use Regulations as follows:
 - Add a footnote to “Commercial Recreation – Large Scale” to clarify that stadiums and arenas are not permitted within Safety Zone 3.
 - Modify footnotes on “Daycare Centers”, “Office – Research and Development” and “Schools, Primary and Secondary” to remove reference to I/I zoning district (since restriction applies to all properties located within Safety Zone 3, regardless of zoning.)
 - Add a footnote to “Extended Stay Hotels”, “Hotels and Motels”, and “Caretaker Quarters” to note that such uses located within the CNEL 65 dB contour are subject to sound insulation and aviation easement requirements.
- Amend Table 25.18-1: Public/Institutional Zoning District Use Regulations as follows:
 - Add a footnote to “Hospitals” and “Schools” (Public and Private) to clarify that these uses are not allowed within Safety Zone 3.

SFO Planning Comments

SFO Planning and Environmental Affairs reviewed the proposal and provided a detailed comment letter, **Attachment 5**. In general, they do not note any specific concerns, but recommended some clarifying language to avoid potential ambiguity associated with governing height restrictions. This language has been incorporated into the recommended revisions to Chapter 25.24 (**Attachment 2**).

ATTACHMENTS

1. ALUCP application & related materials

2. Chapter 25.24 Comprehensive Airport Land Use Compatibility Consistency – Recommended Revisions (Redline)
3. SFO ALUCP Exhibit IV-6 – Noise
4. SFO ALUCP Exhibit IV-9 – Safety
5. Comment letter from SFO Planning and Environmental Affairs dated August 17, 2023

The following attachment is available to download at:

https://library.qcode.us/lib/burlingame_ca/pub/municipal_code/item/title_25

6. Burlingame Zoning Ordinance



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

APPLICANT INFORMATION

Agency: **City of Burlingame**

Project Name: **Zoning Ordinance Update**

Address: **Citywide**

APN: **N/A**

City: **Burlingame**

State: **CA**

ZIP Code: **94010**

Staff Contact: **Kevin Gardiner**

Phone: **650-558-7253**

Email: **kgardiner@burlingame.org**

PROJECT DESCRIPTION

Comprehensive update of the City of Burlingame Zoning Ordinance.

The Zoning Ordinance implements the General Plan (reviewed by ALUC in 2018). It incorporates the previously Interim Zoning Chapters for the North Burlingame Mixed Use (NBMU) and North Rollins Road Mixed Use (RRMU) Districts (reviewed by ALUC in 2019).

REQUIRED PROJECT INFORMATION

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

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

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

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

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

Additional information For Development Projects:

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

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

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

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

**Application for Land Use Consistency Determination
City of Burlingame Zoning Ordinance
Required Project Information**

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

The Zoning Ordinance is an implementation of the Burlingame General Plan Update adopted in January 2019 (reviewed by the San Mateo County Airport Land Use Committee in October 2018, C/CAG Board of Directors November 2018). It incorporates the North Burlingame Mixed Use (NBMU) and North Rollins Mixed Use (RRMU) chapters which were previously adopted as interim chapters (reviewed by the San Mateo County Airport Land Use Committee in September 2020, C/CAG Board of Directors October 2020). The NBMU and RRMU chapters have not been changed since being reviewed by the ALUC and C/CAG, and includes the provisions specified by SFO, the ALUC and C/CAG for the respective SFO Safety Compatibility Zones.

The Zoning Ordinance can be found at

https://library.qcode.us/lib/burlingame_ca/pub/municipal_code/item/title_25

- a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUP. Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUP noise policies.***

Chapter 25.24 addresses Comprehensive Airport Land Use Compatibility Plan Consistency. This includes airport disclosure notices, airport noise evaluation and mitigation, aviation easements, and other flight hazards. These regulations were primarily complied from the ALUC and C/CAG reviews of the General Plan and the Interim Mixed-Use Zoning districts.

Section 25.24.030 addresses airport noise evaluation and mitigation:

Project applicants shall be required to evaluate potential airport noise impacts if the project is located within the 65 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport). All projects 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 Airport Land Use Compatibility Plan or Burlingame General Plan, whichever is more restrictive.

Furthermore, Section 25.24.040 addresses aviation easements:

Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the Airport Land Use Compatibility Plan) shall include the grant of an aviation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with Airport Land Use Compatibility Plan Policy NP-3 Grant of Aviation Easement.

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

The North Burlingame Mixed Use (NBMU) and North Rollins Mixed Use (RRMU) zones in Chapter 24.14 include portions of ALUP Safety Compatibility Zones 2 and 3. This chapter was previously reviewed as interim chapters by the San Mateo County Airport Land Use Committee in September 2020 and the C/CAG Board of Directors October 2020. Through the ALUC and C/CAG review, applicable land use restrictions were identified and have been codified for properties located within Safety Compatibility Zones 2 and/or 3. Restrictions are specified in the “Special Use Regulations” column in Table 25.14-1.

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.*

Building heights in many of the zoning districts are structured by “tiers”, with development projects required to provide community benefits in order to be allowed the highest building heights. The North Burlingame Mixed Use (NBMU) and North Rollins Mixed Use (RRMU) zones, which include areas within ALUP Safety Compatibility Zones 2 and 3, include the following provision:

Maximum building heights are also required to comply with Airspace Protection Policies AP-1 through AP-4 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). This includes determining the need 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 ALUCP Exhibit IV-10 and complying with FAA Aeronautical Study Findings. It also includes complying with the maximum compatible building height, which includes all parapets, elevator overruns, etc. of a building, as noted in ALUCP policy AP-3 and depicted in Exhibits IV-17 and IV-18 of the ALUCP.

Regarding bird strike hazards, Section 25.12.060.K specifies that:

(a)ll development shall incorporate bird-friendly design that minimizes potential adverse impacts to native and migratory birds, such as fritted or patterned glass, projecting architectural features, lighting design, and screening with trees.

This guideline is specific to the Bayfront Area, alongside the Bay, but could be extended to other areas if needed.

Section 25.24.050 addresses other flight hazards, including glare; lights; sources of dust, smoke, water vapor, or steam; sources of electrical/electronic interference; and uses that create increased attraction to wildlife.

2. Real Estate Disclosure requirements related to airport proximity

Section 24.24.020 addresses airport disclosure notices:

All new development is required to comply with the real estate disclosure requirements of State law. The following statement must be included in the notice of intention to offer the property for sale:

“Notice of Airport in Vicinity

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

3. Any related environmental documentation (electronic copy preferred)

An Environmental Impact Report (DEIR) was prepared for the General Plan and Zoning Ordinance Update.

The Draft and Final may be downloaded at <https://www.burlingame.org/generalplan>

Airport-related environmental issues are addressed in the DEIR in:

- Chapter 11 – Hazards and Hazardous Materials, pages 11-2 through 11-13
- Chapter 14 – Land Use and Planning, page 14-10
- Chapter 15 – Noise and Vibration, pages 15-6, pages 15-15 through 15-21, and pages 15-49 through 15-50.

The FEIR provided responses to letters from San Francisco International Airport and the Airport Land Use Commission on page 4, and further addressed on page 10.

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

A digital “ePlan” version of the General Plan can be found at:

<https://www.envisionburlingame.org/>

City of Burlingame ZONING MAP

Updated 11/30/2021

Proposed Zoning Districts

- R1 - Low Density Residential
- R2 - Medium Density Residential
- R3 - Medium/High Density Residential
- R4 - High Density Residential
- C1 - General Commercial
- BFC - Bayfront Commercial
- I/I - Innovation Industrial
- BRMU - Broadway Mixed Use
- CMU - California Drive Mixed Use
- NBMU - North Burlingame Mixed Use
- RRMU - Rollins Road Mixed Use
- PR - Parks and Recreation
- P/I - Public/Institutional
- TP/B - Tidal Plain/Bay

Overlay Areas

- Anita Road R-3
- Commercial Residential
- Downtown Parking Sector
- Hillside Area
- Multi-Unit Residential
- Open Space Easement
- R-4 Incentive
- Rollins Road Residential

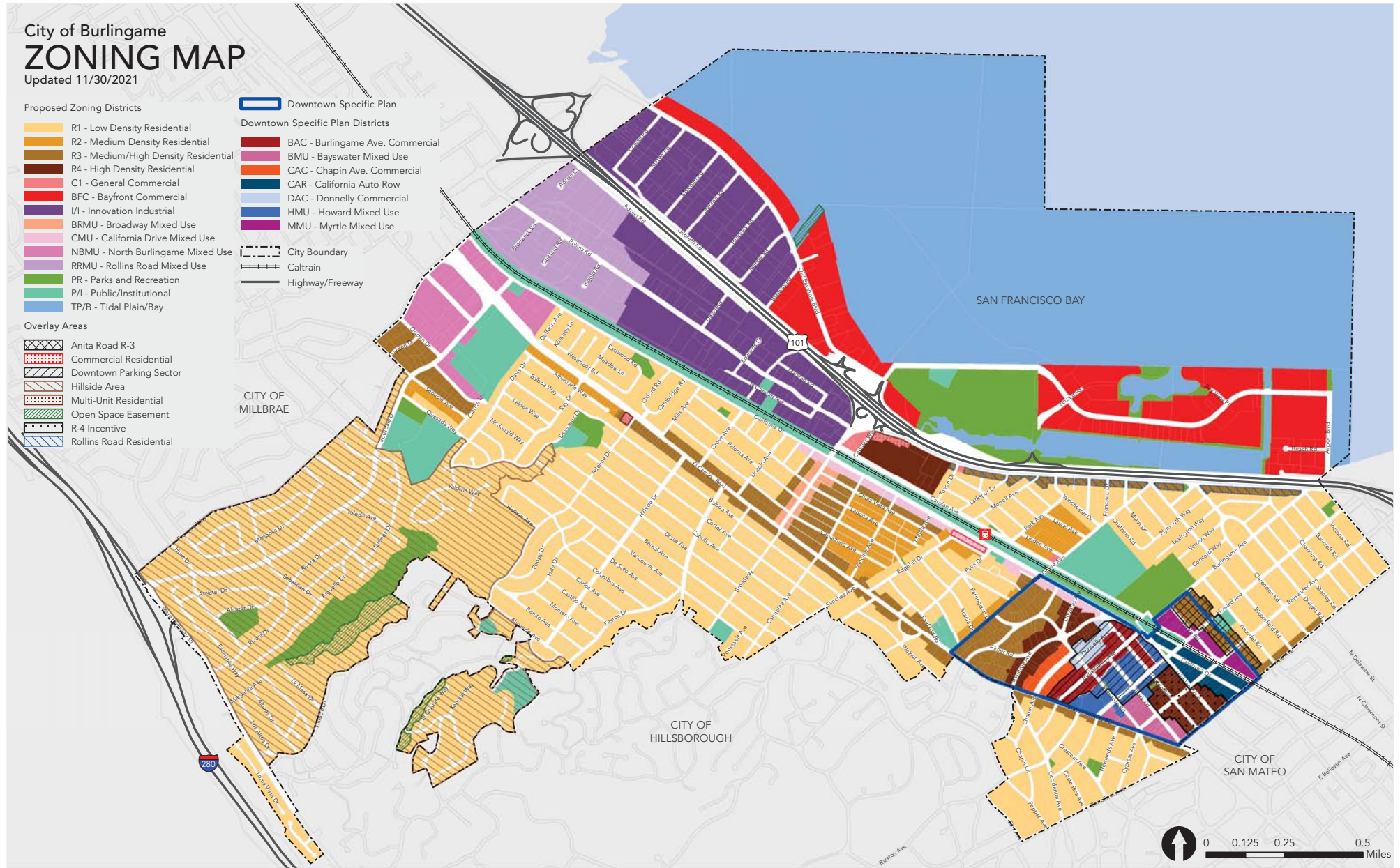
Downtown Specific Plan

Downtown Specific Plan Districts

- BAC - Burlingame Ave. Commercial
- BMU - Bayswater Mixed Use
- CAC - Chapin Ave. Commercial
- CAR - California Auto Row
- DAC - Donnelly Commercial
- HMU - Howard Mixed Use
- MMU - Myrtle Mixed Use

City Boundary

- Caltrain
- Highway/Freeway



Prior to adoption, the Burlingame Zoning Ordinance shall be amended as indicated below (additions in underline/deletions in strikeout)

Chapter 25.24

COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN CONSISTENCY

Sections:

25.24.010 Purpose.

25.24.020 Airport Disclosure Notices.

25.24.030 Airport Noise Evaluation and Mitigation.

25.24.040 Avigation Easement.

25.24.050 Safety Compatibility Evaluation

25.24.060 Airspace Protection Evaluation

~~25.24.050 Other Flight Hazards.~~

25.24.010 Purpose.

This Chapter establishes the standards and requirements related to consistency with the Development must comply with Safety Compatibility Policies SP-1 through SP-3 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP) including Noise/Land Use Compatibility and Safety Compatibility Criteria listed in Tables IV-1 and IV-2 of the ALUCP. Some uses may be incompatible in certain safety zones. Refer to ALUCP Exhibit IV-9 for a map of the safety compatibility zones. (Ord. 2000 § 2, (2021)) The following requirements shall be incorporated into all applicable projects.

25.24.020 Airport Disclosure Notices.

All new development is required to comply with the real estate disclosure requirements of State law. The following statement must be included in the notice of intention to offer the property for sale:

“Notice of Airport in Vicinity

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

(Ord. 2000 § 2, (2021))

25.24.030 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. Project applicants shall be required to evaluate potential airport noise impacts if the project is located within the 65 CNEL contour line of San Francisco International Airport (as mapped in the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport). All projects 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 Airport Land Use Compatibility Plan or Burlingame General Plan, whichever is more restrictive. (Ord. 2000 § 2, (2021))

25.24.040 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 Airport Land Use Compatibility Plan) shall include the grant of an avigation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with Airport Land Use Compatibility Plan Policy NP-3 Grant of Avigation Easement. (Ord. 2000 § 2, (2021))

25.24.050 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-9 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.

25.24.060 Airspace Protection Evaluation

All projects shall comply with the 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-12. 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.** All projects shall comply with the maximum building height requirements noted in ALUCP Policy AP-3 and depicted in Exhibit IV-18 of the ALUCP. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height. Maximum building height includes all parapets, elevator overruns, stair towers, antennae, etc.

25.24.0503. Other Flight Hazards.

Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per SFO ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

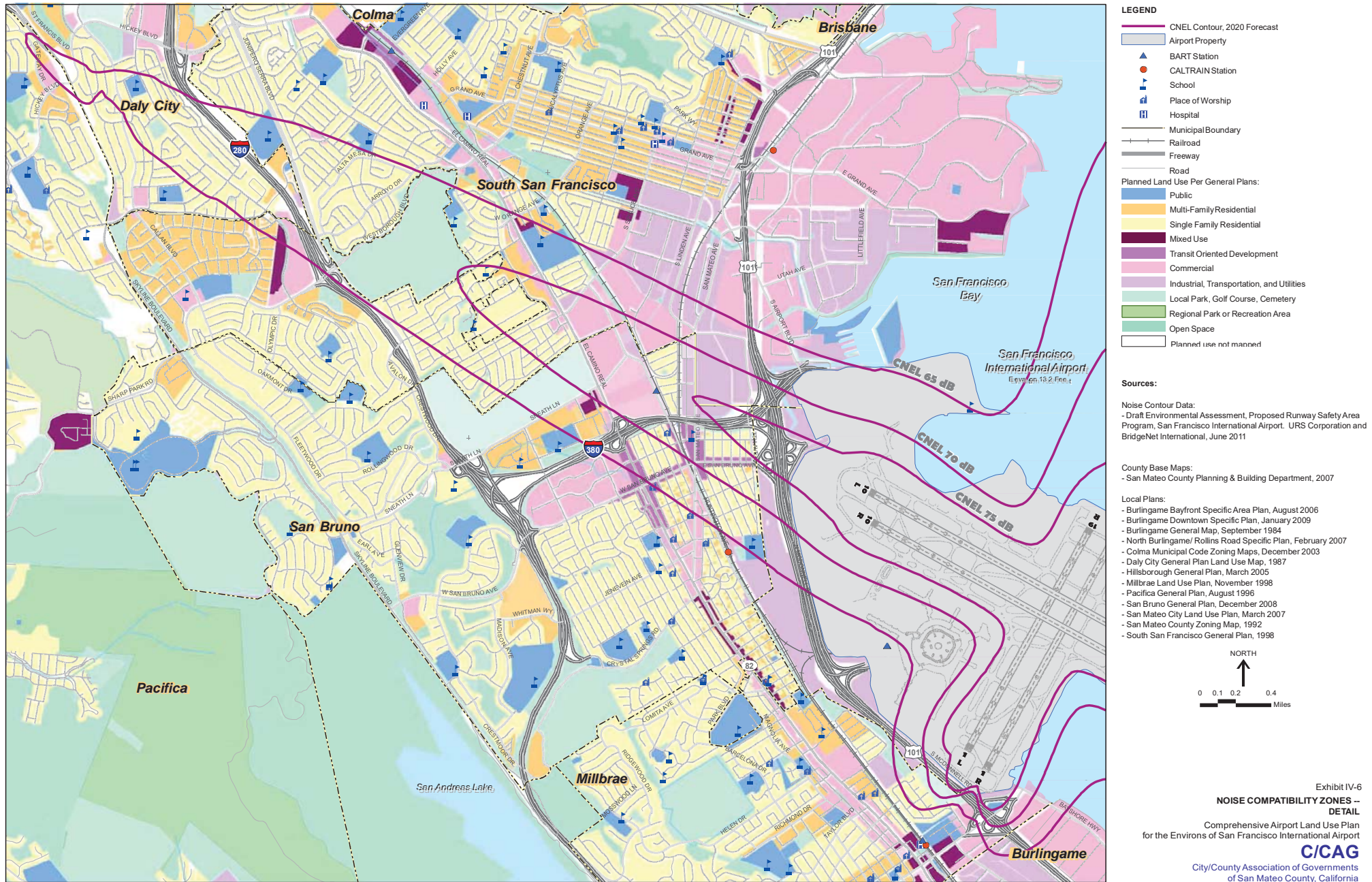
A. Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight.

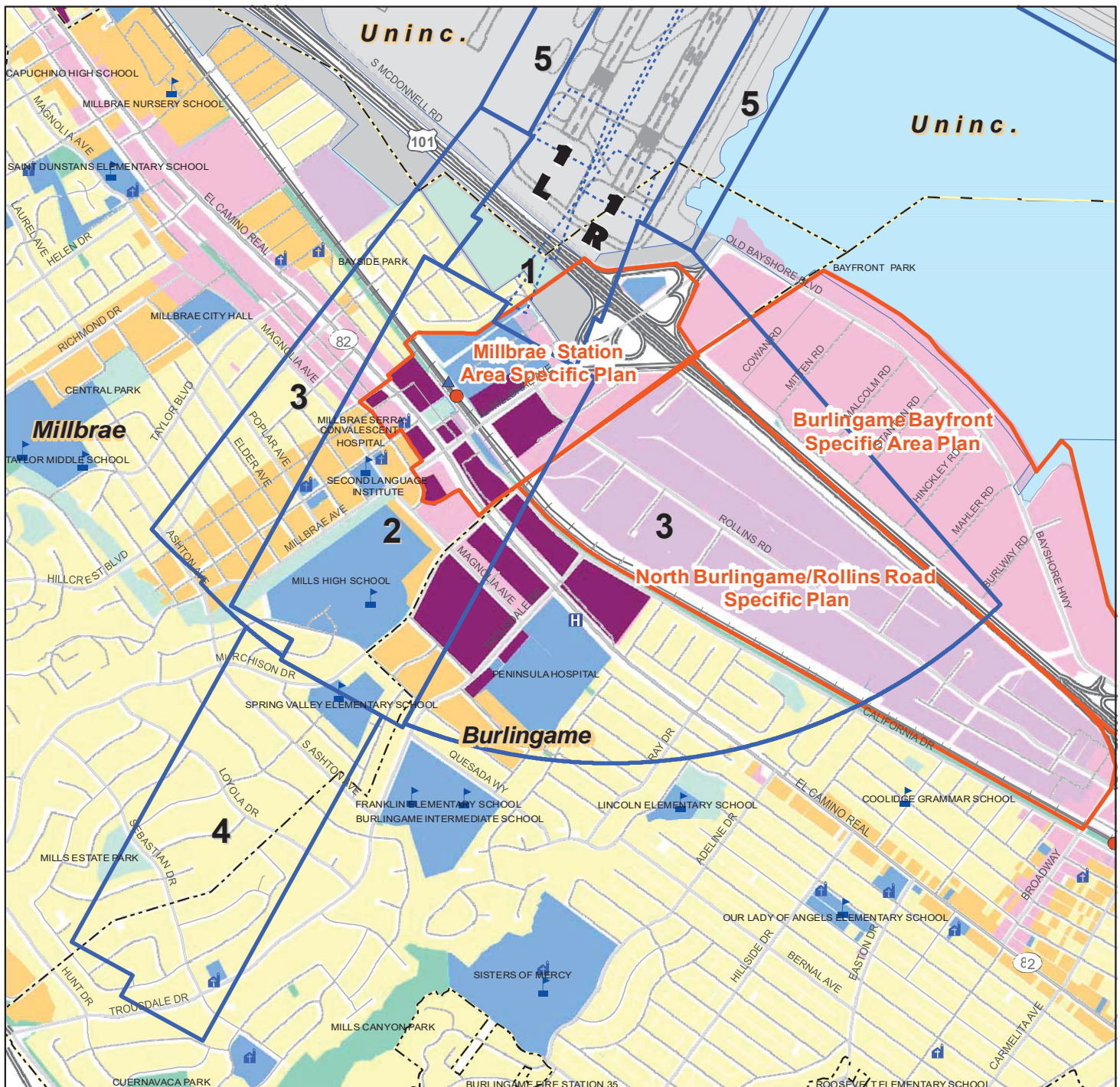
B. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting.

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. 2000 § 2, (2021))





LEGEND

Safety Compatibility Zones

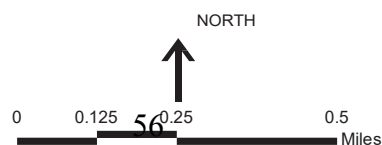
- 1 - Runway Protection Zone-Object Free Area
- 2 - Inner Approach/Departure Zone
- 3 - Inner Turning Zone
- 4 - Outer Approach/Departure Zone
- 5 - Sideline Zones
- Internal boundaries of ALP-defined areas
- Specific Plan Area
- Airport Property
- ▲ BART Station
- CALTRAIN Station
- 🏫 School
- 🕌 Place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

Planned Land Use Per General Plans

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

Sources:

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





San Francisco International Airport

August 17, 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: Application for Land Use Consistency Determination for City of Burlingame Zoning Ordinance Update

Thank you for notifying San Francisco International Airport (SFO or the Airport) regarding the Airport Land Use Commission's (ALUC) land use consistency determination for the draft City of Burlingame (City) Zoning Ordinance Update (the Proposed Project). We appreciate this opportunity to coordinate with ALUC in considering and evaluating potential land use compatibility issues for the Proposed Project.

According to the application, the Proposed Project is a comprehensive update to the City's Zoning Ordinance. The Proposed Project would implement the City's 2018 General Plan as well as the Interim Zoning Chapters for the North Burlingame Mixed Use and North Rollins Road Mixed Use Districts. This Zoning Ordinance Update would apply to the entire City, which is an approximately six square mile municipality located immediately to the south of the Airport.

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.

Section 24.24.020 of the Zoning Ordinance Update requires all new developments "to comply with the real estate disclosure requirements of State law." Therefore, the Proposed Project would not appear to be inconsistent with the disclosure policies of the SFO ALUCP.

Noise Compatibility Policies

The northeastern corner of the City, bounded to the north by the City's border with the City of Millbrae and the San Francisco Bay, to the southeast by Mitten Road, and to the southwest by the Pacific Gas & Electric overhead transmission lines, lies within the 65-70 decibel (dB) Community Noise Equivalent Level (CNEL) noise contour. The City's Zoning Map shows that the affected area east of U.S. Highway 101 (US-101) is zoned I/I Innovation Industrial and the affected area west of US-101 is zoned RRMU Rollins Road Mixed Use.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

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JOSE F. ALMANZA

IVAR C. SATERO
AIRPORT DIRECTOR

Susy Kalkin, ALUC

August 17, 2023

Page 2 of 3

Industrial uses are compatible with placement in the 65-70 dB CNEL contour without restriction. Within the mixed use zones, residential and public/institutional uses are conditionally compatible, provided that sound insulation is provided to reduce interior noise levels from exterior sources to 45 dB CNEL or lower and that an aviation easement is granted to the City and County of San Francisco as operator of SFO. Outdoor music shells and amphitheaters are not compatible.

Sections 25.24.030 and 25.24.040 address noise compatibility and easement requirements for developments in the City. With these controls in place, the Proposed Project would not appear to be inconsistent with the Noise Compatibility Policies of the SFO ALUCP.

The Airport notes that portions of the City are in close proximity to departing aircraft from Runways 1L and 1R and arriving aircraft on Runways 28L and 28R. While this factor does not affect ALUCP compatibility determinations, site designers should take into account the unique sonic profiles of departing aircraft and the thrust reversers from arriving aircraft when planning and designing their sites.

Safety Compatibility Policies

Portions of the City lie within Safety Compatibility Zones 2 and 3. Section 25.14.020(D) incorporates by reference the Safety Compatibility Policies of the SFO ALUCP, including restrictions on certain uses within the Mixed-Use Zoning Districts Use Regulations. Therefore, the Proposed Project 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 105 to 535 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.

Tables 25.12-2 and 25.14-2 of the Zoning Ordinance Update incorporate by reference the Airspace Protection Policies of the SFO ALUCP, including the need to comply with both FAA and SFO ALUCP requirements. The Airport has observed confusion among developers regarding the FAA and SFO ALUCP processes and recommends the addition of the following underlined language to each table's footnote:

Maximum building heights are also required to comply with Airspace Protection Policies AP-1 through AP-4 of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). This includes determining the need 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 ALUCP Exhibit IV-10 and complying with FAA Aeronautical Study Findings. It also includes complying with the maximum compatible building height, which includes all parapets, elevator overruns, etc. of a building, as noted in ALUCP policy AP-3 and depicted in Exhibits IV-17 and IV-18 of the ALUCP. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height.

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

Susy Kalkin, ALUC

August 17, 2023

Page 3 of 3

equipment taller than the permanent structures required to construct those structures (i.e., construction cranes, etc.).

With these controls in place, the Proposed Project would not appear to be inconsistent with the Airspace Protection Policies of the SFO ALUCP.

* * *

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

Sincerely,

DocuSigned by:
Nupur Sinha
7D552AE6A4CE495...

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

cc: Kevin Gardiner, City of Burlingame
Audrey Park, SFO
Chris DiPrima, SFO

C/CAG AGENDA REPORT

Date: September 28, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – San Carlos Zoning Ordinance Amendments.

(For further information please contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the San Mateo County Airport Land Use Commission, determine that the proposed amendments to San Carlos' Zoning Ordinance are consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following conditions:

- Amend Section 18.21.150 C. Airport Noise Evaluation and Mitigation to reference the aviation easement requirements of San Carlos ALUCP Noise Policy 7.
- Delete Section 18.21.150 F. Aviation Easements, as the referenced ALUCP Overflight Policy has been updated and is no longer relevant.
- Amend Section 18.21.150 B. Airspace Protection Evaluation to reference the aviation easement requirements of San Carlos ALUCP Airspace Protection Policy 7.

BACKGROUND

Project Description

Earlier this year, the City of San Carlos referred its 2023-2031 Housing Element for an ALUCP consistency determination. At that time, San Carlos received feedback that recommended amending its zoning ordinance to include procedures to implement and ensure compliance with the ALUCP policies. San Carlos has now prepared those amendments and has submitted them 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 amendments are subject to Airport Land Use Committee / Board review, pursuant to California Public Utilities Code (PUC) Section 21676(b).

The full text of the proposed amendments is included in **Attachment 1**. In general, the amendments describe the ALUCP compatibility criteria to be applied to development applications (noise, safety, structure heights, other flight hazards, and overflight notification requirements) and describe how the

local agency will ensure compliance during review and approval of development projects. A new section is to be added entitled “Airport Land Use Compatibility Plan Consistency”, which outlines the requirements associated with each of the ALUCP policy areas. Also included are amendments to the Zoning Ordinance “General Site Regulations” and “Zoning Clearance Regulations” to require conformance with the new “ALUCP Plan Consistency” Section. San Carlos has also provided a conceptual draft “ALUCP Compliance Checklist”, **Attachment 2**, to be used both by property owners and applicants to develop a proposal conforming with the ALUCP, and as reference guide for staff reviewers.

DISCUSSION

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.

In accordance with the guidance provided in the ALUCP, local agencies must establish procedures in their zoning ordinances to implement and ensure compliance with the compatibility policies and address any direct conflicts between the zoning ordinance (heights, permitted uses, etc.) and the ALUCP.

The following sections address how the subject amendments address each of the land use compatibility factors.

(a) Noise Compatibility

The Zoning Ordinance amendments would establish a section requiring all development projects, alterations, or change of use subject to the ALUCP to be reviewed for consistency with the noise policies of the ALUCP. Uses listed as “conditionally compatible” in the ALUCP would be required to mitigate impacts to comply with the interior noise standards established in the ALUCP or General Plan, whichever is more restrictive.

The draft Checklist specifically names each of the ALUCP noise policies 1-5 and 7, provides references to the relevant sections, figures, tables, and exhibits within the ALUCP and requires the applicant to indicate whether the project is in conformance with the standards and criteria indicated in the ALUCP Noise Policies (which will be verified by San Carlos staff). The City’s Geographic Information System (GIS) platform will provide property owners, applicants, and reviewers detailed information, including applicable noise contours, on any parcel in San Carlos.

While the proposed text includes a general reference to Avigation Easements, it does reflect the updated policy enacted in 2022, which requires an avigation easement for certain “conditionally compatible” noise sensitive uses within the CNEL 60 dB (or greater) contour. Therefore, the following conditions are recommended:

- Amend Section 18.21.150 C. Airport Noise Evaluation and Mitigation to add reference to the aviation easement requirements of San Carlos ALUCP Noise Policy 7.
- Delete Section 18.21.150 F. Aviation Easements, as the referenced ALUCP Overflight Policy has been updated and is no longer relevant.

Subject to these conditions, implementation of the proposed amendments would ensure compliance with the Noise Compatibility policies of the San Carlos ALUCP.

(b) Safety Compatibility

The proposed amendments stipulate that all proposed development projects, alterations, or change of use subject to the ALUCP will be reviewed for consistency with the Safety Compatibility Policies of the ALUCP. Project applicants will be required to evaluate potential safety issues if the property is located within any of the Safety Compatibility Zones established in the ALUCP, which will be verified by staff as part of the development review process.

Implementation of this amendment will ensure compliance with the Safety Compatibility policies of the ALUCP.

(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 FAA of certain proposed construction or alterations of structures, and to review projects for certain land use characteristics that might pose a hazard to air navigation (*Other Flight Hazards*).

Text is included in the proposed zoning amendments to address ALUCP Airspace Policy consistency, summarized below:

Airspace Protection Evaluation. All proposed development projects, alterations, or change of use subject to the ALUCP will be reviewed for consistency with Airspace Protection Policies of the ALUCP. These include Notice of Proposed Construction or Alteration, Maximum Compatible Building Height and Other Flight Hazards.

Federal Aviation Administration (FAA) Requirements. Proof of consistency with FAA rules and regulations must be provided through either:

- Provision of an FAA “Review Not Required” form
- Receipt of a “Determination of No Hazard” by the FAA after submittal of FAA Form 7460-1 “Notice of Proposed Construction”.

While the proposed text includes general reference to compliance with all Airspace Protection Policies, it does not clearly reflect the updated policy enacted in 2022, which requires an aviation

easement for potential projects that would exceed the height standards or allow a use that might cause a visual, electronic, navigational, or wildlife hazard. Therefore, the following condition is recommended:

- Amend Section 18.21.150 B. Airspace Protection Evaluation to add reference to the aviation easement requirements of San Carlos ALUCP Airspace Protection Policy 7.

Subject to the recommended condition, implementation of these zoning provisions will ensure future compatibility with the Airspace Protection Policies of the San Carlos ALUCP.

(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.

The proposed zoning amendments include both of these policy provisions and therefore are consistent with the Overflight Compatibility policies of the San Carlos ALUCP.

ATTACHMENTS

1. Application Materials

The following attachments are available to download on the C/CAG website at:
<https://ccag.ca.gov/committees/airport-land-use-committee/> - see “Additional Meeting Materials”

2. Draft “ALUCP Compliance Checklist”



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

APPLICANT INFORMATION

Agency: City of San Carlos, Community Development Department

Project Name: Zoning Ordinance Update

Address: 610 Elm Street

APN: N/A

City: San Carlos

State: California

ZIP Code: 94070

Staff Contact: Akanksha Chopra

Phone: (650) 802-4350

Email: achopra@cityofsancarlos.org

PROJECT DESCRIPTION

Zoning ordinance update. Please see attached memorandum for additional information.

REQUIRED PROJECT INFORMATION

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

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

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

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

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

Additional information For Development Projects:

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

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

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

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



Memorandum

Subject: City of San Carlos ALUCP Determination of Compliance for Zoning Ordinance
Date: August 21, 2023
To: San Mateo County Airport Land Use Commission C/CAG ALUC; c/o Susy Kalkin
From: City of San Carlos Community Development Department; c/o Akanksha Chopra

I. Overview

The City of San Carlos (City) is proposing amendments to its Zoning Ordinance to bring it into compliance with the County of San Mateo's Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport. In 2022, as part of its Housing Element update process, the City had submitted its Zoning Ordinance amendments to Airport Land Use Committee (ALUC) staff for review for compliance with ALUCP. The City received feedback in January, 2023 that recommended amending the zoning ordinance to have procedures that implement and ensure compliance with the ALUCP policies through describing compatibility criteria to be applied to development applications (safety, structure heights, overflight notification requirements, etc.) and describing how the local agency will ensure compliance during review and approval of development project.

In consideration of these, the City has proposed the attached revised Zoning Ordinance amendments (*Attachment A*) that establishes procedures that ensure compliance with ALUCP standards and requirements, and describes applicable compatibility criteria. Further, to facilitate the process for review of development applications for ALUCP Compliance, the City has initiated internal measures that will help build the City's capacity and streamline processes for review of development applications for compliance with ALUCP. These include creation of a new ALUCP Compliance Checklist

(Attachment B), GIS layers on the City's online maps related to key ALUCP exhibits and training of City's staff to review and assist development applicants in understanding and implementing ALUCP standards and requirements.

To address the compatibility issues regarding Noise, Safety, and Airspace Protection—as well as Disclosures, Overflight Notification, and Avigation Easements—The Zoning Ordinance is proposed to be updated as follows:

- Amend the Performance Standards Chapter (18.21) dedicated to Airport Land Use Compatibility Plan Consistency (18.21.150). This section will establish standards and requirements with a section devoted to each of the compatibility issues noted above, provide real estate disclosure language to be used, and indicate the relevant sections of the ALUCP that a property owner, applicant, or reviewer should be familiar with. Please note that this section directs applicants to key policy elements of ALUCP (namely safety, noise, overflight, etc.) instead of referencing specific section numbers for each of policies from ALUCP in Zoning Ordinance. This will help applicants directly refer ALUCP when preparing development applications, while also keep the City's Zoning Ordinance in compliance with ALUCP in an instance when minor amendments are made to ALUCP in the future.
- Amends the General Site Regulations Chapter (18.15) to require conformance with Airport Land Use Compatibility Plan Consistency (18.21.150)
- Amends the Zoning Clearance Chapter (18.28) to require conformance with Airport Land Use Compatibility Plan Consistency (18.21.150)

The City of San Carlos ALUCP Compliance Checklist and Checklist Addenda (Checklist) will include guidance for property owners, applicants, and reviewers regarding relevant ALUCP and FAA requirements and processes. It will be used both by property owners and applicants to develop a proposal conforming with the ALUCP, and as reference guide for staff reviewers. When applicable, applicants will be required to complete the checklist as part of any application for Zoning Clearance. It also includes weblinks to the 2015 ALUCP and 2022 Amendment, as well as the San Carlos Zoning Ordinance. The GIS layers on the City's online platform will provide property owners, applicants, and reviewers with detailed information on any parcel in the City regarding applicable safety zones, noise contours, airspace protection surfaces, FAA notification, overflight, and airport influence areas. Included as attachments are the proposed changes to the San Carlos Zoning Ordinance and draft Airport Land Use Compatibility Plan Checklist and Checklist Addenda. *Note: The draft Checklist (attachment B) is shared for informational purposes only to C/CAG to illustrate City's new internal review practice for checking ALUCP compliance and not for review as part of zoning ordinance updates.*

II. Noise

The Zoning Ordinance amendment would establish a section requiring review of all projects subject to the ALUCP to be reviewed for consistency with uses listed as conditionally compatible in the ALUCP and the noise standards and policies set by the ALUCP. For proposed language see section 18.21.150.C

The Checklist specifically names each of the ALUCP noise policies 1-5 and 7, provides references to the relevant sections, figures, tables, and exhibits within the ALUCP and requires the applicant to indicate if in their evaluation the project is in conformance with the standards and criteria indicated in the ALUCP Noise Policies. Checklist Addenda include Exhibit 4-2 Future Conditions (2035) Aircraft Noise Contours and Table 4-3 Noise Compatibility Criteria. The GIS layer on the City's GIS platform will provide property owners, applicants, and reviewers detailed information on any parcel in the City regarding applicable noise contours.

III. Safety

The Zoning Ordinance amendment would establish a section requiring review of all projects subject to the ALUCP to be reviewed for consistency the safety standards and policies set by the ALUCP. For proposed language see section 18.21.150.A.

The Checklist specifically names each of the ALUCP safety policies 1 to 11, provides references to the relevant sections, figures, tables, and exhibits within the ALUCP and requires the applicant to indicate if in their evaluation the project is in conformance with the standards indicated in the ALUCP safety Policies. Checklist Addenda include Exhibit 4-3 San Carlos Airport Safety Zones and Table 4-4 Safety Compatibility Criteria. The GIS layer on City's GIS platform will provide property owners, applicants, and reviewers detailed information on any parcel in the City regarding applicable safety zones.

IV. Airspace Protection

The Zoning Ordinance amendment would establish a section requiring review of all projects subject to the ALUCP to be reviewed for the applicable standards and policies set by the ALUCP. For proposed language see section

18.21.150.B, subsections B. Airspace Protection Evaluation and G. FAA Requirements.

The Checklist specifically names each of the ALUCP airspace protection policies 1 to 7 and provides references to the relevant exhibits within the ALUCP. To address allowable heights in relation to protected airspace the checklist requires the applicant to indicate if in their evaluation the project is in conformance with the standards indicated in the ALUCP Airspace Protection Policies. Checklist Addenda include Exhibit 4-4 San Carlos Airport Part 77 Airspace Protection Surfaces and Exhibit 4-4a FAA Notification Form 7460-1 Filing Requirements. Requirements around FAA form 7460-1, allowable heights in relation to the protected airspace, and land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards are specifically indicated on the checklist. The GIS layer on the City's GIS platform will provide property owners, applicants, and reviewers detailed information on any parcel in the City regarding applicable safety zones.

V. Real Estate Disclosure Requirements

The Zoning Ordinance amendment would establish a section requiring review of all projects subject to the ALUCP to be reviewed for the Overflight, Avigation Easements, and Real Estate Disclosure standards set by the ALUCP. For proposed language see section 18.21.150, subsections D. Airport Real Estate Disclosure Notices, E. Overflight Notification Requirement, and F. Avigation Easements.

To address avigation easements the checklist requires the applicant to indicate if in their evaluation the project is in conformance with the Airspace Protection Policy 7 indicated in the 2022 ALUCP Amendment. The GIS layers described above will be helpful in evaluating some of the standards regarding avigation easement requirements.

VI. Environmental Documentation

N/A

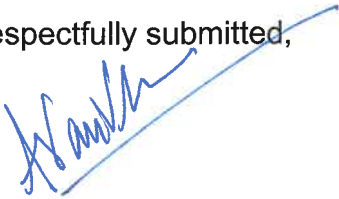
VII. Attachments

Attachment A: Proposed changes to the San Carlos Zoning Ordinance.

Attachment B: Airport Land Use Compatibility Plan Checklist and Checklist Addenda

Please feel free to reach out to me if you have any questions.

Respectfully submitted,



Akanksha Chopra

Associate Planner, Community Development Department

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Phone: (650) 802-4350

**PROPOSED AMENDMENTS TO THE CITY OF SAN CARLOS ZONING ORDINANCE FOR
ALUC REVIEW**

VERSION AUGUST 21, 2023

18.15 GENERAL SITE REGULATIONS

Amendments to 18.15 (Establish Section 18.15.140)

18.15.140 Airport Land Use Compatibility Plan Consistency. Where required, conformance with applicable Airport Land Use Compatibility Plan standards, as described in Section 18.21.150 Airport Land Use Compatibility Plan Consistency is required.

18.21 PERFORMANCE STANDARDS

Amendments to 18.21.050

18.21.050: Noise:

C. Acoustic Study. The Director may require an acoustic study for any proposed project that could cause any of the following:

~~1. Locate new residential uses within the fifty-five CNEL impact area of the San Carlos Airport;~~

1. Create an inconsistency with the noise requirements of the San Carlos Airport as defined in Section 18.21.150 Airport Land Use Compatibility Plan Consistency;

a. Where applicable, noise attenuation measures may be required.

2. Cause noise levels to exceed the limits in Table 18.21.050-A;

3. Create a noise exposure that would require an acoustic study and noise attenuation measures listed in Table 18.21.050-B, Noise Exposure—Land Use Requirements and Limitations; or

4. Cause the Ldn at noise-sensitive uses to increase three dBA or more.

F. Airport Land Use Compatibility Plan Consistency. Where required, conformance with applicable Airport Land Use Compatibility Plan standards, as described in Section 18.21.150 Airport Land Use Compatibility Plan Consistency, is required.

Amendments to 18.21.150

~~18.21.150 Airspace protection.~~

~~The following applies within airport influence area (AIA) B as adopted by the San Mateo County Airport Land Use Commission and subsequent revisions thereto, for the environs of San Carlos Airport.~~

~~A.— Federal Airspace Protection Surfaces. Maximum height of structures shall not penetrate the civil airport imaginary surfaces as defined by the Federal Aviation Administration in (FAA) Title 14 CFR Part 77, Surfaces.~~

~~B.— Flight Hazards. Proposed land use actions that include land uses that may cause visual, electronic, or wildlife hazards may be permitted only if the uses are consistent with FAA rules and regulations. Proof of consistency with FAA rules and regulations must be provided to the Airport Land Use Commission by the sponsor of the proposed land use action. Specific characteristics that may create hazards to aircraft in flight and which shall be prohibited include:~~

~~1.— Sources of glare, such as highly reflective buildings or building features, or bright light, including searchlights or laser displays, which would interfere with the vision of pilots;~~

~~2.— Distracting lights that could be mistaken for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting;~~

~~3.— Sources of dust, smoke, water vapor, or steam that may impair visibility;~~

~~4.— Sources of electrical interference with aircraft communications or navigation equipment;~~

~~5.— Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations. (Ord. 1438 § 4 (Exh. A (part)), 2011)~~

18.21.150 San Carlos Airport Land Use Compatibility Plan Consistency.

This section establishes standards and requirements related to consistency within the County of San Mateo's Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (ALUCP). The ALUCP outlines the following requirements and criteria for proposed development projects, alterations, or change of use that are subject to the ALUCP:

A. Safety Compatibility Evaluation. All proposed development projects, alterations, or change of use subject to the ALUCP will be reviewed for consistency with the County of San Mateo's 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 the ALUCP.

B. Airspace Protection Evaluation. All proposed development projects, alterations, or change of use subject to the ALUCP will be reviewed for consistency with Airspace Protection Policies of the ALUCP. These include Notice of Proposed Construction or Alteration, Maximum Compatible Building Height and Other Flight Hazards.

C. Airport Noise Evaluation and Mitigation. All proposed development projects, alterations, or change of use subject to the ALUCP will be reviewed for consistency with the noise policies of the ALUCP. Uses listed as “conditionally compatible” in the ALUCP will be required to mitigate impacts to comply with the interior noise standards established in the ALUCP or General Plan, whichever is more restrictive.

D. Airport Real Estate Disclosure Notices. Proximity to the airport could affect allowable development and uses. All proposed developments, alteration, or change of use that are subject to the ALUCP are required to comply with the real estate disclosure requirements of State law (California Business and Professions Code Section 11010(b)(13)). The following statement by the seller 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.”

E. Overflight Notification Requirement. All new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 shall incorporate a recorded overflight notification requirement as a condition of approval in order to provide a permanent form of overflight notification to all future property owners, consistent with ALUCP Overflight Policies.

F. Avigation Easements. Unless otherwise precluded by State law, some projects may require the grant of an avigation easement by and to the County of San Mateo as a condition of approval prior the City of San Carlos’ issuance of a building permit(s) for any proposed buildings or structures, pursuant to the ALUCP Overflight Policies.

G. Federal Aviation Administration (FAA) Requirements. Proof of consistency with FAA rules and regulations must be provided through one of the following ways:

1. A Federal Aviation Administration Review Not Required Form must be signed prior to issuance of building permit.

2. Receive a determination of No Hazard by the FAA after submittal of FAA Form 7460-1 Notice of Proposed Construction. Instructions and additional information on Form 7460 can found within the ALUCP and on the FAA's Website.

H. Local Agency Override of an Airport Land Use Commission Determination. A process under which the City Council may overrule certain Airport Land Use Commission disapprovals under certain circumstances is established in Sections 21675.1(d), 21676(b) and 21676(c) of the Public Utilities Code and outlined in the ALUCP.

I. Required Disclosures. In the event of local override action of an Airport Land Use Commission determination, disclosures may be required from property owners as a condition of approval for any use listed as conditional in the ALUCP Noise or Safety Compatibility Zone that corresponds with the site of the proposed project, including childcare, congregate care facilities, etc. Property owners are encouraged to provide appropriate notices to their tenants.

18.28 ZONING CLEARANCE

Amendments to 18.28.030

18.28.030 Review and decision. Before the City may issue any business license, building permit, subdivision approval, or lot line adjustment, the Director shall review the application to determine whether the use, building, or change in lot configuration complies with all provisions of this title or any design review, use permit or variance approval and that all conditions of such permits and approvals have been satisfied.

A. Application. Applications and fees for a zoning clearance shall be submitted in accordance with the provisions set forth in Section 18.27.020, Application forms and fees. The Director may request that the zoning clearance application be accompanied by a written narrative, plans and other related materials necessary to show that the proposed development, alteration, or use of the site complies with all provisions of this title and the requirements and conditions of any applicable use permit or variance approval.

B. Determination. If the Director determines that the proposed use or building is allowed as a matter of right by this title, and conforms to all the applicable development and use standards, the Director shall issue a zoning clearance. An approved zoning clearance may include attachments of other written or graphic information, including but not limited to statements, numeric data, site plans, floor plans and building elevations and sections, as a record of the proposal's conformity with the applicable regulations of this title.

C. Airport Land Use Compatibility Plan Consistency . When applicable, Zoning clearance for any proposed development, alteration or change of use that is subject to the ALUCP shall

include applicability determination of Section 18.21.150 Airport Land Use Compatibility Plan Consistency. for review procedures required by San Mateo County's Airport Land Use Compatibility Plan. Where required, the applicant shall seek a consistency determination with Section 18.21.150.

GD. Exceptions. No zoning clearance shall be required for the continuation of previously approved or permitted uses and structures, or uses and structures that are not subject to any building or zoning regulations. (Ord. 1438 § 4 (Exh. A (part)), 2011)

C/CAG AGENDA REPORT

Date: September 28, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Amendments to the Millbrae Station Area Specific Plan to allow for uses classified as “Biotechnology Level 2” within portions of the Transit Oriented Development Zone north of the paseo connecting the Millbrae transit station and Rollins Road, south of the BART parking garage, east of Millbrae transit station, and west of Rollins Road, which are located within Safety Compatibility Zone 2.

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

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed amendments to the Millbrae Station Area Specific Plan to allow for uses classified as “Biotechnology Level 2” within portions of the Transit Oriented Development Zone located north of the paseo connecting the Millbrae transit station and Rollins Road, south of the BART parking garage, east of Millbrae transit station, and west of Rollins Road, which are located within Safety Compatibility Zone 2, are not consistent with the Safety Compatibility Criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

BACKGROUND/PROPOSAL

The City of Millbrae completed its Millbrae Station Area Specific Plan (MSASP) in 2015 which was reviewed at the time by the ALUC and determined to be conditionally compatible with the SFO ALUCP.

In 2020/21, Millbrae submitted proposed amendments to the MSASP for a determination of Consistency with the SFO ALUCP. The proposal included various amendments to the MSASP to allow for uses classified as “biotechnology level 2” within portions of the specific plan area, including the Transit Oriented Development (TOD) Zone, south of Millbrae Avenue. In November 2020, the C/CAG Board (acting as the Airport Land Use Commission) adopted Resolution 20-57, determining that the amendments were not consistent with the Safety Compatibility Criteria of the SFO ALUCP. The City of Millbrae subsequently adopted findings in favor of overruling the ALUC action pursuant to Public Utilities Code Section 21676 (c) and approved the amendments.

In 2022, the Millbrae undertook a similar amendment to allow biotechnology level 2 use within additional areas of the MSASP, including portions of the TOD Zone located east of El Camino

Real, with of the railroad corridor and north of Millbrae Avenue, which are located within Safety Zone 2. The ALUC found these amendments inconsistent with the SFO ALUCP and the City of Millbrae adopted findings overruling the ALUC determination.

Millbrae is now considering a further amendment to the Millbrae Station Area Specific Plan to allow for uses classified as “biotechnology level 2”, including Biotechnology/Scientific Labs, Tech/Biotech Product Assembly, and Tech/Biotech Component Manufacturing, in a portion the Transit Oriented Development zone located north of the paseo connecting the Millbrae transit station and Rollins Road, south of the BART parking garage, east of Millbrae transit station, and west of Rollins Road, which are located within Safety Compatibility Zone 2.

Since the Millbrae Station Area Specific Plan properties are located within Airport Influence Area (AIA) B for San Francisco International Airport, the area subject to formal CCAG/ALUC review, in accordance with the requirements of California Public Utilities Code Section 21676(b), the City of Millbrae has referred the proposal to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

DISCUSSION

SFO ALUCP Consistency Evaluation

The SFO ALUCP includes policies regarding establishment of: A) an Airport Influence Area, with related real estate disclosure requirements and Airport Land Use Commission review authority; B) noise compatibility policies and criteria; C) safety policies and criteria; and D) airspace protection policies. As the proposed Amendments do not involve noise sensitive uses and do not alter development standards, this review will focus on Safety Compatibility issues only.

- C) **Safety Policy Consistency Analysis** – The overall objective of safety compatibility guidelines is to minimize the risks associated with potential aircraft accidents. The most fundamental safety compatibility component is to provide for the safety of people and property on the ground in the event of an aircraft accident near an airport.

The SFO ALUCP includes five sets of safety zones and identifies land uses which are either incompatible or should be avoided within each of these zones. As shown on **Attachment 2**, the properties impacted by the proposed amendments lie within Safety Zone 2, the Inner Approach/Departure Zone (IADZ).

Per the SFO ALUCP, the compatibility criteria for safety are established in Table IV-2, included as **Attachment 3**. As shown, *Hazardous Uses* are incompatible within Safety Zone 2.

Hazardous Uses are further clarified in Safety Policy SP-3, included as **Attachment 4**, with relevant text excerpted below:

“D. Medical and biological research facilities handling highly toxic or infectious agents

These facilities are classified by “Biosafety Levels.” Biosafety Level 1 does not involve hazardous materials and is not subject to the restrictions on hazardous uses in Table IV-2. Definitions of the other three biosafety levels are quoted from Biosafety in Microbiological and Biomedical Laboratories, below.

- a. Biosafety Level 2 practices, equipment, and facility design and construction are applicable to clinical, diagnostic, teaching, and other laboratories in which work is done with the broad spectrum of indigenous moderate-risk agents that are present in the community 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.”*

As noted in the Proposal above, the amendments specifically request the ability to include hazardous uses within Safety Compatibility Zone 2 in order to accommodate Biosafety Level 2 uses, in direct conflict with the Safety Policies of the SFO ALUCP and are therefore not consistent with these policies.

SFO Planning

Pursuant to standard practice, the project was referred to SFO Planning staff for review, who provided detailed comments, included as **Attachment 5**. In summary, they note objection to the amendments as inconsistent with the SFO ALUCP Safety Policies, believe they would pose an unreasonable safety hazard by exposing residents and businesses in Millbrae to greater harm in the event of an aircraft emergency, and recommend that the ALUC determine that the proposed amendments are incompatible with the SFO ALUCP.

ATTACHMENTS

1. Application Materials
2. SFO ALUCP Exh. IV-9 Safety Compatibility Zones
3. SFO ALUCP Table IV-2 Safety Compatibility Criteria
4. SFO ALUCP Policy SP-3 Hazardous Uses
5. Comment letter from SFO Planning dated September 13, 2023



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

APPLICANT INFORMATION

Agency: City of Millbrae

Project Name: Millbrae Station Area Specific Plan Amendment

Address: 621 Magnolia Avenue

APN: Millbrae Station Area Specific Plan Area

City: Millbrae

State: California

ZIP Code: 94030

Staff Contact: Nestor Guevara

Phone: 650-259-2335

Email: nguevara@ci.millbrae.ca.us

PROJECT DESCRIPTION

The project consists of an amendment to the Millbrae Station Area Specific Plan to 1) allow Biotechnology/Scientific Labs, Tech/Biotech Product Assembly, and Tech/Biotech Component Manufacturing, including hazardous uses classified as Biosafety Level 2, with a Conditional Use Permit in the Transit Oriented Development zone portion located north of the paseo connecting the Millbrae transit station and Rollins Road as shown on Figure 4-5 of the Millbrae Station Area Specific Plan, south of the BART parking garage, east of Millbrae transit station, and west of Rollins Road, above the ground floor except for minor ancillary uses as determined by the community development director, within the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport Safety Compatibility Zone 2 and 2) clarify that industrial and office uses are permitted in the Public Facilities zoning district.

REQUIRED PROJECT INFORMATION

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

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

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

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

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

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

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

c) Airspace Protection:

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

navigational, or wildlife hazards, particularly bird strike hazards.

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

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

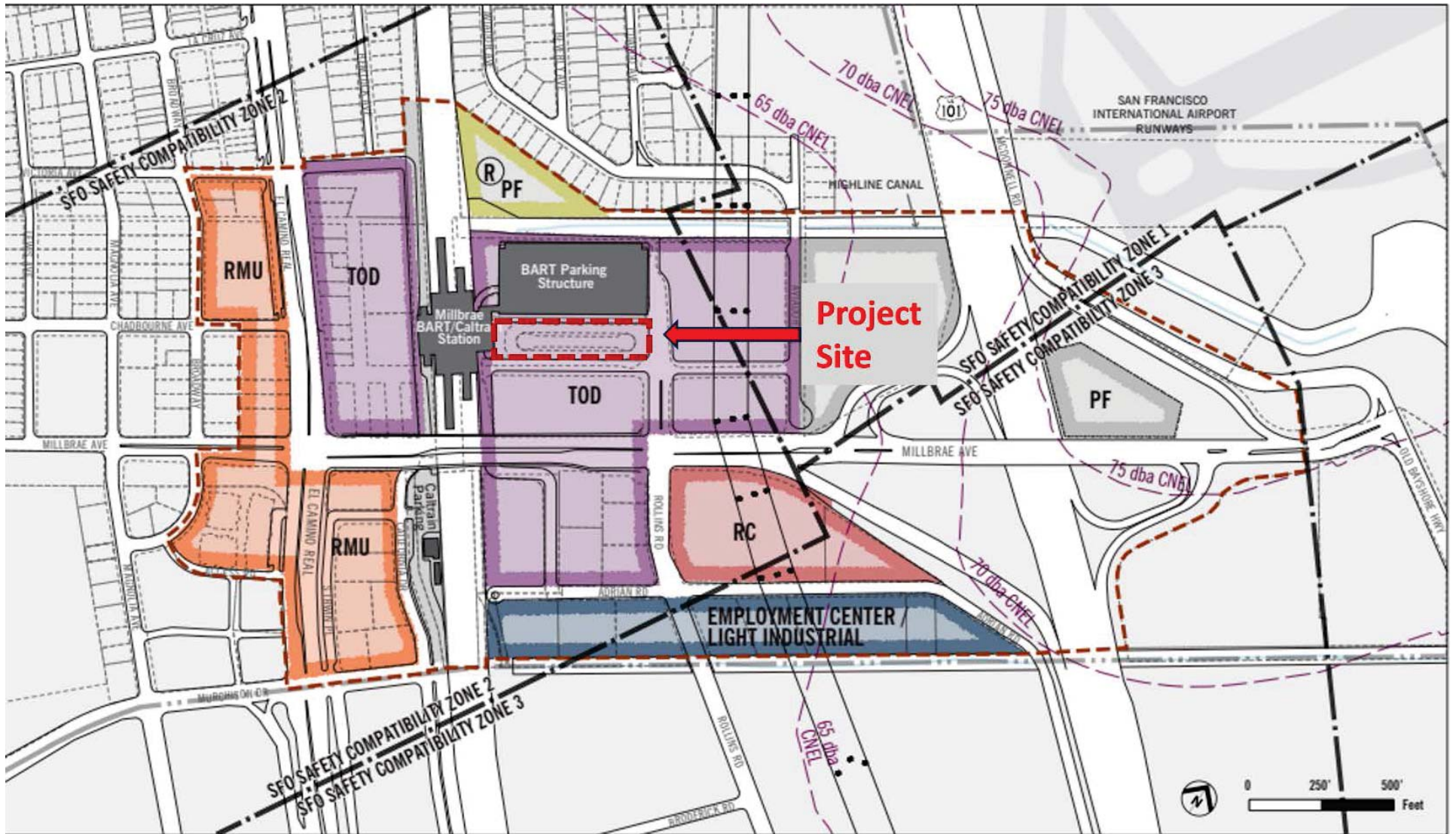
Additional information For Development Projects:

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

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

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

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



City Council Adoption of Update

February 9, 2016- Resolution No. 16-03 adopted by the City Council

List of Amendments and Resolution Dates

April 9, 2019- Resolution No. 19-36 adopted by the City Council

January 12, 2021 - Resolution No. 21-08 adopted by the City Council

September 15, 2021- Resolution No. 21-60 adopted by the City Council

October 26, 2021 - Resolution No. 21-74 adopted by the City Council

October 11, 2022 - Resolution No. 22-73 adopted by the City Council

January 24, 2023 - Resolution No. 23-11 adopted by the City Council

Transit-Oriented Development (TOD)

The Specific Plan envisions a wide variety of uses in areas closest to the Millbrae BART/Caltrain Station (Millbrae Station), including the current BART parking lots, that take advantage of station proximity. Transit-Oriented Development (TOD) is a compact, walkable, high-density mixed-use residential and commercial area located within one-quarter to one-half mile of a transit station, incorporating features to encourage transit use throughout the day such as a mix of uses, high-quality pedestrian and bicycle access, narrow streets, and reduced parking requirements. Development for this area includes land use types such as residential, office, hotel, and ground-floor retail. The Specific Plan promotes the integration of these uses on individual sites and within single projects. All new development will prioritize access to transit. The integration of residential and employment uses will ensure that there is activity in the station area during the day and in the evenings.

Residential Mixed Use

The El Camino Real corridor is envisioned as a mixed-use corridor that primarily consists of multi-family residential development above ground floor retail and service uses within individual buildings, continuing the pattern of recent development along the corridor. The El Camino Real corridor will also function as a bridge between the existing residential uses west of the Plan Area and new intensive uses in the Transit-Oriented Development (TOD) area. Additional residential uses on El Camino Real will

complement Downtown businesses without adding extensive vehicle trips and will provide additional life to central Millbrae.

Retail Center

In the southeast quadrant of the Plan Area, the existing retail center (Wilson Plaza) will retain its commercial character and extend farther to the east to provide additional retail shopping, services, and dining opportunities that are appropriate for this freeway-proximate area.

Employment Center / Light Industrial

The area south of Adrian Road will accommodate office uses in new Class A buildings as well as employment-generating light industrial uses that can take advantage of freeway proximity and transit service, and add valued economic development benefits. Light industrial uses shall include research and development (R&D), STEM (science, technology, engineering, and math), tech/biotech manufacturing, and high-tech services that involve a combination of assembling, warehousing, and/or sales. New housing development in the nearby TOD area will create opportunities for employees to live close to their workplaces, which is attractive to employers and creates further opportunities for walking and bicycling to work.

Hotels

Hotels are envisioned in locations that take advantage of freeway frontage, airport proximity, and transit access. Hotels will benefit both visitors and local residents and also complement nearby retail

and office uses. Hotels will provide a meeting place, as well as a place for special events, conferences, or banquets. Hotels will also diversify activities in the area, providing activity during the daytime and nighttime hours with lesser peak-hour traffic impacts. Hotels should be allowed flexibility and may be appropriate in TOD, Residential Mixed-Use, Retail Center, and Employment Center/Light Industrial areas.

Public Facilities

Public Facilities are proposed to be used as industrial and office uses associated with public facilities. The area directly west of Highway 101 and north of Millbrae is restricted for development due to airport runway safety issues. As the Specific Plan is implemented, the area should be landscaped at its edges to provide for an attractive entry to the City from Highway 101. Potential uses for the area include stormwater treatment facilities (bio retention swales). The Wastewater Treatment Facility, shown in green, is proposed to continue its use as a public facility.

Multi-Family Residential Overlay

As shown in Figure 4-1, the triangular-shaped area just north of the BART parking garage and south of the Bayside Manor neighborhood is envisioned for land uses that would provide a suitable land use transition between the BART station and the Bayside Manor neighborhood, including a city storage yard, parking, and/or multi-family residential uses.

5.1. PLANNING ZONES AND OVERLAY ZONE

As shown in Figure 5-1, the Plan Area is divided into five Planning Zones with one Overlay Zone, which are based off of the Land Use Plan and concepts described in Chapter 4. Overlay Zone regulations shall be applied in addition to those in the underlying base zone.

Transit-Oriented Development (TOD) Zone

This Zone supports a variety of uses at higher intensities in order to create a vibrant day and evening activity center immediately adjacent to the Millbrae Station. In order to make the higher intensities of TOD enjoyable and convenient, all TOD developments shall have a mix of uses. Life science laboratories and office uses are limited to the TOD zone portions located 1) south of Millbrae Avenue, 2) north of Millbrae Avenue, south of the MSASP Boundary, east of El Camino Real, and west of the Railroad and 3) north of the paseo connecting the Millbrae transit station and Rollins Road as shown on Figure 4-5 of the Millbrae Station Area Specific Plan, south of the BART parking garage, east of Millbrae transit station, and west of Rollins Road, above the ground floor except for minor ancillary uses as determined by the Community Development Director.

Residential Mixed Use Zone

The El Camino Real corridor, except for the area immediately west of the Millbrae Station, is designated Residential Mixed Use. This Zone accommodates and encourages medium- to high-density residential development above ground floor retail uses that face El Camino Real. Land use regulations and standards for this zone are also intended to ensure an appropriate transition in use and scale between new high density development in the TOD Zone and the existing single family residential neighborhoods to the west.

Employment Center / Light Industrial Zone

This Zone is intended to promote the development of an employment-oriented corridor with new Class A office buildings and light industrial uses that front Adrian Road.

Retail Commercial Zone

The Retail Commercial Zone is intended to retain and enhance existing retail and shopping development close to Highway 101.

Public Facilities Zone

This Zone is applied to portions of the Plan Area that are reserved for industrial and office utility-related uses or public services, including a City storage yard, and parking.

Residential Overlay Zone

The Residential Overlay Zone is intended to accommodate multi-family homes, with the provision of housing available to people of all incomes, in close proximity to the Millbrae Station, including townhomes, apartments, and condominiums, that thoughtfully transition in scale to the Bayside Manor neighborhood to the north.

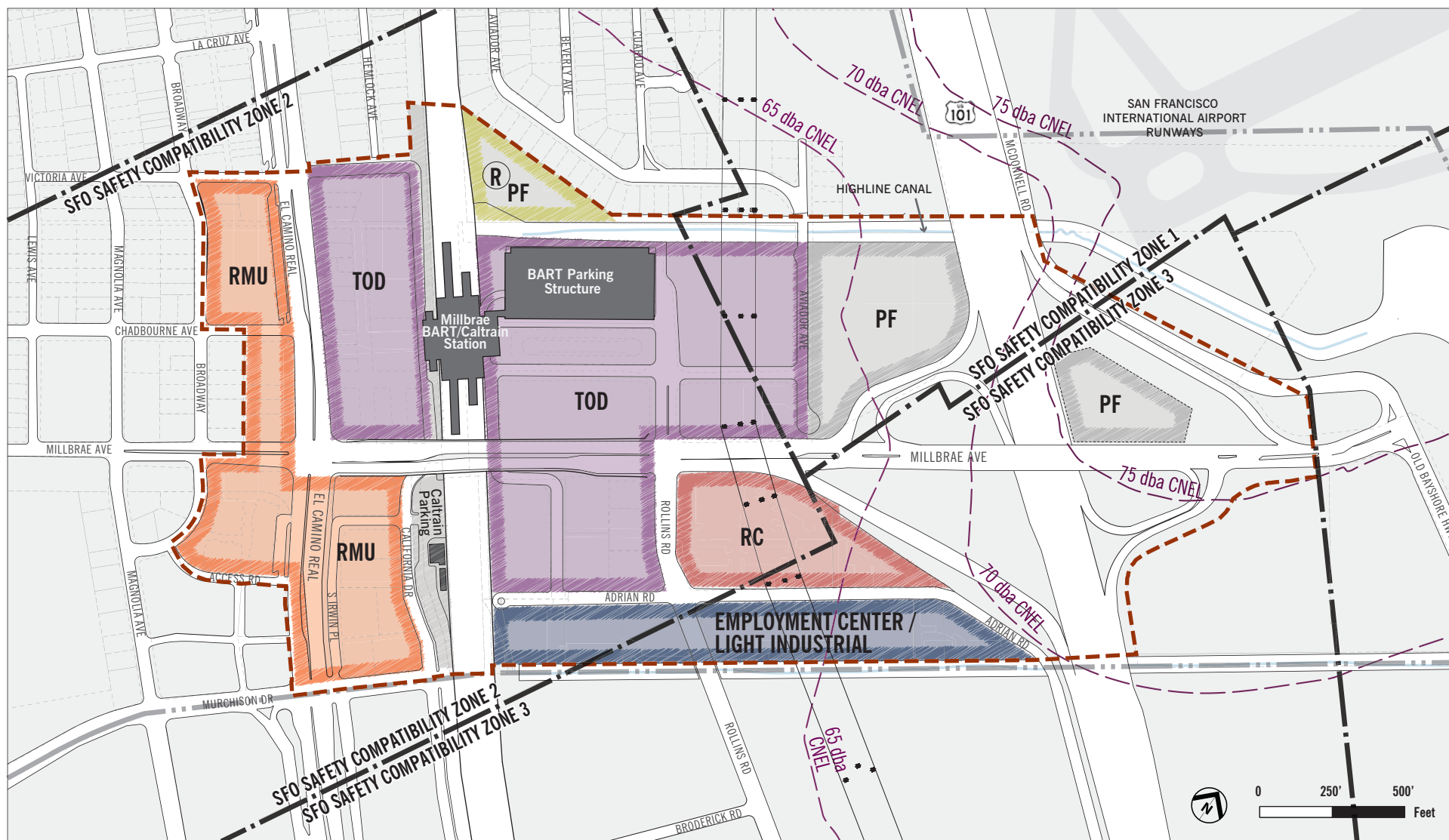


FIGURE 5-1. Planning and Overlay Zones

MSASP Boundary

City Boundary

Power Lines

Planning Zones

Transit-Oriented Development (TOD) Zone

Residential Mixed Use (RMU) Zone

Employment Center / Light Industrial Zone

Retail Commercial (RC) Zone

Public Facilities (PF) Zone

Overlay Zone

Residential Overlay

SFO Safety Compatibility Zones

SFO Noise Compatibility Zones

5.2. LAND USE REGULATIONS

Table 5-1 indicates the land uses that are permitted, conditionally permitted, and prohibited within each Planning or Overlay Zone. As described above, Overlay Zone land use regulations shall be applied in addition to those in the underlying base zone. Other uses not identified in Table 5-1 that are deemed consistent with the spirit and intent of the underlying land use designation shall be given Director consideration and approved at Director discretion or deferred to the Planning Commission.

TABLE 5-12. PERMITTED AND CONDITIONALLY PERMITTED LAND USES

Permitted (P) Conditional (C) Not allowed (-) Permitted when part of mixed use building (*)	TOD	Residential Mixed Use	Employment Center / Light Industrial	Residential Overlay	Retail Commercial	Public Facilities
Residential Uses						
Duplexes	-	-	-	P	-	-
Live/Work Units	P*	P*	C	-	-	-
Multiple-Family Dwellings						
— Less than 7 Units	-	-	-	P	-	-
— 7 Units or More	P*	P	C	P	-	-
Public and Quasi-Public Uses						
Adult Education	C*	C*	C*	-	C	-
Community Centers [1]	P	P	P	-	P	-
Public Electric Vehicle Charging Station	P*	P*	P*	-	P	-
Library	P	P	P	-	P	-
Public Parks and Recreational Facilities [1]	P	P	P	P	P	P
Public Parking Structures	P	P	P	P	P	-

Permitted (P) Conditional (C) Not allowed (-) Permitted when part of mixed use building (*)	TOD	Residential Mixed Use	Employment Center / Light Industrial	Residential Overlay	Retail Commercial	Public Facilities
Commercial Uses						
<i>Eating and Drinking Establishments</i>						
Restaurants	P*	P*	P*	-	P	-
Bars	C*	C*	C*	-	C	-
<i>Commercial Services</i>						
Banks and Financial Services [2]	P*	P*	P*	-	P*	-
Business Support Services [2]	P*	P*	P*	-	C*	-
Child Care Services [2] [3]	C*	C*	C*	-	-	-
Health and Exercise Clubs (no more than 3,000 square feet if on ground floor) [2]	P*	P*	P*	-	P*	-
Medical Offices [2]	P*	C*	C	-	-	-
Offices [2]	P	P*	P	-	-	-
Personal Services	P*	P*	P*	-	P*	-
Light Industrial [4] [6]						
Biotechnology / Scientific Labs	C	-	C	-	-	-
Research and Development Facility (R&D)	C	-	P	-	-	-
Tech / Biotech Product Assembly	C	-	C	-	-	-
Tech / Biotech Component Manufacturing	C	-	C	-	-	-

Permitted (P) Conditional (C) Not allowed (-) Permitted when part of mixed use building (*)	TOD	Residential Mixed Use	Employment Center / Light Industrial	Residential Overlay	Retail Commercial	Public Facilities
Retail						
Drive-In and Drive-Through Facilities	-	-	-	-	P	-
Food and Beverage Sales (less than 15,000 square feet)	P*	P*	P*	-	P	-
Gas and Service Stations	-	-	-	-	C	-
Liquor Stores	C*	C*	-	-	C*	-
Retail Sales	P*	P*	P*	-	P	-
Other Commercial Uses						
Commercial Lodging	C	C	C	-	C	-
Conference Center [5]	P*	C	P*	-	P*	-
Museum	P	-	-	-	-	-
Theater	P	-	-	-	-	-
Indoor Commercial Recreation	P*	-	-	-	P	-

Permitted (P) Conditional (C) Not allowed (-) Permitted when part of mixed use building (*)	TOD	Residential Mixed Use	Employment Center / Light Industrial	Residential Overlay	Retail Commercial	Public Facilities
Transportation, Communication, and Utilities Uses						
Off-Site Construction Staging	C	C	C	-	C	P
Wireless Communications Facilities	C	C	C	-	C	C
Cogeneration Facility	C	-	-	-	-	-
Transit Facilities	P	-	-	-	-	-
Utility Services	C	-	C	-	C	P

NOTES:

Any use that requires a Conditional Use Permit (C) goes to the Planning Commission for approval.

An asterisk (*) indicates uses allowed only when part of mixed use building.

Within SFO Safety Compatibility Zones 1 and 3, uses must comply with the ALUCP policies and criteria described in Policy SP-2, Safety Compatibility Land Use Criteria; Table IV-2, Safety Compatibility Criteria; and Policy SP-3, Hazardous Uses. (See pages IV-27 through IV-34 of the SFP ALUCP, November 2012, or the latest adopted Plan). Within SFO Compatibility Zone 2, Hazardous Uses up to Biosafety Level 2 may be allowed, subject to a Conditional Use Permit, per City of Millbrae Resolution 21-08, Resolution No. 21-60, Resolution No. 23-11, and Resolution No. xx-xx within the TOD Zone and the Employment Center/Light Industrial Zone.

[1] Places of assembly seating more than 300 people are prohibited in SFO Safety Compatibility Zone 2. Places of assembly not in structure are prohibited in SFO Safety Compatibility Zone 1.

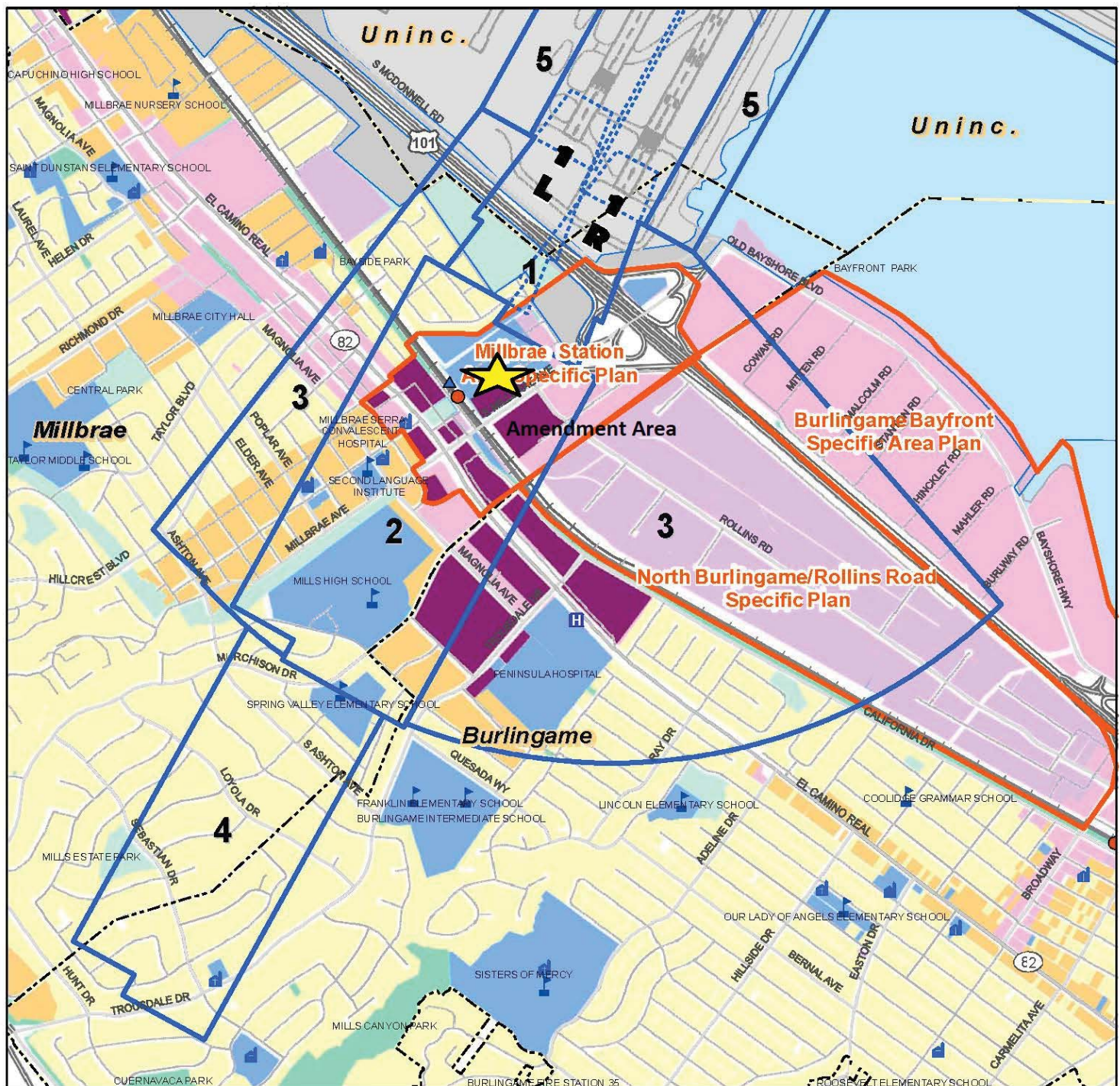
[2] Use is required to secure a Conditional Use Permit when located on the ground floor in a Type 1-Very Active Ground Floor Uses area as shown in Figure 5-4, Active Frontage Types.

[3] Large child day care centers, which are commercial facilities defined in accordance with Health and Safety Code, Section 1596.70, et seq., and licensed to serve 15 or more children, are prohibited in SFO Safety Compatibility Zones 2 and 3. Family day care homes and noncommercial employer-sponsored facilities ancillary to place of business are allowed in SFO Safety Compatibility Zone 3.

[4] Light Industrial facilities in Safety Compatibility Zone 2 of ALUCP may include hazardous uses up to Biosafety Level 2, as defined by the SFO ALUCP, Policy SP-3 on pages IV-33 and IV-34.

[5] Conference centers in Safety Compatibility Zone 2 of the ALUCP shall not provide seating in excess of 300 people.

[6] Biotechnology/Scientific Labs, Tech/Biotech Product Assembly, and Tech/Biotech Component Manufacturing are allowed with a Conditional Use Permit in the TOD zone portions located 1) south of Millbrae Avenue, 2) north of Millbrae Avenue, south of the MSASP Boundary, east of El Camino Real, and west of the Railroad and 3) north of the paseo connecting the Millbrae transit station and Rollins Road as shown on Figure 4-5 of the Millbrae Station Area Specific Plan, south of the BART parking garage, east of Millbrae transit station, and west of Rollins Road, above the ground floor except for minor ancillary uses as determined by the Community Development Director.



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 V-9

**SAFETY COMPATIBILITY ZONES
IN THE CITIES OF BURLINGAME AND MILLBRAE**
Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport

C/CAG

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

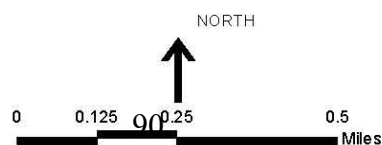


Table IV-2 (1 of 2) Safety Compatibility Criteria

ZONE	LAND USE CRITERIA	
	INCOMPATIBLE ^{1/}	AVOID ^{1/}
Zone 1: Runway Protection Zone and Object Free Area (RPZ-OFA)		
	All new structures ^{3/} Places of assembly not in structures Hazardous uses ^{2/} Critical public utilities ^{2/}	Nonresidential uses except very low intensity uses ^{4/} in the “controlled activity area.” ^{2/}
Zone 2: Inner Approach/Departure Zone (IADZ)		
	Children’s schools ^{2/} Large child day care centers and noncommercial employer-sponsored centers ancillary to a place of business ^{2/} Hospitals, nursing homes Hazardous uses ^{2/} Critical public utilities ^{2/} Theaters, meeting halls, places of assembly seating more than 300 people Stadiums, arenas	---
Zone 3: Inner Turning Zone (ITZ)		
	Biosafety Level 3 and 4 facilities ^{2/} Children’s schools ^{2/} Large child day care centers ^{2/} Hospitals, nursing homes Stadiums, arenas	Hazardous uses other than Biosafety Level 3 and 4 facilities ^{2/} Critical public utilities ^{2/}
Zone 4: Outer Approach/Departure Zone (OADZ)		
	Biosafety Level 3 and 4 facilities ^{2/} Children’s schools ^{2/} Large child day care centers ^{2/} Hospitals, nursing homes Stadiums, arenas	Hazardous uses other than Biosafety Level 3 and 4 facilities ^{2/} Critical public utilities ^{2/}
Zone 5: Sideline Zone (SZ)		
	Children’s schools ^{2/} Large child day care facilities and noncommercial employer-sponsored centers ancillary to a place of business Hospitals, nursing homes Hazardous uses ^{2/} Critical public utilities ^{2/} Stadiums, arenas	---

Table IV-2 (2 of 2) Safety Compatibility Criteria**Notes:**

- 1/ **Avoid:** Use is not fully compatible and should not be permitted unless no feasible alternative is available. Where use is allowed, habitable structures shall be provided with at least 50 percent more exits than required by applicable codes. Where the 50-percent factor results in a fraction, the number of additional exits shall be rounded to the next highest whole number.
- Incompatible** Use is not compatible in the indicated zones and cannot be permitted.
- 2/ **Definitions**
- o **Biosafety Level 3 and 4 facilities:** Medical and biological research facilities involving the storage and processing of extremely toxic or infectious agents. See Policy SP-3 for additional detail.
 - o **Children's schools:** Public and private schools serving preschool through grade 12, excluding commercial services.
 - o **Controlled Activity Area:** The lateral edges of the RPZ, outside the Runway Safety Area (RSA) and the extension of the RSA, which extends to the outer edge of the RPZ. See FAA Advisory Circular 150/5300-13, Airport Design, Section 212a.(1)(b).
 - o **Critical public utilities:** Facilities that, if disabled by an aircraft accident, could lead to public safety or health emergencies. They include the following: electrical power generation plants, electrical substations, wastewater treatment plants, and public water treatment facilities.
 - o **Hazardous uses:** Uses involving the manufacture, storage, or processing of flammable, explosive, or toxic materials that would substantially aggravate the consequences of an aircraft accident. See Policy SP-3 for additional detail.
 - o **Large child day care centers:** Commercial facilities defined in accordance with Health and Safety Code, Section 1596.70, et seq., and licensed to serve 15 or more children. Family day care homes and noncommercial employer-sponsored facilities ancillary to place of business are allowed.
- 3/ Structures serving specific aeronautical functions are allowed, in compliance with applicable FAA design standards.
- 4/ Examples include parking lots and outdoor equipment storage.

SOURCE: Ricondo & Associates, Inc., June 2012.

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

ZONE 2 -- INNER APPROACH/DEPARTURE ZONE (IADZ)

In Zone 2, the IADZ, a variety of uses that involve hazardous materials, critical public utilities, theaters, meeting halls, places of assembly seating more than 300 people, stadiums, arenas, and those accommodating potentially vulnerable populations – such as children's schools, child day care facilities, hospitals, and nursing homes – are incompatible.

ZONE 3 -- INNER TURNING ZONE (ITZ)

The compatibility criteria in Zone 3, the ITZ, are somewhat less restrictive than in Zone 2. This is because the area is subject to less accident risk by virtue of the lower density of overflights in this area. In Zone 3, stadiums, arenas, and uses accommodating potentially vulnerable populations are incompatible. Hazardous uses and critical public utilities are not incompatible in Zone 3, but are classified as uses to be avoided. This means that they should not be permitted unless no feasible alternative is available.

ZONE 4 - OUTER APPROACH/DEPARTURE ZONE (OADZ)

The compatibility criteria in Zone 4, the OADZ, are the same as in Zone 3.

ZONE 5 – SIDELINE ZONE (SZ)

The compatibility criteria in Zone 5 are the same as those in Zone 2.

SP-3 HAZARDOUS USES

Hazardous uses, facilities involving the manufacture, processing, or storage of hazardous materials, can pose serious risks to the public in case of aircraft accidents. Hazardous materials of particular concern in this ALUCP, and which are covered by the safety compatibility criteria in Table IV-2, are the following:

- A. Aboveground fuel storage** — This includes storage tanks with capacities greater than 10,000 gallons of any substance containing at least 5 percent petroleum.¹¹ Project sponsors must provide evidence of compliance with all applicable regulations prior to the issuance of development permits.
- B. Facilities where toxic substances are manufactured, processed or stored** — Proposed land use projects involving the manufacture or storage of toxic substances may be allowed if the amounts of the substances do not exceed the threshold planning quantities for hazardous and extremely hazardous substances specified by the EPA.¹²
- C. Explosives and fireworks manufacturing and storage** — Proposed land use projects involving the manufacture or storage of explosive materials may be allowed in safety zones only in compliance with the applicable regulations of the California Division of Occupational Safety and Health (Section 5252, Table EX-1). Project sponsors must provide evidence of compliance with applicable state regulations prior to the issuance of any development permits.¹³
- D. Medical and biological research facilities handling highly toxic or infectious agents** — These facilities are classified by “Biosafety Levels.”¹⁴ Biosafety Level 1 does not involve hazardous materials and is not subject to the restrictions on hazardous uses in Table IV-2. Definitions of the other three biosafety levels are quoted from *Biosafety in Microbiological and Biomedical Laboratories*, below.¹⁵
 - a. Biosafety Level 2 practices, equipment, and facility design and construction are applicable to clinical, diagnostic, teaching, and other laboratories in which work is done with the broad spectrum of indigenous moderate-risk agents that are present in the community

¹¹ State of California, California Health and Safety Code, Section 25270 (*Aboveground Petroleum Storage Act*).

¹² Title 40 Code of Federal Regulations Part 355, Subpart D, Appendices A & B.

¹³ California Code of Regulations, Title 8, Subchapter 7 *General Industry Safety Orders*, Group 18 *Explosives and Pyrotechnics*, Article 114 *Storage of Explosives*.

¹⁴ *Biosafety in Microbiological and Biomedical Laboratories*, 5th Edition, 2009, published by the U.S. Department of Health and Human Services in concert with the Public Health Service, Centers for Disease Control and Prevention, and National Institutes of Health, or any successor publication.

¹⁵ *Biosafety in Microbiological and Biomedical Laboratories*, 5th Edition, 2009, published by the U.S. Department of Health and Human Services in concert with the Public Health Service, Centers for Disease Control and Prevention, and National Institutes of Health, pp. 25-26.

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.



San Francisco International Airport

September 13, 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: San Francisco International Airport's Objection to the City of Millbrae's Proposed Amendment to the Millbrae Station Area Specific Plan

Thank you for the opportunity for San Francisco International Airport (SFO or the Airport) to comment on the City of Millbrae's (City) proposed amendment to the Millbrae Station Area Specific Plan (MSASP) to expand the area in which hazardous land uses classified as Biosafety Level 2 are allowed within the Airport's Safety Compatibility Zone 2: Inner Approach/Departure Zone (Safety Zone 2). We appreciate this opportunity to coordinate with the Airport Land Use Commission (ALUC) in evaluating the proposed amendment.

Due to the City's previous overrides of the ALUC's determinations of incompatibility for land use designations in the MSASP, the MSASP currently allows Biosafety Level 2 land uses within the Transit-Oriented Development Zone (TOD Zone) and the Employment Center/Light Industrial Zone, both of which are within Safety Zone 2. The proposed amendment would expand the area within the TOD Zone in which Biosafety Level 2 land uses are allowed. Specifically, the proposed amendment would allow those land uses in the area north of the paseo connecting the Millbrae Intermodal Station and Rollins Road, east of the Millbrae Intermodal Station, south of the BART parking garage, and west of Rollins Road (see red-dashed box on page 2 of the attachment). The Biosafety Level 2 land uses in this area would be limited to the floors above the ground floor, with minor ancillary uses allowed on the ground floor as determined by the Millbrae Community Development Director.

Policy SP-3 (Hazardous Uses) of the *Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (ALUCP) specifically prohibits medical and biological research facilities handling highly toxic or infectious agents, which include land uses classified as Biosafety Level 2, 3, and 4, within Safety Zone 2. The proposed amendment to expand the conditional allowance of Biosafety Level 2 land uses within Safety Zone 2 is inconsistent with the ALUCP and poses an unreasonable public safety hazard by exposing residents and businesses in Millbrae to greater potential harm in the event of an aircraft accident. The Airport recommends that the ALUC determine that the proposed amendment is incompatible with the ALUCP.

Should the ALUC determine that the proposed amendment is incompatible with the ALUCP, the City may choose to override the ALUC determination by a two-thirds vote of the City Council. Prior to a City Council hearing on the proposed amendment, the Planning Commission must make a recommendation to the City Council. In a draft resolution for the August 28, 2023 Planning Commission hearing, the City included the following findings in support of a Planning Commission resolution recommending that the City Council adopt the proposed amendment:

- Finding 2 of the draft resolution states that "the adoption of the Amendment will not be detrimental to the public health, safety, and general welfare." No evidence is provided to justify this finding.

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
 September 13, 2023
 Page 2 of 3

- Finding 6 of the draft resolution states that “the City has considered the potential impacts of allowing such life science office and laboratory uses, such as noise, air quality, water quality, hazardous materials, and biological resources ... [and] has determined that there is minimal risk associated with allowing such uses under the proposed MSASP Amendment.” No evidence is provided to justify this finding.
- Finding 7 notes that the proposed amendment would not result in a safety hazard because “the uses are already allowed within the Station Area.” This finding is factually incorrect. Safety Zones are defined empirically based on historical records of crashes near airport runways. Increasing the area within Safety Zone 2 where Biosafety Level 2 land uses are permitted would increase risk by definition because the proportion of Safety Zone 2 occupied by hazardous uses would increase.

As discussed above, ALUCP Policy SP-3 specifically prohibits land uses that involve the handling of highly toxic or infectious agents within Safety Zone 2. Furthermore, the *California Airport Land Use Planning Handbook*, published by the Caltrans Division of Aeronautics, provides policy guidance for implementation of the ALUCP and notes that “manufacturing, storage, or use of hazardous materials may warrant special consideration depending upon the specific materials and quantities. The concern is whether an aircraft accident could cause an explosion or release of toxic materials, thus posing dangers to the nearby population ... Specifically, locations where the manufacturing or bulk storage of hazardous materials should be avoided include safety zones one through five.”¹ The City’s proposed findings are not consistent with ALUCP Policy SP-3 or the *California Airport Land Use Planning Handbook* and are not supported by evidence demonstrating that allowing Biosafety Level 2 land uses within Safety Zone 2 would not pose an unacceptable risk to public safety.

The Airport does not object to Biosafety Level 2 land uses in areas that specifically cater to and provide appropriate containment for that type of research. However, such land uses are not suitable at the ends of runways and should be sited farther away from the areas near the Airport that have been identified by empirical research as posing an unacceptable risk. If the City overrides the ALUC determination, the Airport will be immune from liability for damages resulting directly or indirectly from allowing Biosafety Level 2 land uses in Safety Zone 2.² The City should carefully consider the health, safety, and well-being of its citizens in the event of an aircraft accident in Safety Zone 2.

* * *

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

¹ Caltrans Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011, p. 4-30.

² Cal. Pub. Util. Code § 21678.

Susy Kalkin, ALUC
September 13, 2023
Page 3 of 3

Sincerely,

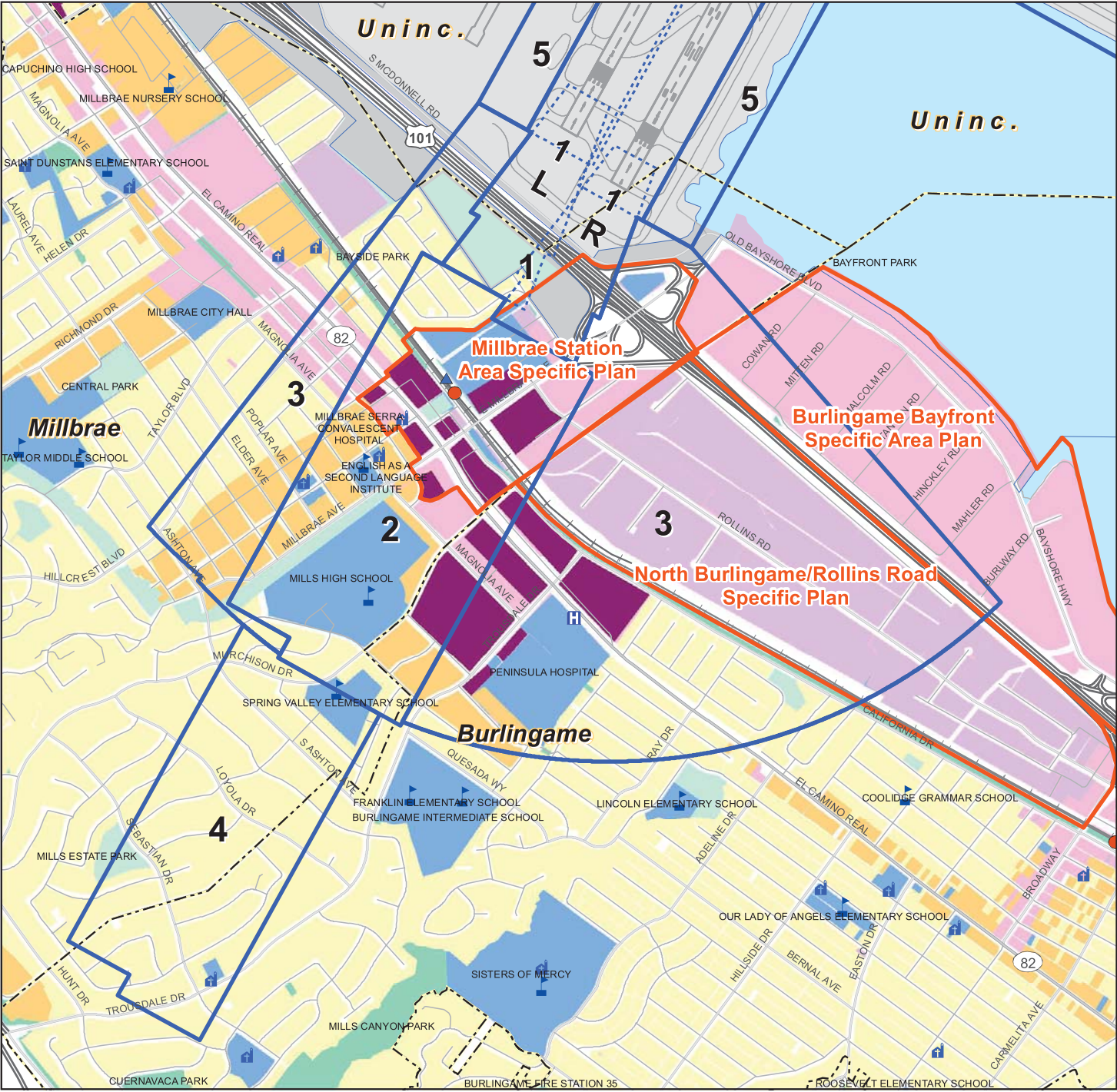
DocuSigned by:
Nupur Sinha
7D552AE6A4CE495...

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

Attachments

ALUCP Map of Safety Compatibility Zones
Map of Project Site

cc: Sean Charpentier, C/CAG
Tom Williams, City of Millbrae, City Manager
Laurie Suttmeier, FAA San Francisco Airports District Office, Manager
Phillip Miller, Caltrans Division of Aeronautics, Interim Chief
Ivar Satero, SFO, Airport Director
Geoff Neumayr, SFO, Chief Resilience and Sustainability Officer
Cathy Widener, SFO, Acting Chief External Affairs Officer
Audrey Park, SFO, Environmental Affairs Manager
Chris DiPrima, SFO, Senior Airport Planner



LEGEND

Safety Compatibility Zones

- 1 - Runway Protection Zone-Object Free Area
- 2 - Inner Approach/Departure Zone
- 3 - Inner Turning Zone
- 4 - Outer Approach/Departure Zone
- 5 - Sideline Zones
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