



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

# 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:

GIACALONE DESIGN SERVICES, INC.  
5820 STONERIDGE MALL ROAD, SUITE 345  
PLEASANTON, CA 94588  
P: 925.467.1740  
PAUL GIACALONE  
paulg@dryutilitydesign.com

## CIVIL ENGINEER:

CBG CIVIL ENGINEERS  
2633 CAMINO RAMON, SUITE 350  
SAN RAMON, CA 94583  
RYAN HANSEN  
rhansen@cbandg.com

## LANDSCAPE ARCHITECT:

VAN DORN ABED, LANDSCAPE ARCHITECTS, INC.  
81 14TH STREET  
SAN FRANCISCO, CA 94103  
ZEKI ABED  
zeki@vlainc.com

## ARCHITECT:

KTGY ARCHITECTURE  
1814 FRANKLIN STREET, SUITE 400  
OAKLAND, CA 94612  
JILL WILLIAMS  
jwilliams@ktgy.com





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 HOMES<sup>SM</sup>  
COMMUNITIES OF DISTINCTION

ktg

cbg

CARLSON,  
BARBEE &  
GIBSON, INC.  
CHICAGO, ILLINOIS • BOSTON, MASSACHUSETTS • PALM BEACH, FLORIDA

VA

VAN DORN ABED  
LANDSCAPE ARCHITECTS, INC.  
30 W 17TH STREET, SAN FRANCISCO, CA 94111  
415.774.1100 • WWW.VANDORNABED.COM

GIACALONE

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1000 STRANDBERG WAY, SUITE 100, PALMDALE, CA 93550  
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PROJECT SUBMITTAL  
300 PIEDMONT AVENUE  
San Bruno, Ca. # 2021-1262

SCHEMATIC DESIGN  
FEBRUARY 3, 2023

COVER SHEET  
N1 PERSPECTIVE VIEW

A0.0.1



Pedestrian path

Fitness area with seating

Crosswalk

Accessible pathway

Bioretention area, typ.

Restroom, concession and maintenance building

Plaza with picnic tables and seatwalls

U6 soccer field, 15 yd x 25 yd

Storage container, typ. of 2

U8 soccer field, 25 yd x 35 yd

Goal storage

Plaza with picnic tables

Parking Area

**COURTLAND DRIVE**

Parking Area

Fitness area with seating

Parking area

Parking lot

Drop-off area and entrance plaza

Entry stairs and bleacher seating on slope

Backstop

Little league baseball practice field

U8 soccer field, 25 yd x 35 yd, yellow striping, typ.

U10 soccer field, 35 yd x 60 yd, white striping

Seatwall, typ.

Entry stairs

Landscape slope with seat wall

11v11 soccer field, 60 yd x 103 yd, white striping

Street parking

Bleacher seating on slope

Perimeter walking path, 1/4 mile loop with distance markers

U12 soccer field, 45 yd x 70 yd, yellow striping

Project limits

Bench seating, typ.

Bioretention area for residential development



**Restroom and Concession**



**Picnic Area**

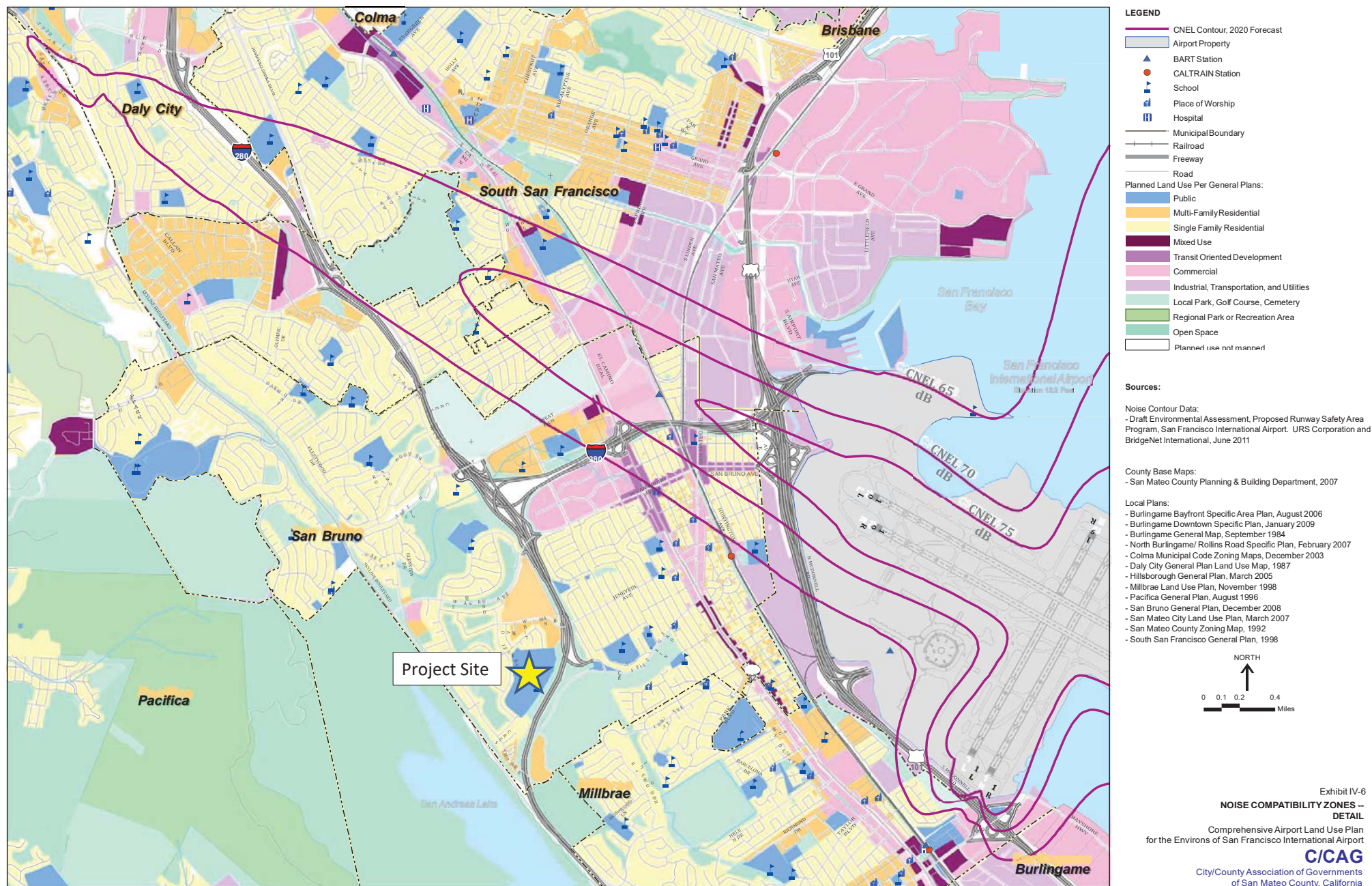


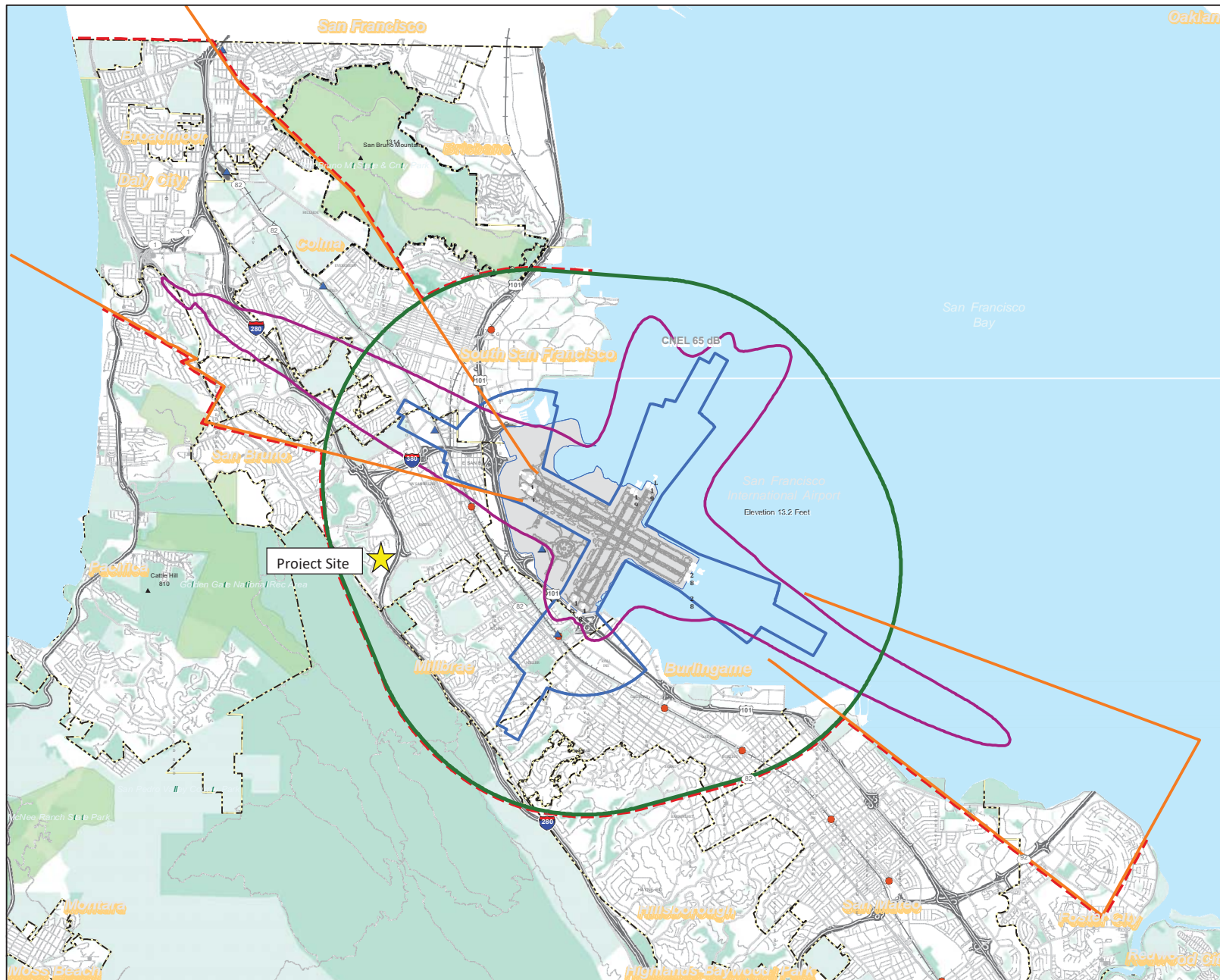
**Seat Wall**



**Biotreatment Area**







- 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

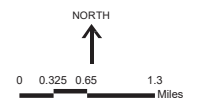
**Sources:**

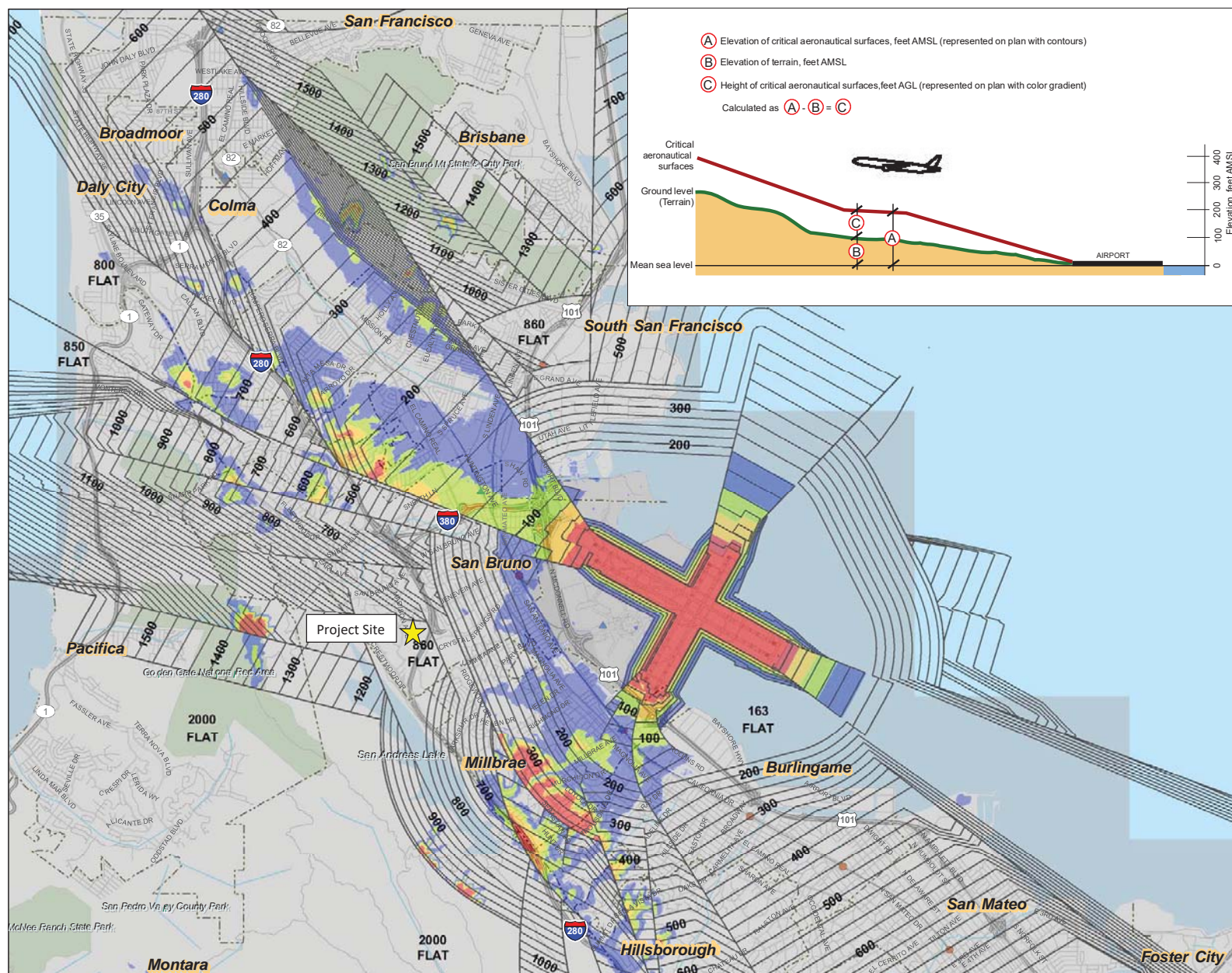
100:1 FAA Notification Zone: Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR Part 77, Subpart B, Section 77.9.

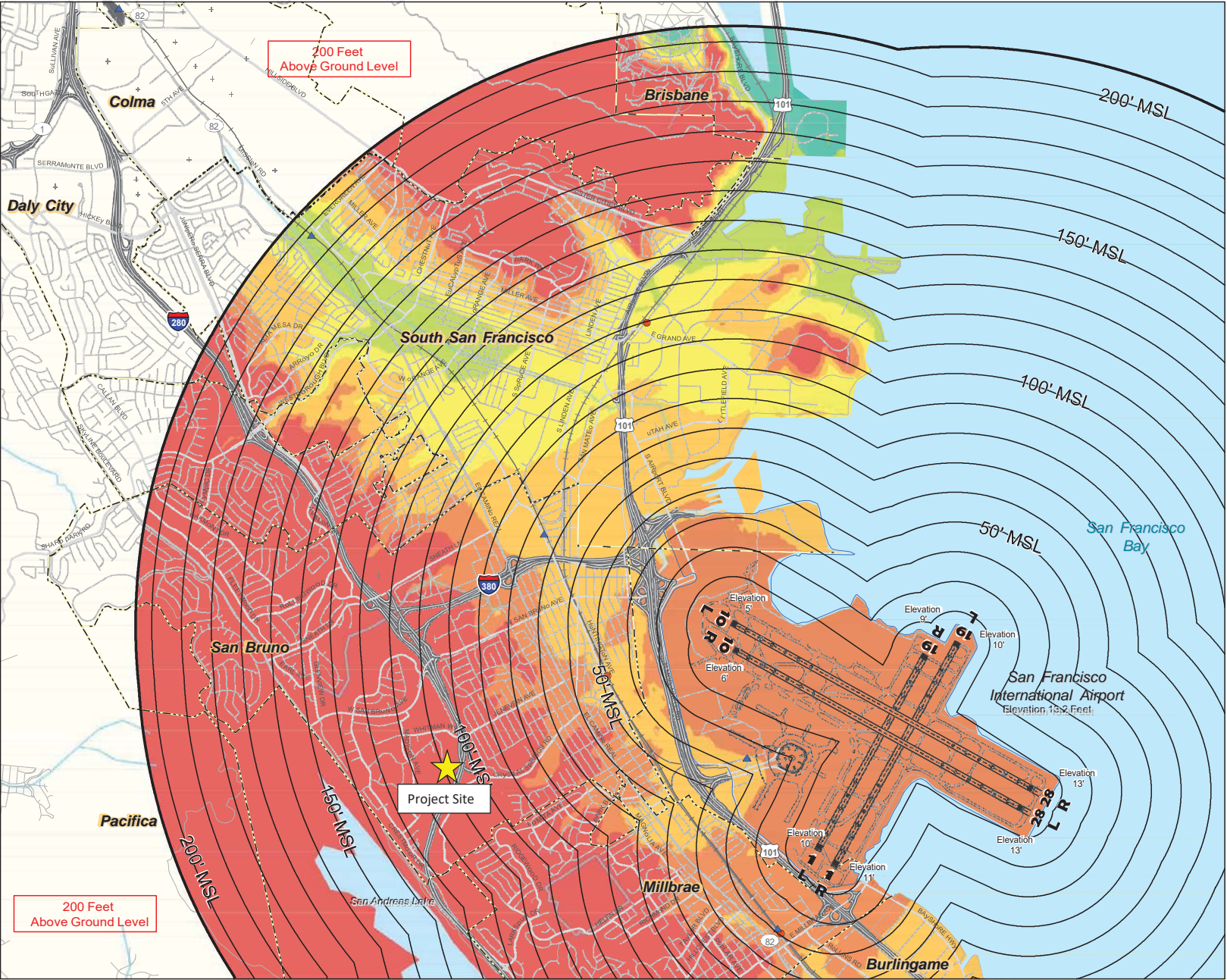
Outer Boundary of TERPS Approach and OEI Departure Surfaces: San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009

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







**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**

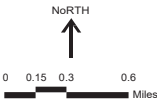
- BART Station
- CALTRAIN Station
- Municipal Boundary
- Railroad
- Freeway
- Road

**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.





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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*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](mailto: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

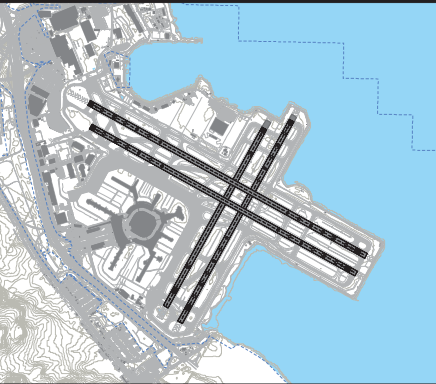
OVERLAY OF TANFORAN PRELIMINARY PROJECT APPLICATION AT 300 PIEDMONT AVENUE



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