

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

AIRPORT LAND USE COMMITTEE (ALUC) AGENDA

Date: Thursday, February 22, 2024	Join by Zoom Webinar: https://us02web.zoom.us/j/81335481228?pwd=eEQ2cmI4VzUrRHk0Nk4ybKZ4cWtDUT09
Time: 4:30 p.m.	Webinar ID: 813 3548 1228
Location: Burlingame Community Center 850 Burlingame Avenue Burlingame, CA	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 – An amendment to the Millbrae General Plan
to modify allowable uses within the General
Commercial Land Use Designation to add life science
and related biotechnology-type uses, including | Action
(Kalkin) | Page 5 |

Biosafety Levels 1, 2 or 3, on properties located east of US 101 within Safety Compatibility Zone 3.

- | | | |
|---|--------------------|---------|
| 5. San Francisco International Airport Land Use Compatibility Plan Consistency Review – Proposed General Plan and Zoning Amendments related to four potential housing sites identified in the San Bruno Draft 2023-2031 Housing Element situated in or adjacent to the Tanforan Shopping Center in San Bruno. | Action
(Kalkin) | Page 25 |
| 6. Election of ALUC Officers for Calendar Year 2024. | Action
(Kalkin) | Page 53 |
| 7. Review and Approval of Meeting Calendar for 2024. | Action
(Kalkin) | Page 54 |
| 8. Member Comments/Announcements | Information | |
| 9. Items from Staff | Information | |
| 10. Adjournment – <i>Next regular meeting – Mar. 28, 2024</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: February 22, 2024

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – An amendment to the Millbrae General Plan to modify allowable uses within the General Commercial Land Use Designation to add life science and related biotechnology-type uses, including Biosafety Levels 1, 2 or 3, on properties located east of US 101 within Safety Compatibility Zone 3.

(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 amendment to the Millbrae General Plan to modify allowable uses within the General Commercial Land Use Designation to add life science and related biotechnology-type uses, including Biosafety Levels 1, 2 or 3, on properties located east of US 101 within Safety Compatibility Zone 3, is 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 an update to its General Plan in 2022 which was reviewed at the time by the ALUC and determined to be conditionally compatible with the SFO ALUCP. The City has subsequently proposed an amendment to the allowable uses in the General Commercial Land Use category that would apply only to properties so designated that are located east of US 101, as follows:

“This designation provides for a full range of commercial uses including apparel and accessory stores, food stores, banks, personal and professional services, hospitals, offices including life sciences, laboratory, technology, biotechnology, or research and development uses, large format retail stores, and eating and drinking establishments. Other uses may include multi-family residential, hotels and outdoor sales. Life sciences, laboratory, technology, biotechnology, or research and development uses in the General Commercial classification are limited to properties located east of U.S. 101 and may contain Biosafety Levels 1, 2, or 3 only. Any use containing Biosafety Levels 2 or 3 is subject to review and approval of a Conditional Use Permit.”

As shown in the attached application materials, **Attachment 1**, the proposal would impact three parcels located at 1 Old Bayshore Rd. and 401 E. Millbrae Ave.

The affected 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

I. 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 Amendment does not involve noise sensitive uses and does not alter development standards, this review will focus on Safety Compatibility issues only.

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 southern half of the property impacted by the proposed amendment lies within Safety Zone 3, the Inner Turning Zone (ITZ), while the northern half of the property is not located within a Safety Zone. Per the *California Airport Land Use Planning Handbook*, the relative risk level in Safety Zone 3 is considered moderate to high.

▪ Biosafety Level 3 Use

Per the SFO ALUCP, the compatibility criteria for safety are established in Table IV-2, included as **Attachment 3**. As shown, *Biosafety Level 3 uses* are listed as incompatible within Safety Zone 3. The ALUCP identifies the various Biosafety Levels as follows¹:

“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*

¹ Per *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 the National Institutes of Health, or any successor publication.

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Airport Land Use Committee

RE: Consistency Review – Millbrae GP Amendment – General Commercial

Date: February 22, 2024

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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, the amendment would specifically enable the establishment of Biosafety Level 3 use within Safety Compatibility Zone 3, in direct conflict with the Safety Compatibility Policies of the SFO ALUCP and is therefore inconsistent with these policies. Note that such use would not be restricted per the SFO ALUCP on the northerly portion of the site that is not located within a Safety Compatibility Zone.

▪ Biosafety Level 2 Use

Per SFO ALUCP Table IV-2, Safety Compatibility Criteria, Biosafety Level 2 Uses within Safety Compatibility Zone 2 are listed as a use that should be avoided, noting that the “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% more exits than required by applicable codes. Where the 50% factor results in a fraction, the number of additional exits shall be rounded to the next highest whole number.” Should Millbrae approve an amendment to allow Biosafety Level 2 uses within Safety Zone 3, the following provisions are recommended:

- *Prior to approval, the final land use decision-making body for the project (Millbrae City Council, Planning Commission, etc.) shall make specific findings that there is no feasible land use alternative for the site.*
- *The City of Millbrae shall ensure that any structure within the project that is located within Safety Zone 3 and that contains a use classified as biosafety level 2 shall be provided with at least 50% more exits than required by applicable codes.*

II. Requirements for Override of Determination of Inconsistency with ALUCP

PUC Section 21675.1(d) provides that local agencies may override airport land use commission determinations. The override process has three steps:

1. The local agency must hold a public hearing on the proposed override action;

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – Millbrae GP Amendment – General Commercial

Date: February 22, 2024

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2. The local agency’s governing body must make specific findings that the proposed local action is consistent with the purposes of the airport land use commission statutes;
3. The local agency’s governing body must approve the override action by a two-thirds vote; the override action must include adoption of the specific findings identified in Step 2, above.

A local agency override of an airport land use commission determination of inconsistency has two consequences:

1. The proposed land use action may proceed, subject to local agency review and permitting processes, as if it had been found consistent with the SFO ALUCP by the Board.
2. If a city or county overrides a decision of the airport land use commission relating to a publicly owned airport that is not operated by that city or county, the agency operating the airport “shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency’s decision to override the commission’s action or recommendation.”

San Francisco International Airport (SFO) Staff Comments

Pursuant to standard practice, the project was referred to SFO Planning and Environmental Affairs staff for review, who provided detailed comments, included as **Attachment 5**. In summary, they note objection to the amendment as inconsistent with both the SFO ALUCP Safety Policies and the guidance provided in the *California Airport Land Use Planning Handbook*, note that there is no evidence provided to demonstrate that allowing such facilities within Safety Zone 3 would not pose an unacceptable risk to public safety 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 February 1, 2024
 - a. Attachments – online at <https://ccag.ca.gov/committees/airport-land-use-committee/> (see “Additional Meeting Materials”)



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

APPLICANT INFORMATION

Agency: City of Millbrae, Community Development Department

Project Name: General Plan Amendment

Address: 621 Magnolia Avenue

APN:

City: Millbrae

State: CA

ZIP Code: 94030

Staff Contact: Angelica Gonzalez

Phone: (650) 259-2307

Email: agonzalez@ci.millbrae.ca.us

PROJECT DESCRIPTION

General Plan amendment to include clarifying language to allow life sciences, laboratory, technology, biotechnology or research and development.

See Attachment 1 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:

See Attachment 1 for General Plan Section and Land Use Map

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. See Attachment 1
 - 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. See Attachment 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.

- 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. See Attachment 1

2. Real Estate Disclosure requirements related to airport proximity

NA

3. Any related environmental documentation (electronic copy preferred)

NA

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

NA

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.

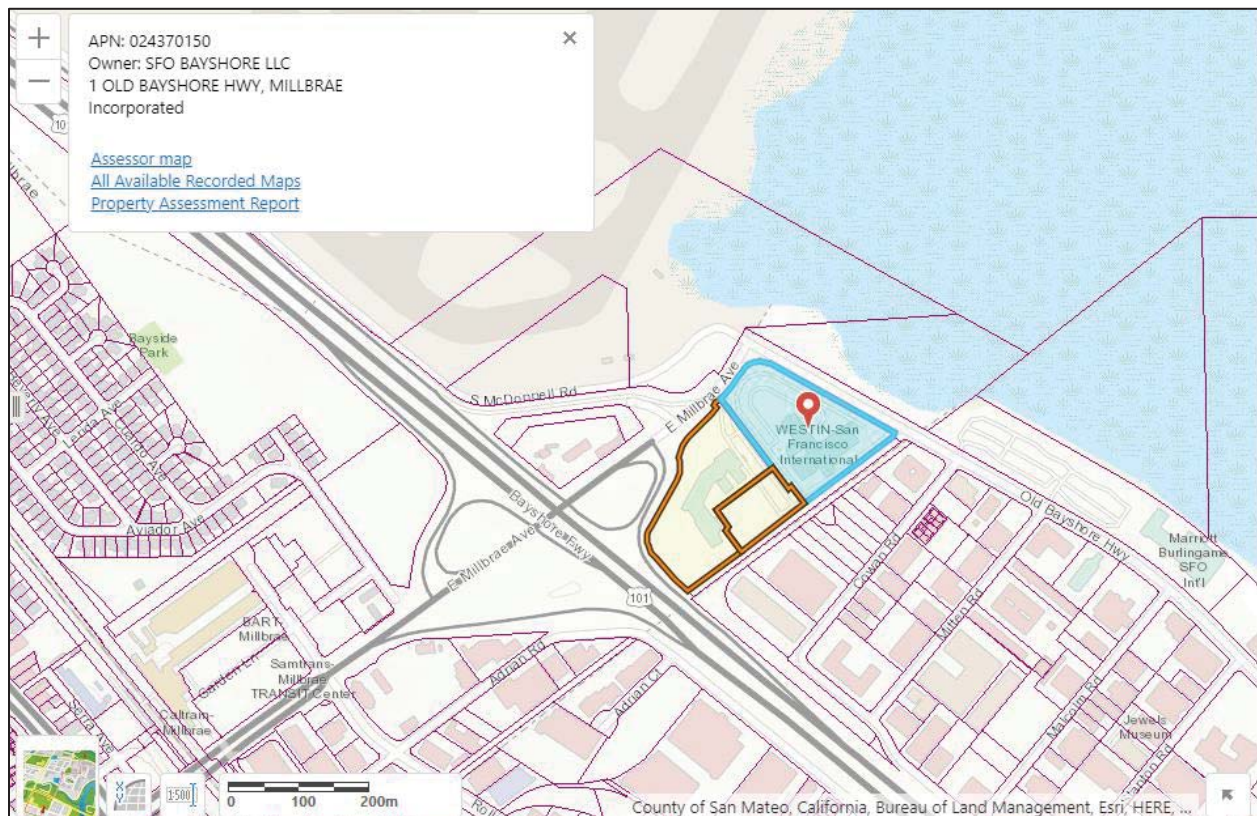
<i>For C/CAG Staff Use Only</i>
<i>Date Application Received</i>
<i>Date Application Deemed Complete</i>
<i>Tentative Hearing Dates:</i>
- <i>Airport Land Use Committee</i>
- <i>C/CAG ALUC</i>

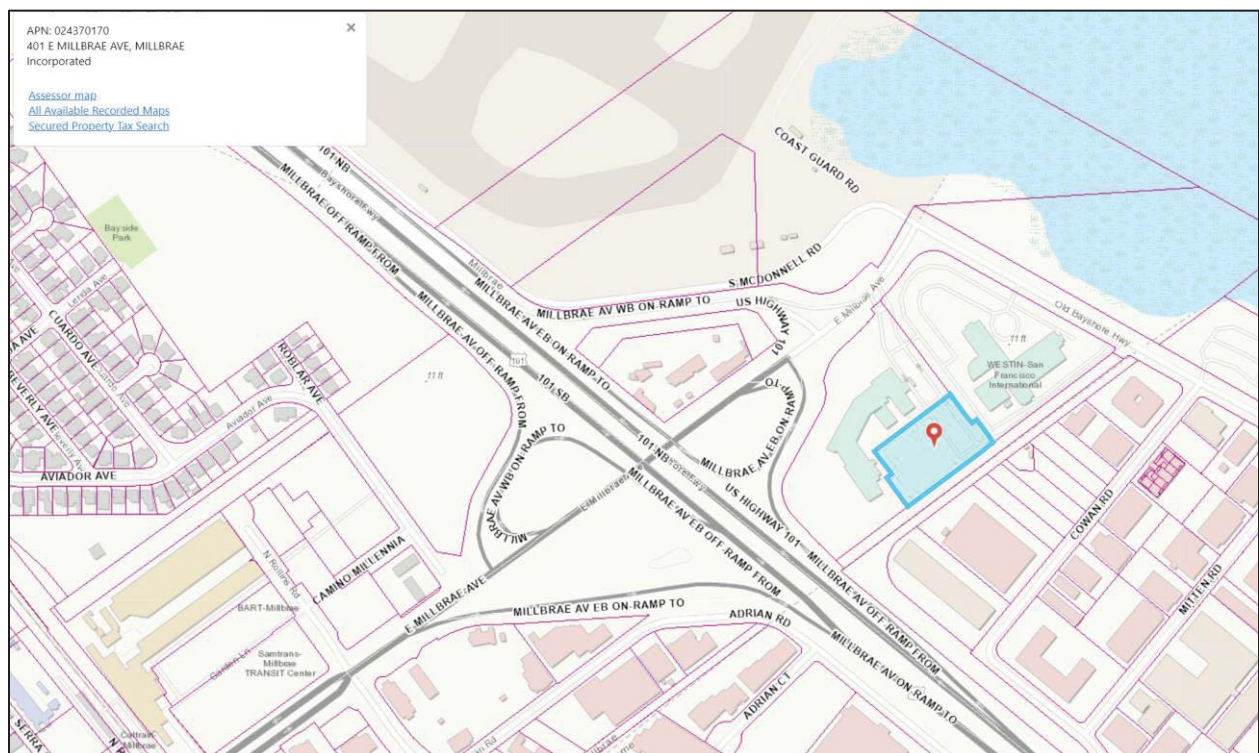
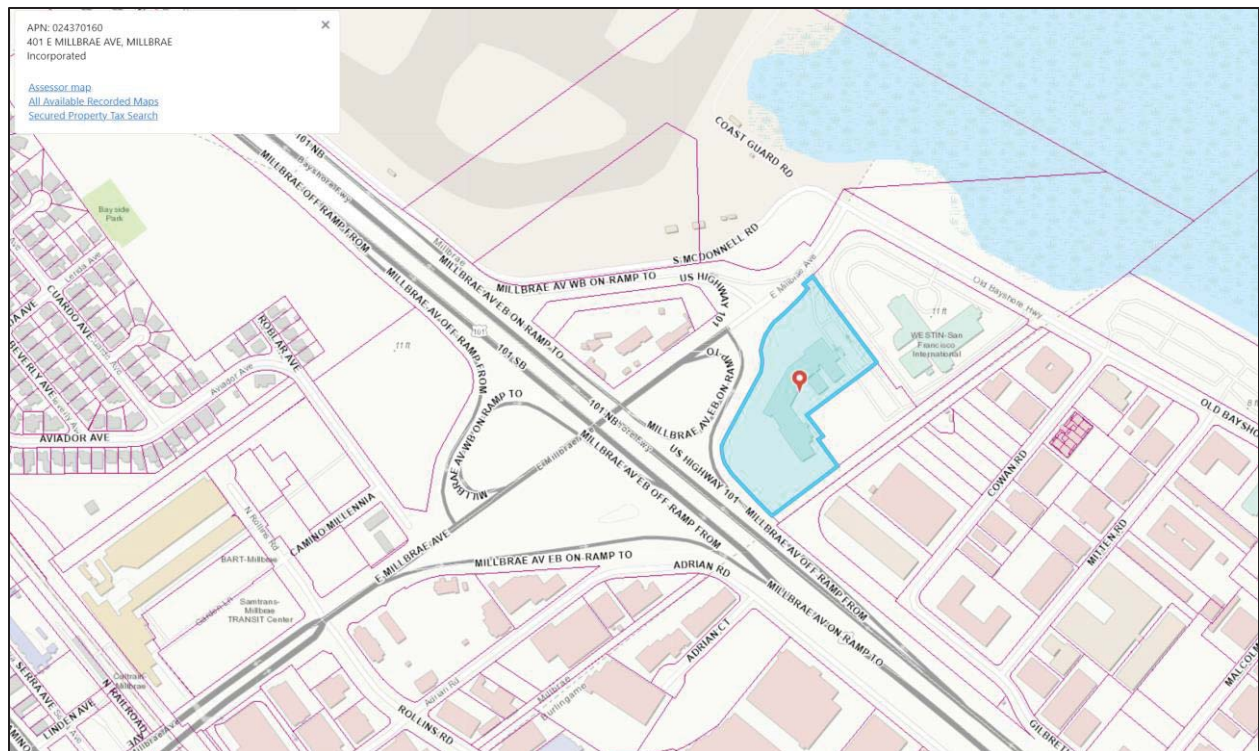
January 4, 2023

Land Use Consistency Determination: 2040 General Plan Policy Document Amendment**Project Description:**

The application is for a Land Use Consistency Determination for a General Plan amendment to include clarifying language for uses allowed as office for properties in the City of Millbrae located in the general commercial land use classification and located east of U.S. 101. The uses supported in the general commercial categories will include life sciences, laboratory, technology, biotechnology, or research and development uses located east of U.S. 101. Laboratory use will be limited to Biosafety Levels 1 and 2, or may include Level 3 subject to review and approval of a Conditional Use Permit.

Properties Impacted: The properties impacted by this General Plan amendment include three parcels located at 1 Old Bayshore and 401 E Millbrae. Maps are included below for reference.





1.a) Noise

The southern half of the site lies within the 65 dB CNEL noise contour, while the northern half lies within the 70 dB CNEL noise contour. Residential uses (except

transient residential uses, like hotels) are not compatible with placement within the 70 dB CNEL contour, while other types of housing would be conditionally compatible in the 65 dB CNEL only. Most other uses would either be compatible or conditionally compatible, except for some public or institutional uses within the 70 dB CNEL contour, which are not compatible.

1.b) Safety

The Aloft/Thunderbolt parcel (024-370-110) lies within Safety Zone 3. Incompatible uses within this zone include Biosafety Level 3 and 4 facilities, children's schools and large child day care centers, hospitals, nursing homes, stadiums, and arenas. Other hazardous uses are compatible but not recommended.

1c) Height (Elevation)

Permissible elevations within these parcels are controlled by two distinct surfaces. The northern half is controlled by a transitional surface, which is a sloped surface increasing in elevation at a slope of 7:1 as it gets farther from the nearest runway (Runway 1R/19L). That surface limits elevations to as low as 130' above mean sea level (AMSL, as measured from the 0' origin of the North American Vertical Datum of 1988) along Millbrae Ave. until it reaches 163.2' AMSL, where it tops out. The remainder of the site is controlled by a horizontal surface at that 163.2' AMSL elevation.

The ground elevation in this area appears to range from about 8-10' AMSL, so the maximum permissible building heights would be 8-10' lower than the elevations described above. However, I understand that some nearby developers have been setting their ground floors even higher to account for the FEMA floodplain, so the actual permissible building heights may be slightly lower after accounting for a taller ground floor.

Existing General Plan Language, Table LU-1: Land Use Designations, Page 2-7

General Commercial: This designation provides for a full range of retail commercial uses including apparel and accessory stores, food stores, banks, personal and professional services, hospitals, offices, large format retail stores, and eating and drinking establishments. Other uses may include multi-family residential, hotels and outdoor sales.

Redlined General Plan Language

PROPOSED (REDLINED)

This designation provides for a full range of commercial uses including apparel and accessory stores, food stores, banks, personal and professional services, hospitals, offices including life sciences, laboratory, technology, biotechnology, or research and development uses, large format retail stores, and eating and drinking establishments. Other uses may include multi-family residential, hotels and outdoor sales. Life sciences, laboratory, technology, biotechnology, or research and development uses in the General Commercial classification are limited to properties located east of U.S. 101 and may contain Biosafety Levels 1, 2, or 3 only. Any use containing Biosafety Levels 2 or 3 is subject to review and approval of a Conditional Use Permit.

PROPOSED (NO MARKUPS)

General Commercial: This designation provides for a full range of commercial uses including apparel and accessory stores, food stores, banks, personal and professional services, hospitals, offices including life sciences, laboratory, technology, biotechnology, or research and development uses, large format retail stores, and eating and drinking establishments. Other uses may include multi-family residential, hotels and outdoor sales. Life sciences, laboratory, technology, biotechnology, or research and development uses in the General Commercial classification are limited to properties located east of U.S. 101 and may contain Biosafety Levels 1, 2, or 3 only. Any use containing Biosafety Levels 2 or 3 is subject to review and approval of a Conditional Use Permit.

General Plan, Page 2-7, General Commercial Section, Existing

Table LU-1: Land Use Designations	Density/Intensity Range
<p>the MSASP. The Millbrae Station Area Specific Plan designation provides for a wide variety of uses including residential, retail, hotels, employment center/light industrial, public facilities, and mixed uses.</p>	<p>other development standards.</p>
<p>Downtown and El Camino Real Specific Plan</p> <p>The Downtown and El Camino Real Specific Plan designation applies to all parcels in the Downtown and El Camino Real Specific Plan boundary outside of the Station Area and is intended to provide housing and community- and visitor-serving uses. Details on the precise mix of uses and building intensity and other standards are contained in the Downtown and El Camino Real Specific Plan. The Downtown and El Camino Real Specific Plan designation provides for a wide variety of uses including residential, retail, hotels, offices, public facilities, and mixed use.</p>	<p>The Downtown and El Camino Real Specific Plan (DT&ECR SP) contains the building FARs, residential densities and other standards.</p>
<p>General Commercial</p> <p>This designation provides for a full range of retail commercial uses including apparel and accessory stores, food stores, banks, personal and professional services, hospitals, offices, large format retail stores, and eating and drinking establishments. Other uses may include multi-family residential, hotels and outdoor sales.</p>	<p>Maximum 3.0</p>
<p>Industrial This designation provides for a wide range of industrial, manufacturing, research and development, warehousing, and automotive uses.</p>	<p>Maximum FAR 1.5</p>
<p>Public / Institutional/Utility Facilities</p> <p>This designation provides for uses that are public, quasi-public, or privately-owned but community serving in nature, including government or public agency offices/operations/corporation yards, public and private schools, childcare centers, and community centers. Other uses may include facilities owned and/or operated by public utilities to serve the public with electricity, gas, water, and communications, as well as service-commercial uses.</p>	<p>N/A</p>
<p>Parks, Recreation and Open Space</p> <p>This designation provides for public and private parks, public and private recreational uses including golf courses, open spaces, and areas that can be programmed for recreational uses.</p>	<p>N/A</p>

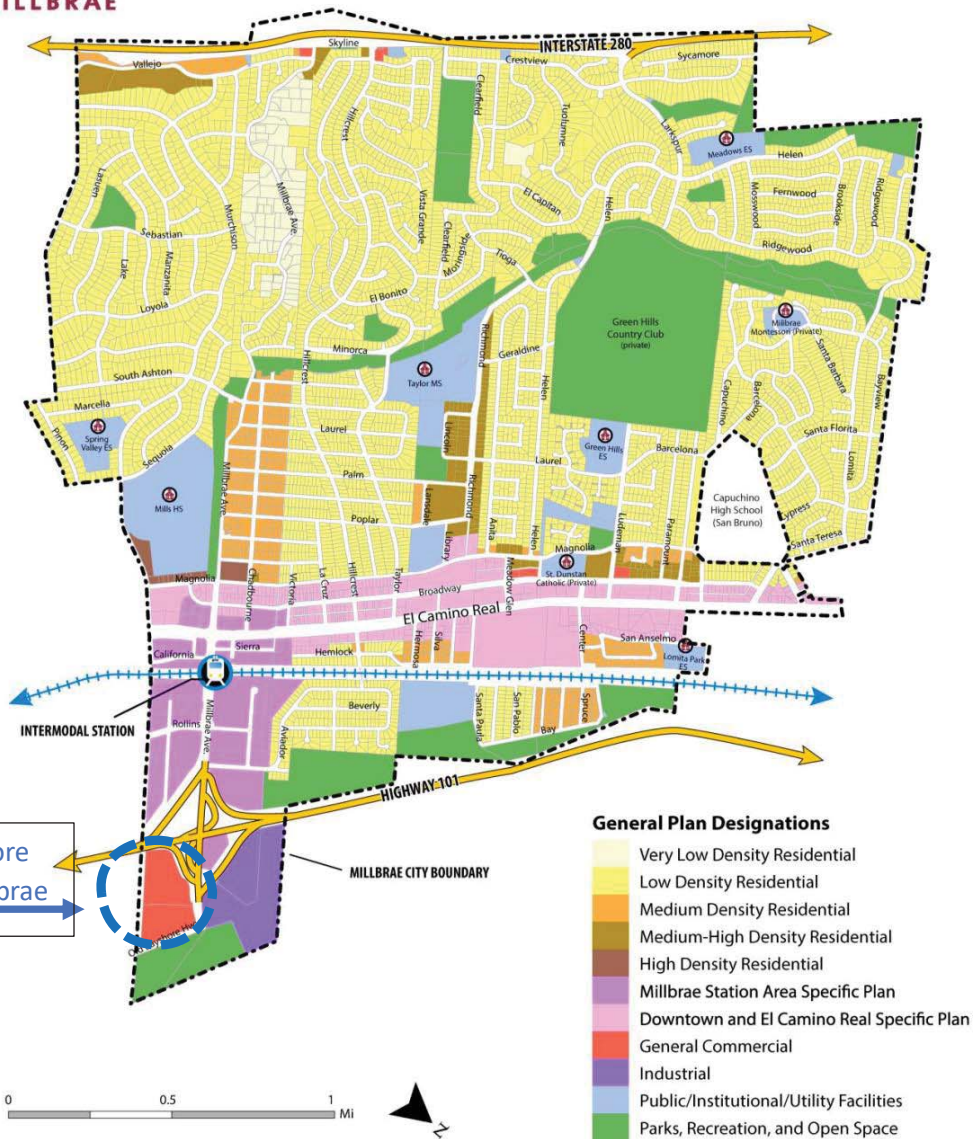
General Plan, Page 2-7, General Commercial Section, Proposed with Markups

Table LU-1: Land Use Designations	Density/Intensity Range
<p>the MSASP. The Millbrae Station Area Specific Plan designation provides for a wide variety of uses including residential, retail, hotels, employment center/light industrial, public facilities, and mixed uses.</p>	<p>other development standards.</p>
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<p>General Commercial</p> <p>This designation provides for a full range of <u>retail</u>-commercial uses including apparel and accessory stores, food stores, banks, personal and professional services, hospitals, offices <u>including life sciences, laboratory, technology, biotechnology, or research and development uses</u>, large format retail stores, and eating and drinking establishments. Other uses may include multi-family residential, hotels and outdoor sales. <u>Life sciences, laboratory, technology, biotechnology, or research and development uses in the General Commercial classification are limited to properties located east of U.S. 101 and may contain Biosafety Levels 1, 2, or 3 only. Any use containing Biosafety Levels 2 or 3 is subject to review and approval of a Conditional Use Permit.</u></p>	<p>Maximum <u>FAR 3.0</u></p>
<p>Industrial This designation provides for a wide range of industrial, manufacturing, research and development, warehousing, and automotive uses.</p>	<p>Maximum FAR 1.5</p>
<p>Public / Institutional/Utility Facilities</p> <p>This designation provides for uses that are public, quasi-public, or privately-owned but community serving in nature, including government or public agency offices/operations/corporation yards, public and private schools, childcare centers, and community centers. Other uses may include facilities owned and/or operated by public utilities to serve the public with electricity, gas, water, and communications, as well as service-commercial uses.</p>	<p>N/A</p>

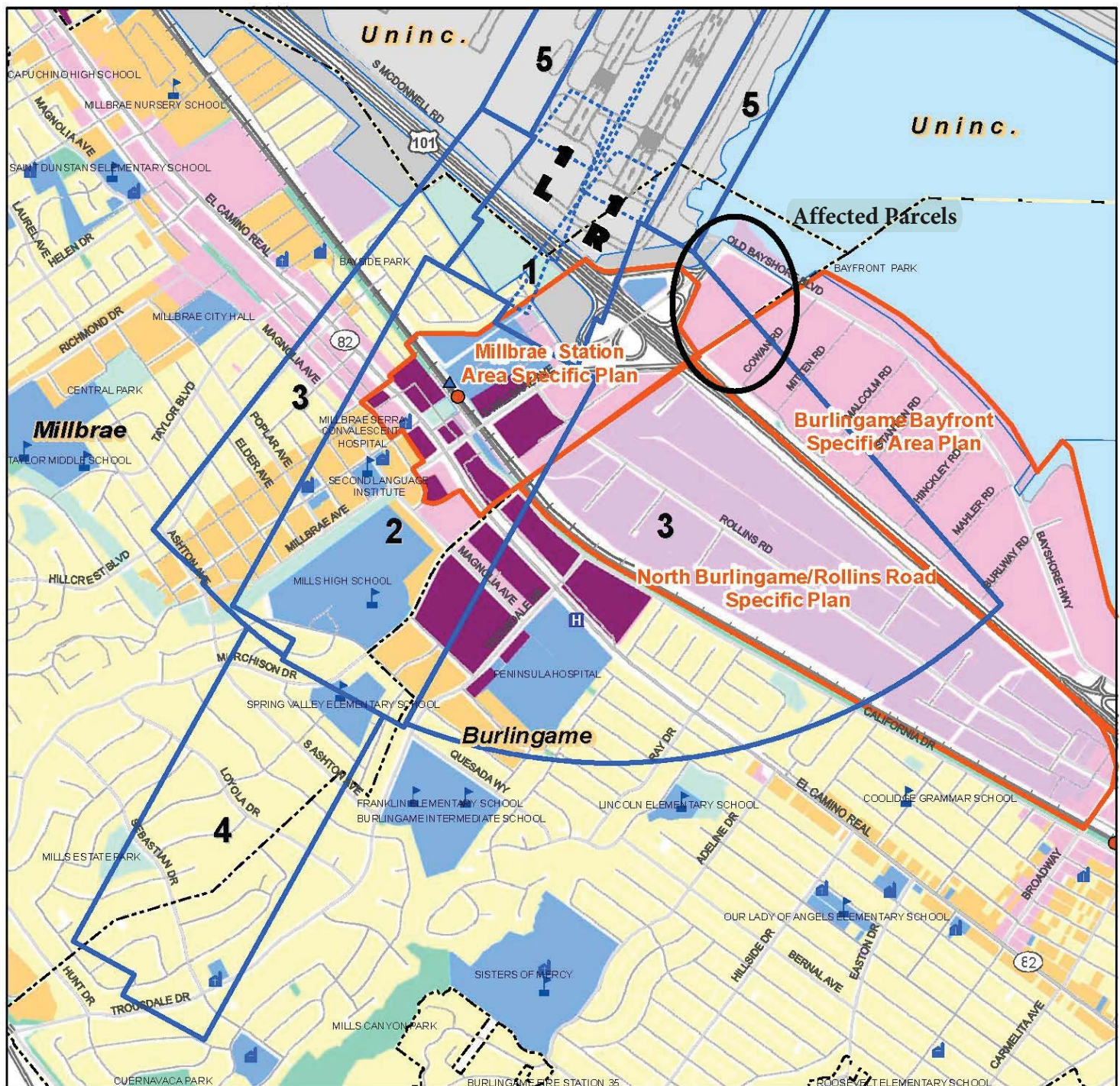
Figure 2-1 Figure LU-1 Land Use Diagram



**Figure LU-1:
Land Use Diagram**



Source: City of Millbrae, 2017; Mintier Harnish, 2018. Map Date: November 2022.



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
- H Hospital

--- Municipal Boundary

--- Railroad

--- Freeway

--- Major Road

--- Road

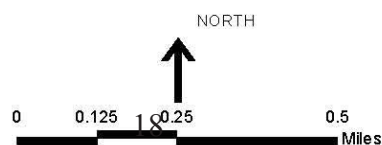
Planned Land Use Per General Plans

- 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/	<p><i>Avoid:</i> 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.</p> <p><i>Incompatible</i> Use is not compatible in the indicated zones and cannot be permitted.</p>
2/	<p>Definitions</p> <ul style="list-style-type: none">o <i>Biosafety Level 3 and 4 facilities:</i> Medical and biological research facilities involving the storage and processing of extremely toxic or infectious agents. See Policy SP-3 for additional detail.o <i>Children’s schools:</i> Public and private schools serving preschool through grade 12, excluding commercial services.o <i>Controlled Activity Area:</i> 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 <i>Critical public utilities:</i> 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 <i>Hazardous uses:</i> 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 <i>Large child day care centers:</i> 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 I 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

February 1, 2024

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

kkalkin@smcgov.org

Subject: San Francisco International Airport's Objection to the City of Millbrae's Proposed Amendment to the Millbrae General Plan

Dear Susy:

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 General Plan, which would expand the types of office uses that are allowed under the General Commercial land use designation. We appreciate this opportunity to coordinate with the Airport Land Use Commission (ALUC) in evaluating the proposed amendment.

As described in the City's application for the proposed amendment, land uses that are currently allowed under the General Commercial land use designation include retail commercial uses such as "apparel and accessory stores, food stores, banks, personal and professional services, hospitals, offices, large-format retail stores, and eating and drinking establishments." The proposed amendment would expand the types of office uses that would be allowed under the General Commercial land use designation. Specifically, the definition of office use would be amended to include life science, laboratory, technology, biotechnology, or research and development uses. These land uses would be allowed on properties in an area east of U.S. Highway 101 and south of Millbrae Avenue (Assessor's Parcel Numbers 024-370-150, 024-370-160, and 024-370-170). These land uses would be limited to Biosafety Level 1, 2, or 3 facilities, and Biosafety Level 2 and 3 facilities would require approval of a Conditional Use Permit by the Millbrae Planning Commission.

The area east of U.S. Highway 101 and south of Millbrae Avenue is within Safety Zone 3: Inner Turning Zone, as shown on Exhibits IV-7 and IV-9 of the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP). Safety Compatibility Policy SP-2 of the SFO ALUCP specifically prohibits Biosafety 3 facilities within Safety Zone 3 and recommends that Biosafety Level 2 facilities be avoided within Safety Zone 3 unless no feasible alternative is available (see **Attachment A**). 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 proposed amendment is not consistent with Safety Compatibility Policy SP-2 or the *California Airport Land Use Planning Handbook* and is not supported by evidence demonstrating that allowing Biosafety Level 2 and 3 facilities within Safety Zone 3 would not pose an unacceptable risk to public safety.

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

Susy Kalkin, ALUC
February 1, 2024
Page 2 of 2

The proposed amendment to allow Biosafety Level 2 and 3 facilities within Safety Zone 3 is inconsistent with the SFO 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 SFO ALUCP. Should the ALUC determine that the proposed amendment is incompatible with the SFO ALUCP, the City may choose to override the ALUC determination by holding a public hearing on the override action, making specific findings that the proposed local action is consistent with the purposes of the state airport land use commission statutes, and the City Council approves of the override action by a two-thirds majority vote.² If the City were to override an ALUC determination of incompatibility for the proposed amendment, the Airport would be immune from liability for damages resulting directly or indirectly from allowing Biosafety Level 2 and 3 facilities in Safety Zone 3 under state law.³

The Airport does not object to Biosafety Level 2 and 3 facilities in areas that specifically cater to and provide appropriate containment for that type of research. However, such facilities are not suitable near 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 to public safety. The City should carefully consider the health, safety, and well-being of its citizens in the event of an aircraft accident in Safety Zone 3.

* * *

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

Attachment

SFO ALUCP Safety Compatibility Policies

cc: Tom Williams, City of Millbrae, City Manager
 Audrey Park, SFO, Environmental Affairs Manager
 Chris DiPrima, SFO, Acting Airport Planning Manager

² Cal. Pub. Util. Code § 21676(b).

³ Cal. Pub. Util. Code § 21678.

C/CAG AGENDA REPORT

Date: February 22, 2024

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Land Use Compatibility Plan Consistency Review – Proposed General Plan and Zoning Amendments related to four potential housing sites identified in the San Bruno Draft 2023-2031 Housing Element situated in or adjacent to the Tanforan Shopping Center in 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 General Plan and Zoning Amendments related to four potential housing sites identified in the San Bruno Draft 2023-2031 Housing Element situated in or adjacent to the Tanforan Shopping Center in San Bruno is inconsistent with the noise compatibility policies of the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP).

BACKGROUND

In November 2022, the ALUC reviewed the City of San Bruno Draft 2023-2031 Housing Element Update (Draft Housing Element) and adopted a resolution determining it to be inconsistent with the noise compatibility policies of the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP) due to its inclusion of housing opportunity sites located within the CNEL 70 dB aircraft noise contour, in direct conflict with SFO ALUCP noise compatibility policies. In January 2023, the City of San Bruno adopted a resolution overriding the ALUC determination.

The City of San Bruno continues in the process of updating its Housing Element for 2023 – 2031 planning period. Drafts of the Housing Element have been reviewed by the State Department of Housing and Community Development (HCD), with a third review pending. The Draft Housing Element identifies goals, policies, and programs to address existing and projected housing needs and includes a list of housing opportunity sites. The sites inventory included in the document, indicates how the city intends to accommodate the housing units, and includes adding a minimum of 1,050 housing units at the Tanforan sites (A.K.A. The Shops at Tanforan) located at 1150 El Camino Real and 1292 Huntington Ave., adding a minimum of 60 housing units at the San Bruno Pet Hospital site located at 1151 El Camino Real, and adding a minimum of 40 housing units at the dental office site located at 1101 El Camino Real. All of the sites require a combination of either rezoning, a Specific Plan amendment, or amendments to a Planned Development District. The General Plan will also be

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review –GP and Zoning Amendments to Implement San Bruno HE Policies

Date: February 22, 2024

Page 2

amended to effectuate housing on these sites. The same sites were planned for housing in San Bruno’s draft 2023-2031 Housing Element which was reviewed by the ALUC in November 2022. San Bruno is now proposing to change the general plan and zoning designations on these four sites to accommodate the identified housing units. All four sites are located within the CNEL 70dB Aircraft Noise Contour.

Site Address	Existing Land Use	Existing GP Land Use Designation	Proposed GP Land Use Designation	Existing Zoning and Height Limit	Proposed Zoning and Height Limit
1150 El Camino Real	Tanforan	Regional Commercial	Transit-Oriented Development	P-D 85 feet	P-D 85 feet
1292 Huntington Ave.	Tanforan	Transit-Oriented Development	Transit-Oriented Development	TOD-1 65 feet	P-D 85 feet
1151 El Camino Real	San Bruno Pet Hospital	Neighborhood Commercial	Transit-Oriented Development	C-N 35 feet	TOD 50 feet
1101 El Camino Real	Dental Office	High-Density Residential	Transit-Oriented Development	P-D 70 feet	P-D 70 feet

The City of San Bruno has referred these proposed amendments to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the SFO ALUCP, pursuant to California Public Utilities Code (PUC) Section 21676(b).

DISCUSSION

I. SFO ALUCP Consistency Evaluation

Three airport / land use compatibility factors are addressed in the SFO ALUCP that relate to the proposed general plan and zoning amendments. These include policies for: (a) noise compatibility, (b) safety compatibility, and (c) airspace compatibility. The following sections address each factor.

(a) Noise Compatibility

Attachment 1a shows that sites 1 through 3 lie wholly within the CNEL 70 dB aircraft noise contour, while site 4 is partially located within this contour. As outlined in SFO ALUCP Table IV-1 - *Noise/Land Use Compatibility Criteria*, **Attachment 2**, with a limited exception, residential land use is deemed “not compatible” in the CNEL 70-75 dB noise exposure contour range. (The exception applies to existing lots of record zoned for residential use as of the effective date of the SFO ALUCP (November 8, 2012), which does not apply to the subject proposal.) In addition, SFO

ALUCP Policy NP-4.4 clearly states: “The rezoning of land for residential use within the CNEL 70 dB contour shall be considered incompatible and inconsistent with this ALUCP.”

The proposed amendments are incompatible and inconsistent with the SFO ALUCP noise compatibility policies.

(b) Safety Compatibility

The SFO ALUCP includes safety zones and related land use compatibility policies and criteria.

Attachment 1b shows the subject parcels in relation to the safety compatibility zones. Site 1 and 2 are located within Safety Zone 4 (Outer Approach / Departure Zone). Per SFO ALUCP Table IV-2, *Safety Compatibility Criteria*, housing is a compatible use in Safety Zone 4. Therefore, the proposed amendments are consistent with the SFO ALUCP safety policies.

(c) Airspace Compatibility

The SFO ALUCP airspace policies establish maximum heights for the compatibility of new structures, the need for compliance with federal regulations requiring notification of the Federal Aviation Administration (FAA) of certain proposed construction or alterations of structures, and address other incompatible site characteristics, especially as they pertain to building materials or features that reflect and create bright lights or glare or which may attract wildlife (ex. large flocks of birds), which can pose serious safety hazard to pilots and aircraft.

Structure Heights

Per SFO ALUCP Airspace Policy AP-3, in order to be consistent, the maximum height of a structure must be the lower of (1) the height shown on the critical aeronautical surfaces map (Exhibits IV-17 & IV 18), or (2) the maximum height determined by the FAA not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

As shown on Exhibit IV-17 of the SFO ALUCP, **Attachment 3**, the elevations of the critical aeronautical surfaces at the subject development sites range from approximately 125 to 145 feet above mean sea level (AMSL). Utilizing SFO’s online airspace tool it appears that Sites 1-3 would not exceed the critical aeronautical surfaces, but allowable heights on Site 4 could potentially exceed this height, which would be inconsistent with Airspace Policy AP-3, see **Attachment 4**. Additionally, per Exhibit IV-11, **Attachment 5**, development projects on any of these sites would require the filing of Form 7460-1 with the FAA and subsequent issuance of a Determination of No Hazard to Air Navigation.

Other 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 due to the proximity of the subject development sites to the Airport, Airspace Protection Policies AP-1 through AP-4 of the SFO ALUCP are attached as reminders of incompatible site characteristics, especially as they pertain

to building materials or features that reflect and create bright lights or glare, which can pose serious safety hazard to pilots and aircraft. If any projects are constructed on the subject development sites, building materials and lighting should be selected and designed to minimize visual hazards to pilots.

Since San Bruno has not yet brought its General Plan and Zoning Ordinance into consistency with the SFO ALUCP, in accordance with ALUCP Policy GP-10.1, the city is required to submit all proposed development and land use policy actions that affect property within AIA B to the ALUC for a consistency determination before issuing any permits. Adherence to this requirement will ensure that future projects will comply with applicable Airspace Protection policies.

II. Requirements for Override of Determination of Inconsistency with ALUCP

PUC Section 21675.1(d) provides that local agencies may override airport land use commission determinations. The override process has three steps:

1. The local agency must hold a public hearing on the proposed override action;
2. The local agency's governing body must make specific findings that the proposed local action is consistent with the purposes of the airport land use commission statutes;
3. The local agency's governing body must approve the override action by a two-thirds vote; the override action must include adoption of the specific findings identified in Step 2, above.

A local agency override of an airport land use commission determination of inconsistency has two consequences:

1. The proposed land use action may proceed, subject to local agency review and permitting processes, as if it had been found consistent with the SFO ALUCP by the Board.
2. If a city or county overrides a decision of the airport land use commission relating to a publicly owned airport that is not operated by that city or county, the agency operating the airport "shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency's decision to override the commission's action or recommendation."

III. Mitigation in Case of City of San Bruno Override

If the City overrides the Board determination of inconsistency with the SFO ALUCP, it is recommended that the City of San Bruno require compliance with the following language in Table IV-1, Noise/Land Use Compatibility Criteria, footnote (a), of the SFO ALUCP:

Use must be sound insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources. The property owners shall grant an aviation easement to the City and County of San Francisco prior to issuance of a building permit for the proposed building or structure.

San Francisco International Airport (SFO) Staff Comment Letter

SFO Planning and Environmental Affairs staff provided comments on the draft Housing Element, included as **Attachment 5**. They note the airport does not support the proposed amendments/rezonings and urge San Bruno to abandon plans to introduce housing within the CNEL 70 dB contour, noting “Developing residential uses within the CNEL 70 dBA contour would expose residents to extreme and persistent noise from aircraft operations. Such exposure can result in adverse health effects including stress-related illnesses, high blood pressure, hearing loss, and sleep disruption.¹ This noise exposure is not mitigable for residential uses due to the nature of that development type, which is characterized by operable windows, access to open space, and other design elements which preclude effective mitigation.”

ATTACHMENTS

1. Application Materials
 - a. Proposed Housing Sites and SFO ALUCP Noise Exposure Contours
 - b. Proposed Housing Sites and SFO ALUCP Safety Zones
2. SFO ALUCP Table IV-1 – Noise/Land Use Compatibility Criteria
3. SFO ALUCP Exhibit IV-17 – Critical Aeronautical Surfaces
4. IALP Readouts – Airspace Protection
5. SFO Comment letter dated February 12, 2024
 - a. Attachments are available on the C/CAG website (see “Additional meeting materials”): <https://ccag.ca.gov/committees/airport-land-use-committee/>

¹ United States Environmental Protection Agency, Clean Air Act Title IV – Noise Pollution. Available online at <https://www.epa.gov/clean-air-act-overview/clean-air-act-title-iv-noise-pollution> .



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: **2023 - 2031 Housing Element Update - rezonings**

Address: **567 El Camino Real**

APN: **014316330, 014311060, 020013100, 020213200, 020013170**

City: **San Bruno**

State: **CA**

ZIP Code: **94110**

Staff Contact: **Michael Smith**

Phone: **650-616-7062**

Email: **msmith@sanbruno.ca.gov**

PROJECT DESCRIPTION

The City of San Bruno is working on its Housing Element update for the 2023 - 2031 planning cycle and has a Regional Housing Needs Allocation (RHNA) of 3,165 housing units to plan for. The draft document was previously reviewed by the ALUC and was determined not to be in compliance with the SFO ALUCP. San Bruno is now implementing the rezonings for the same sites that were designated for rezoning in the draft Housing Element the ALUC previously reviewed. A new ALUC review is required because the rezoning was not included in the earlier review of the draft Housing Element.

REQUIRED PROJECT INFORMATION

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

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

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

- 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.

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

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

AGENCY NAME: City of San Bruno

PROJECT NAME: 2023 – 2031 Housing Element Update - rezonings

Project Description: The City of San Bruno is in the process of updating its Housing Element for 2023 – 2031 planning period and has been allocated 3,165 housing units through RHNA process. Drafts of the Housing Element have been reviewed by HCD. A third review by HCD is pending. The Draft Housing Element identifies goals, policies, and programs to address existing and projected housing needs and includes a list of housing opportunity sites. The sites inventory included in the document, indicates how the city intends to accommodate the housing units, and includes adding a minimum of 1,050 housing units at the Tanforan sites (A.K.A. The Shops at Tanforan) located at 1150 El Camino Real and 1292 Huntington Ave., adding a minimum of 60 housing units at the San Bruno Pet Hospital site located at 1151 El Camino Real, and adding a minimum of 40 housing units at the dental office site located at 1101 El Camino Real. All of the sites require a combination of either rezoning, a Specific Plan amendment, or amendments to a Planned Development District and include three distinct development sites comprised of five different APNs. The General Plan will also be amended to effectuate housing on these sites. The same sites were planned for housing in San Bruno’s draft 2023-2031 Housing Element which was reviewed by the ALUC in November 2022. San Bruno is now proposing to rezone the sites in question to permit the specified housing units.

Site No.	APN	Address	Use	Acres	Proposed Housing units
1	014316330	1150 El Camino Real	Tanforan	11.28	850
2	014311060	1292 Huntington Ave.	Tanforan	1.42	200
3	020013100	1151 El Camino Real	Pet Hospital	.60	60
4	020213200 020013170	1101 El Camino Real	Dental Office	.40	40
	Total				1,150

SFO ALUCP Analysis:

Three airport / land use compatibility factors are addressed in the SFO ALUCP that relate to the proposed rezonings and plan amendments. These include policies for: (a) noise compatibility, (b) safety compatibility, and (c) airspace compatibility. The following sections address each factor.

Noise Compatibility

Pursuant to SFO ALUCP, Table IV-1, *Noise/Land Use Compatibility Land Use Criteria*, with a limited exception, residential land use is not compatible in the CNEL 70-75 dB noise exposure contour range. The Tanforan and Pet Hospital sites are located in the CNEL 70-75 dB noise exposure contour range. The

Tanforan site is intended to accommodate at least 1,050 housing units, a minimum of 60 housing units are designated for the Pet Hospital site and a minimum of 40 housing units are designated for the dental office site. Tanforan is presently zoned P-D (Planned Development) and designated in the City's General Plan for regional commercial use. The pet hospital site is zoned C-N (Neighborhood Commercial) and designated in the General Plan for neighborhood commercial use. The dental office site is already zoned for high-density housing at a density of 60 units per acre. Density for all sites would be unlimited with staff estimating a minimum of 100 units per acre. Our proposal to rezone these sites to permit residential uses, or increase permitted residential density in the case of the dental office site, is inconsistent with the SFO ALUCP noise policies.

As further outlined in SFO ALUCP Table IV-1, residential land uses are conditionally compatible in the CNEL 65-70 dB noise exposure contour range and are acceptable if sound insulation is provided to reduce interior noise levels from exterior sources to CNEL 45 dB or lower and if an aviation easement is granted to the City and County of San Francisco as operator of SFO. A portion of the dental office site appears to be located within the CNEL 65-70 dB noise exposure contour range established in the SFO ALUCP. The noise compatibility conditions of the SFO ALUCP would apply to the site.

Safety Compatibility

The SFO ALUCP includes safety zones and related land use compatibility policies and criteria. Attachment 1b shows the City's proposed housing opportunity sites in relation to the safety compatibility zones. Two housing opportunity sites, Sites 15 and 21, are in Safety Zone 3 (Inner Turning Zone) and one housing opportunity site, Site 14 (the Tanforan Site), is in Safety Zone 4 (Outer Approach / Departure Zone). Per SFO ALUCP Table IV-2, *Safety Compatibility Criteria*, housing is a compatible use in Safety Zone 3 and Safety Zone 4. Therefore, the Draft Housing Element is consistent with the SFO ALUCP safety policies.

Airspace Compatibility

The SFO ALUCP airspace policies establish maximum heights for the compatibility of new structures. The policies also stipulate the need for compliance with federal regulations requiring notification of the Federal Aviation Administration of certain proposed construction or alterations of structures. The proposed rezoning to permit housing on the referenced sites would raise the height limit for the pet hospital only. The existing height limits for the remaining sites would not change. The table below shows the existing and proposed height limits for the sites.

Site No.	APN	Address	Use	Existing Height/Floors	Proposed Height/Floors
1	014316330	1150 El Camino Real	Tanforan	85'	85'
2	014311060	1292 Huntington Ave.	Tanforan	65'/ 5 floors	85'
3	020013100	1151 El Camino Real	Pet Hospital	35'	50'/3 floors
4	020213200 020013170	1101 El Camino Real	Dental Office	70'/ 5 floors	70'/ 5 floors

A further determination of consistency with the airspace compatibility policies would be required for future development proposals through the FAA review process by filing a Form 7460-1.

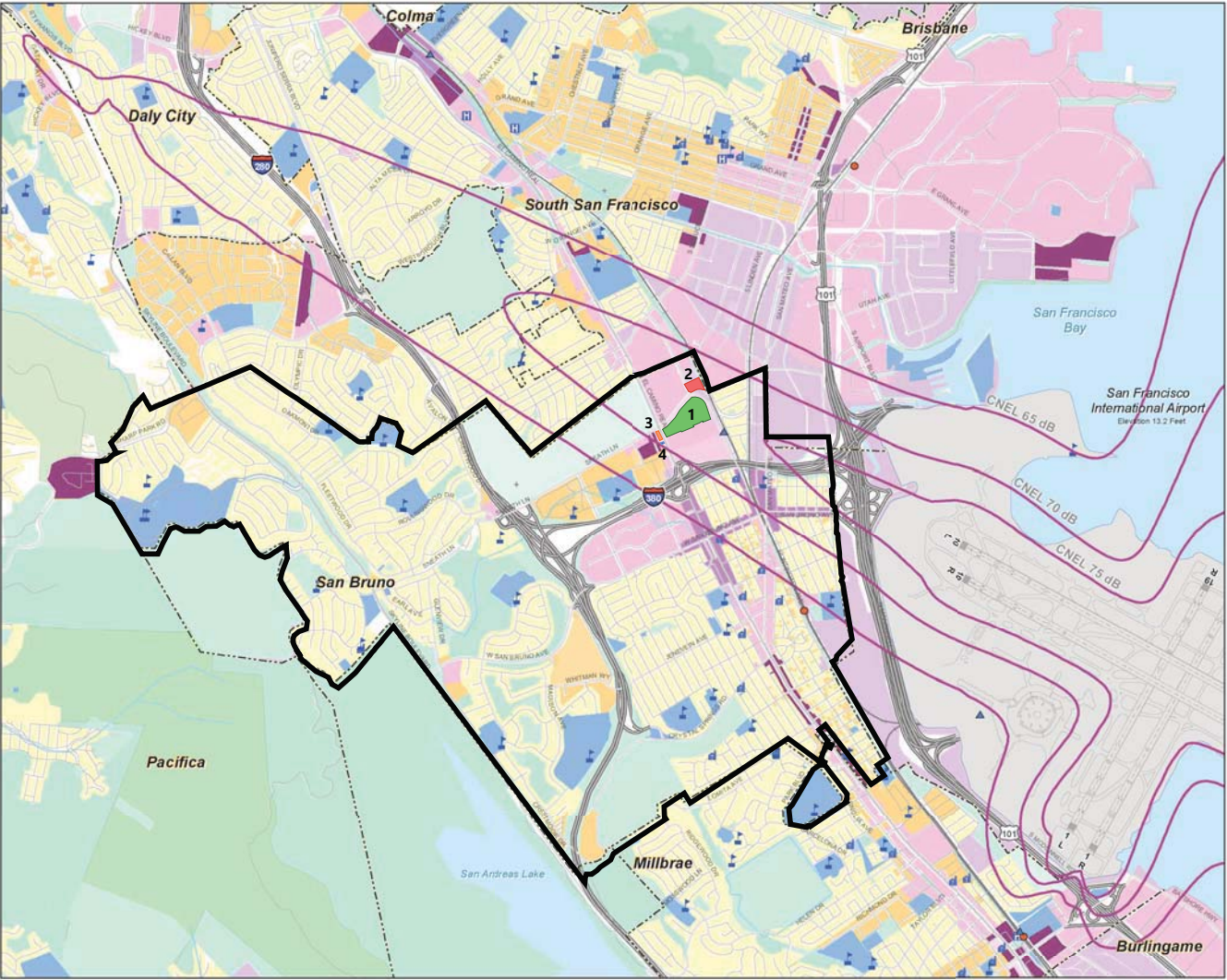
ALUC Override

In November 2022, the San Bruno City Council adopted Resolution No. 2022-112 overriding the ALUC's determination for San Bruno's 2023-2031 Housing Element update. Even though the ALUC previously reviewed San Bruno's intent to permit housing on the sites referenced in this application when it reviewed the city's draft Housing Element, this current ALUC review is required because the rezoning was not included in the earlier action.

Attachments:

1. Rezoning Matrix
2. ALUCP Noise Contours (with housing sites indicated)
3. ALUCP Safety Compatibility Zones (with housing sites indicated)
4. ALUCP 14 CFR Part 77 Airport Imaginary Surfaces (with housing sites indicated)

Site No.	APN	Address	Acres	Use	Existing General Plan Land Use	Proposed General Plan Land Use	Existing Density	Proposed Density	Min. Housing Units	Existing Zoning	Proposed Zoning	Description	Existing Height/Floors	Proposed Height/Floors
1	014316330	1150 El Camino Real	11.28	Tanforan	Regional Commercial	Transit-Oriented Development	n/a	No Limit	850	P-D	P-D	The Tanforan P-D development standards and the General Plan Land Use will be amended.	85'	85'
2	014311060	1292 Huntington Ave.	1.42	Tanforan	Transit-Oriented Development	Transit-Oriented Development	No limit	No Limit	200	TOD-1	P-D	Property will be rezoned back to the Tanforan P-D and General Plan Amendment to match 1150 ECR.	65'/ 5 floors	85'
3	020013100	1151 El Camino Real	.60	Pet Hospital	Neighborhood Commercial	Transit-Oriented Development	n/a	No Limit	60	C-N	TOD	Rezoning and General Plan amendment	35'/ 3 floors	50'/3 floors
4	020213200 020013170	1101 El Camino Real	.40	Dental Office	High-Density Residential	Transit-Oriented Development	60	No Limit	40	P-D	P-D	The Navy Site Specific Plan P-D development standards will be amended to be consistent with TOD. General Plan amendment.	70'/ 5 floors	70'/ 5 floors



San Bruno Draft 2023- 2031 Housing Element Update Suitable Sites						
Site No.	APN	Address	Existing General Plan Land Use	Proposed General Plan Land Use	Existing Zoning	Proposed Zoning
1	014316330	1150 El Camino Real	Regional Commercial	Transit-Oriented Development	P-D	P-D
2	014311060	1292 Huntington Ave.	Transit-Oriented Development	Transit-Oriented Development	TOD-1	TOD-1
3	020013100	1151 El Camino Real	Neighborhood Commercial	Transit-Oriented Development	C-N	TOD-2
4	020213200	1101 El Camino Real	High-Density Residential	Transit-Oriented Development	P-D	P-D
	020013170					

LEGEND

- CNEL Contour, 2020 Forecast
- Airport Property
- BART Station
- CALTRAIN Station
- School
- Place of Worship
- Hospital
- Municipal Boundary
- Railroad
- Freeway
- Road

Planned Land Use Per General Plans:

- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

Sources:

Noise Contour Data:

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

County Base Maps:

- San Mateo County Planning & Building Department, 2007

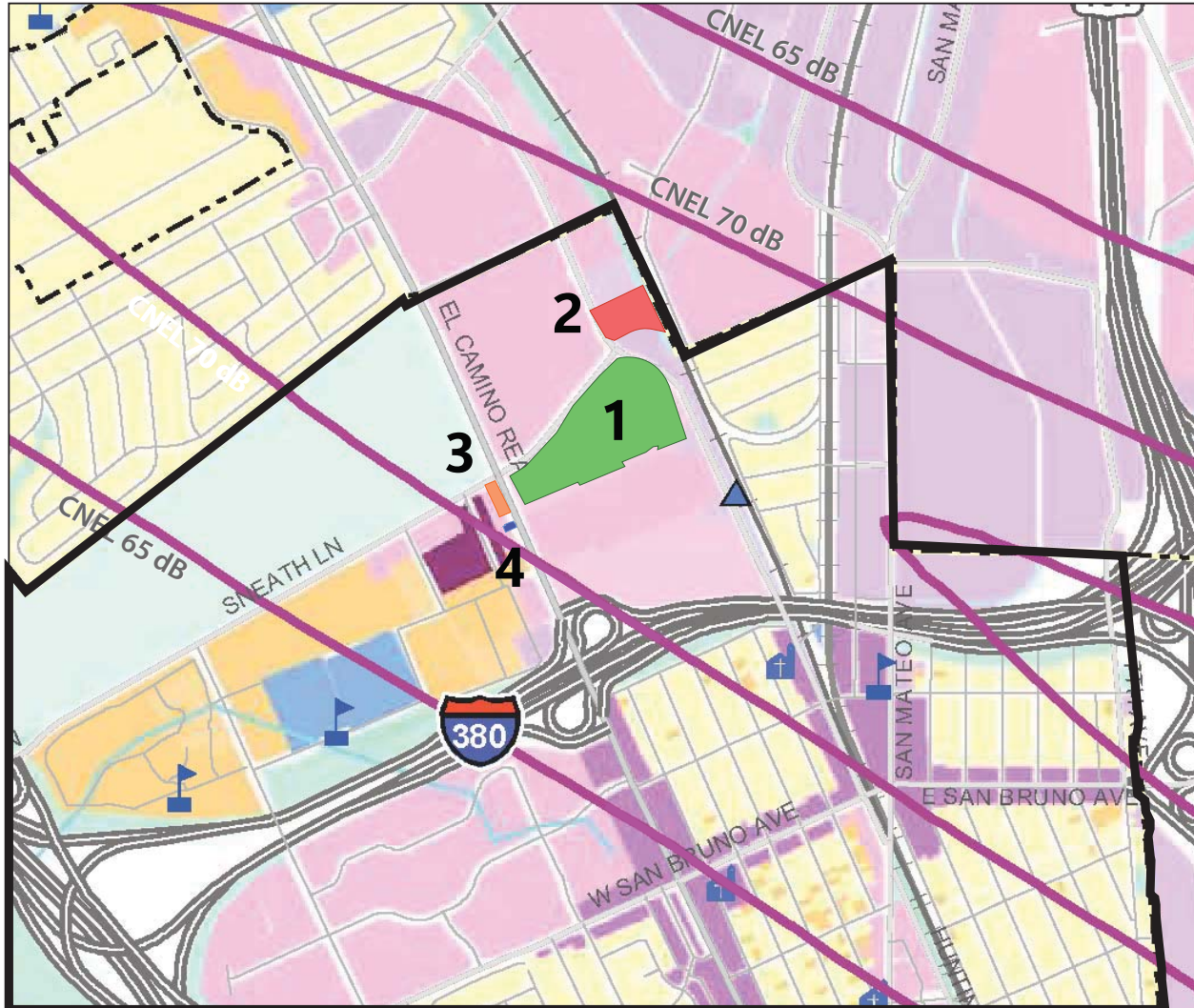
Local Plans:

- Burlingame Bayfront Specific Area Plan, August 2006
- Burlingame Downtown Specific Plan, January 2009
- Burlingame General Map, September 1984
- North Burlingame/ Rollins Road Specific Plan, February 2007
- Colma Municipal Code Zoning Maps, December 2003
- Daly City General Plan Land Use Map, 1987
- Hillsborough General Plan, March 2005
- Millbrae Land Use Plan, November 1998
- Pacifica General Plan, August 1996
- San Bruno General Plan, December 2005
- San Mateo City Land Use Plan, March 2007
- San Mateo County Zoning Map, 1992
- South San Francisco General Plan, 1998

NOISE COMPATIBILITY ZONES -- DETAIL

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 Bruno Draft 2023- 2031 Housing Element Update Suitable Sites

Site No.	APN	Address	Existing General Plan Land Use	Proposed General Plan Land Use	Existing Zoning	Proposed Zoning
1	014316330	1150 El Camino Real	Regional Commercial	Transit-Oriented Development	P-D	P-D
2	014311060	1292 Huntington Ave.	Transit-Oriented Development	Transit-Oriented Development	TOD-1	TOD-1
3	020013100	1151 El Camino Real	Neighborhood Commercial	Transit-Oriented Development	C-N	TOD-2
4	020213200 020013170	1101 El Camino Real	High-Density Residential	Transit-Oriented Development	P-D	P-D

LEGEND

- CNEL Contour, 2020 Forecast
- Airport Property
- ▲ BART Station
- CALTRAIN Station
- School
- Place of Worship
- Hospital
- Municipal Boundary
- Railroad
- Freeway
- Road

Planned Land Use Per General Plans:

- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

Sources:

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

County Base Maps:
 - San Mateo County Planning & Building Department, 2007

Local Plans:
 - Burlingame Bayfront Specific Area Plan, August 2006
 - Burlingame Downtown Specific Plan, January 2009
 - Burlingame General Map, September 1984
 - North Burlingame/ Rollins Road Specific Plan, February 2007
 - Colma Municipal Code Zoning Maps, December 2003
 - Daly City General Plan Land Use Map, 1987
 - Hillsborough General Plan, March 2005
 - Milbrae Land Use Plan, November 1998
 - Pacifica General Plan, August 1996
 - San Bruno General Plan, December 2008
 - San Mateo City Land Use Plan, March 2007
 - San Mateo County Zoning Map, 1992
 - South San Francisco General Plan, 1999

NOISE COMPATIBILITY ZONES -- DETAIL

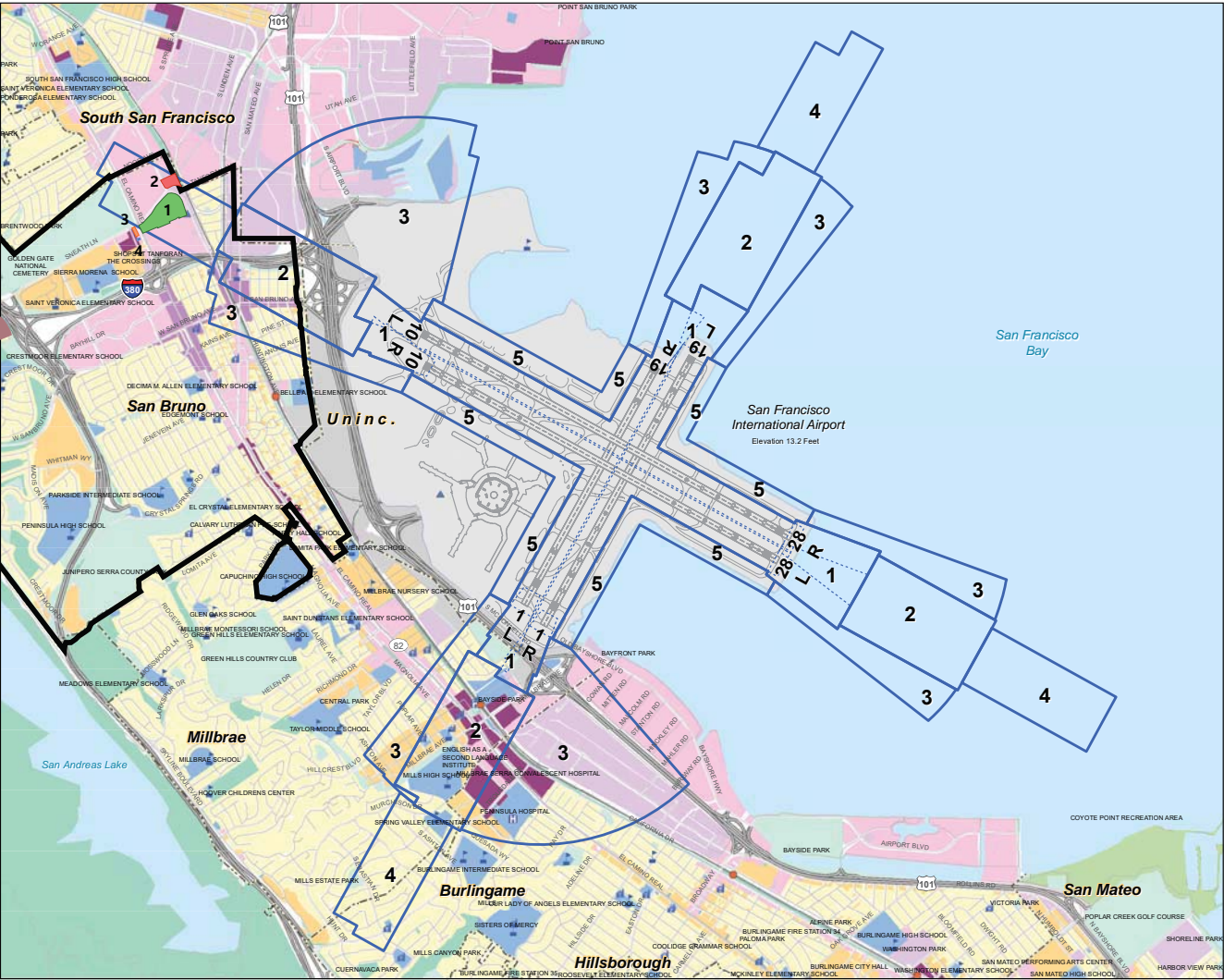
Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport

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

Exhibit IV-6

0 0.1 0.2 0.4 Miles

NORTH



San Bruno Draft 2023- 2031 Housing Element Update Suitable Sites

Site No.	APN	Address	Existing General Plan Land Use	Proposed General Plan Land Use	Existing Zoning	Proposed Zoning
1	014316330	1150 El Camino Real	Regional Commercial	Transit-Oriented Development	P-D	P-D
2	014311060	1292 Huntington Ave.	Transit-Oriented Development	Transit-Oriented Development	TOD-1	TOD-1
3	020013100	1151 El Camino Real	Neighborhood Commercial	Transit-Oriented Development	C-N	TOD-2
4	020013200 020013170	1101 El Camino Real	High-Density Residential	Transit-Oriented Development	P-D	P-D

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 Zone

Internal boundaries of ALP-defined areas

Airport Property

BART Station

CALTRAIN Station

School

Place of Worship

Hospital

Municipal Boundary

Railroad

Freeway

Road

Planned Land Use Per General Plans:

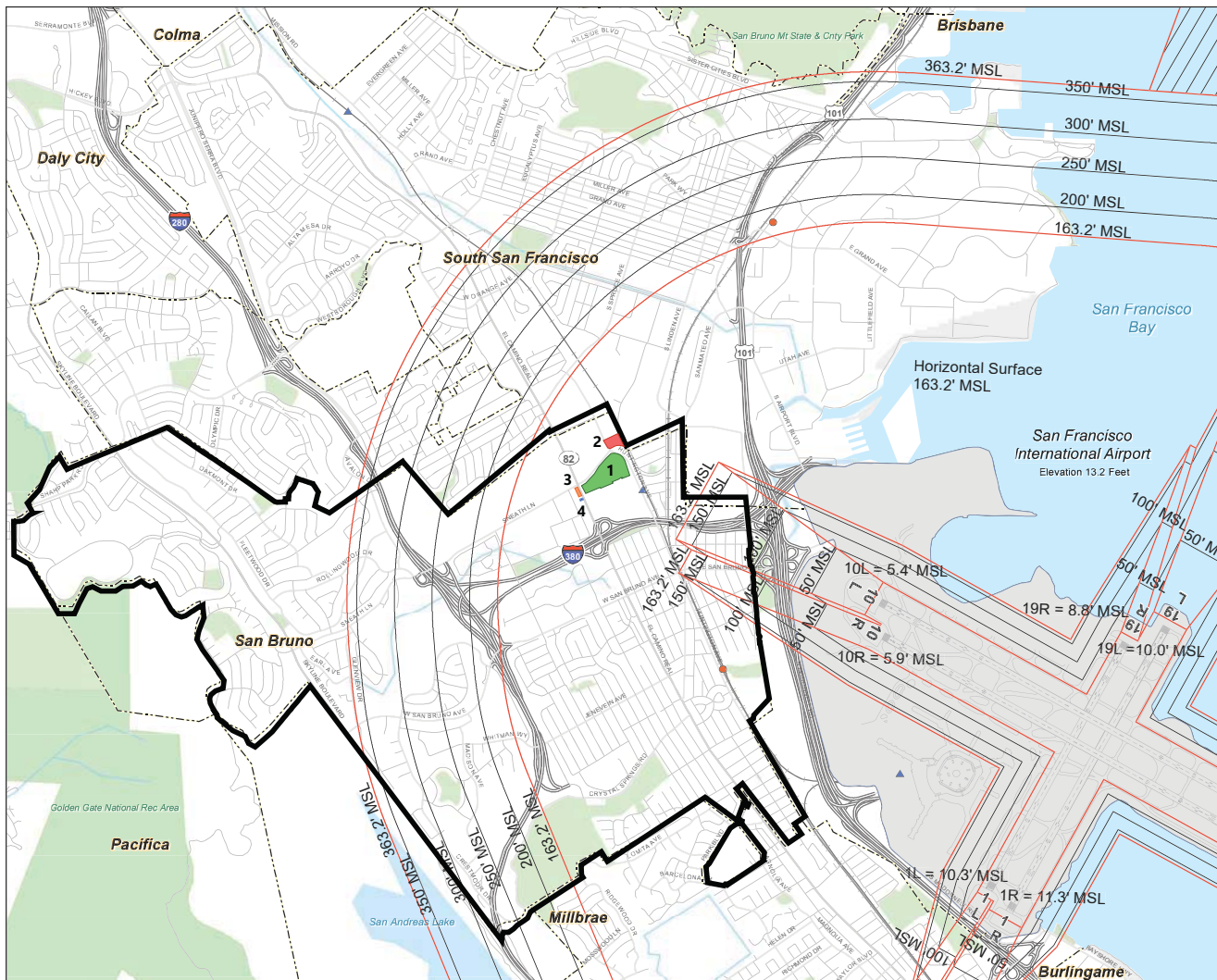
- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

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

County Base Maps:
- San Mateo County Planning & Building Department, 2007

Local Plans:
- Burlingame Bayfront Specific Area Plan, August 2006
- Burlingame Downtown Specific Plan, January 2009
- Burlingame General Map, September 1984
- North Burlingame/ Rollins Road Specific Plan, February 2007
- Colma Municipal Code Zoning Maps, December 2003
- Daily City General Plan Land Use Map, 1987
- Hillsborough General Plan, March 2005
- Millbrae Land Use Plan, November 1998
- Pacifica General Plan, August 1998
- San Bruno General Plan, December 2008
- San Mateo City Land Use Plan, March 2007
- San Mateo County Zoning Map, 1992
- South San Francisco General Plan, 1998

Exhibit IV-7
SAFETY COMPATIBILITY ZONES
Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport
CICAG
City/County Association of Governments
of San Mateo County, California



San Bruno Draft 2023- 2031 Housing Element Update Suitable Sites

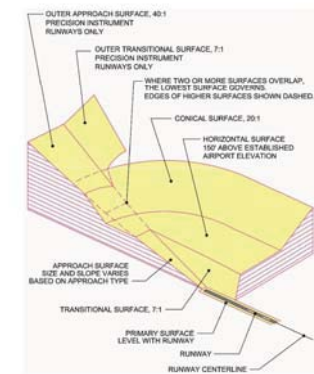
Site No.	APN	Address	Existing General Plan Land Use	Proposed General Plan Land Use	Existing Zoning	Proposed Zoning
1	014316330	1150 El Camino Real	Regional Commercial	Transit-Oriented Development	P-D	P-D
2	014311060	1292 Huntington Ave.	Transit-Oriented Development	Transit-Oriented Development	TOD-1	TOD-1
3	020013100	1151 El Camino Real	Neighborhood Commercial	Transit-Oriented Development	C-N	TOD-2
4	020213200 020013170	1101 El Camino Real	High-Density Residential	Transit-Oriented Development	P-D	P-D

LEGEND

14 CFR Part 77 Civil Airport Imaginary Surfaces
-100' MSL- Elevation Contour, feet AMSL

- BART Stations
- CALTRAIN Stations
- Regional Park or Recreation Area
- Municipal Boundary
- Railroads
- Freeways
- Roads

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



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

NORTH
0 0.125 0.25 0.5 Miles

Exhibit IV-14
14 CFR PART 77 AIRPORT IMAGINARY SURFACES – NORTH SIDE
Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport
CICAG
City/County Association of Governments
of San Mateo County, California

Table IV-I Noise/Land Use Compatibility Criteria

LAND USE	COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)			
	BELOW 65 dB	65-70 dB	70-75 dB	75 dB AND OVER
Residential				
Residential, single family detached	Y	C	N (a)	N
Residential, multi-family and single family attached	Y	C	N (a)	N
Transient lodgings	Y	C	C	N
Public/Institutional				
Public and Private Schools	Y	C	N	N
Hospitals and nursing homes	Y	C	N	N
Places of public assembly, including places of worship	Y	C	N	N
Auditoriums, and concert halls	Y	C	C	N
Libraries	Y	C	C	N
Outdoor music shells, amphitheaters	Y	N	N	N
Recreational				
Outdoor sports arenas and spectator sports	Y	Y	Y	N
Nature exhibits and zoos	Y	Y	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N
Golf courses, riding stables, and water recreation	Y	Y	Y	Y
Commercial				
Offices, business and professional, general retail	Y	Y	Y	Y
Wholesale; retail building materials, hardware, farm equipment	Y	Y	Y	Y
Industrial and Production				
Manufacturing	Y	Y	Y	Y
Utilities	Y	Y	Y	Y
Agriculture and forestry	Y	Y (b)	Y (c)	Y (c)
Mining and fishing, resource production and extraction	Y	Y	Y	Y

Notes:

CNEL = Community Noise Equivalent Level, in A-weighted decibels.

Y (Yes) = Land use and related structures compatible without restrictions.

C (conditionally compatible) = Land use and related structures are permitted, provided that sound insulation is provided to reduce interior noise levels from exterior sources to CNEL 45 dB or lower and that an avigation easement is granted to the City and County of San Francisco as operator of SFO. See Policy NP-3.

N (No) = Land use and related structures are not compatible..

- (a) Use is conditionally compatible only on an existing lot of record zoned only for residential use as of the effective date of the ALUCP. Use must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources. The property owners shall grant an avigation easement to the City and County of San Francisco prior to issuance of a building permit for the proposed building or structure. If the proposed development is not built, then, upon notice by the local permitting authority, SFO shall record a notice of termination of the avigation easement.
- (b) Residential buildings must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources.
- (c) Accessory dwelling units are not compatible.

SOURCES: Jacobs Consultancy Team 2010. Based on State of California General Plan Guidelines for noise elements of general plans; California Code of Regulations, Title 21, Division 2.5, Chapter 6, Section 5006; and 14 CFR Part 150, Appendix A, Table I.

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

NP-3 GRANT OF 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 shall be subject to this easement requirement. The determination of conditional compatibility shall be based on the criteria presented in Table IV-I “Noise/Land Use Compatibility Criteria.”

The San Mateo County Airport Land Use Commission (the C/CAG Board) deems it necessary to: (1) ensure the unimpeded use of airspace in the vicinity of SFO; (2) to ensure that new noise-sensitive land uses within the CNEL 65 dB contour are made compatible with aircraft noise, in accordance with California Code of Regulations, Title 21, Section 5014; and (3) to provide notice to owners of real property near the Airport of the proximity to SFO and of the potential impacts that could occur on the property from airport/aircraft operations. Thus, C/CAG shall condition its approval of proposed development upon the owner of the subject property granting an avigation easement to the City and County of San Francisco, as the proprietor of SFO. The local government with the ultimate permitting and approval authority over the proposed development shall ensure that this condition is implemented prior to final approval of the proposed development. If the approval action for the proposed development includes construction of a building(s) and/or other structures, the local permitting authority shall require the grant of an avigation easement to the City and County of San Francisco prior to issuance of a building permit(s) for the proposed building or structure. If the proposed development is not built, then, upon notice by the local permitting authority, SFO shall record a notice of termination of the avigation easement.

The avigation easement to be used in fulfilling this condition is presented in **Appendix G**.

NP-4 RESIDENTIAL USES WITHIN CNEL 70 dB CONTOUR

As described in Table IV-I, residential uses are not compatible in areas exposed to noise above CNEL 70 dB and typically should not be allowed in these high noise areas. .

NP-4.1 Situations Where Residential Use Is Conditionally Compatible

Residential uses are considered conditionally compatible in areas exposed to noise above CNEL 70 dB only if the proposed use is on a lot of record zoned exclusively for residential use as of the effective date of the ALUCP. In such a case, the residential use must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources. The property owner also shall grant an avigation easement to the City and County of San Francisco in accordance with Policy NP-3 prior to issuance of a building permit for the proposed building or structure.

NP-4.2 Construction of Additional Dwellings on Lots Occupied by Residential Uses is Incompatible within CNEL 70 dB Contour

The construction of second homes on lots occupied by residential uses and the creation of additional housing units in existing buildings within the CNEL 70 dB contour shall be incompatible and inconsistent with this ALUCP.

NP-4.3 Residential Subdivisions and Lot Splits are Incompatible within CNEL 70 dB Contour

The subdivision of land and the splitting of lots to enable the construction of additional housing within the CNEL 70 dB contour shall be incompatible and inconsistent with this ALUCP.

NP-4.4 Residential Rezonings are Incompatible Within CNEL 70 dB Contour

The rezoning of land for residential use within the CNEL 70 dB contour shall be considered incompatible and inconsistent with this ALUCP.

4.4 Safety Compatibility Policies

The safety compatibility policies are established with a twofold purpose:

1. To protect the public health, safety, and welfare by minimizing the public's exposure to the risk associated with potential aircraft accidents in the Airport vicinity.
2. To protect the public interest in providing for the orderly development of SFO by preventing the creation of new safety problems in the Airport environs.

Compared to noise, safety is a much more difficult concern to address in airport/land use compatibility policies. A major reason is that safety policies address uncertain events that may occasionally occur with aircraft operations, whereas noise policies deal with known, more or less predictable, events that occur with every aircraft operation.

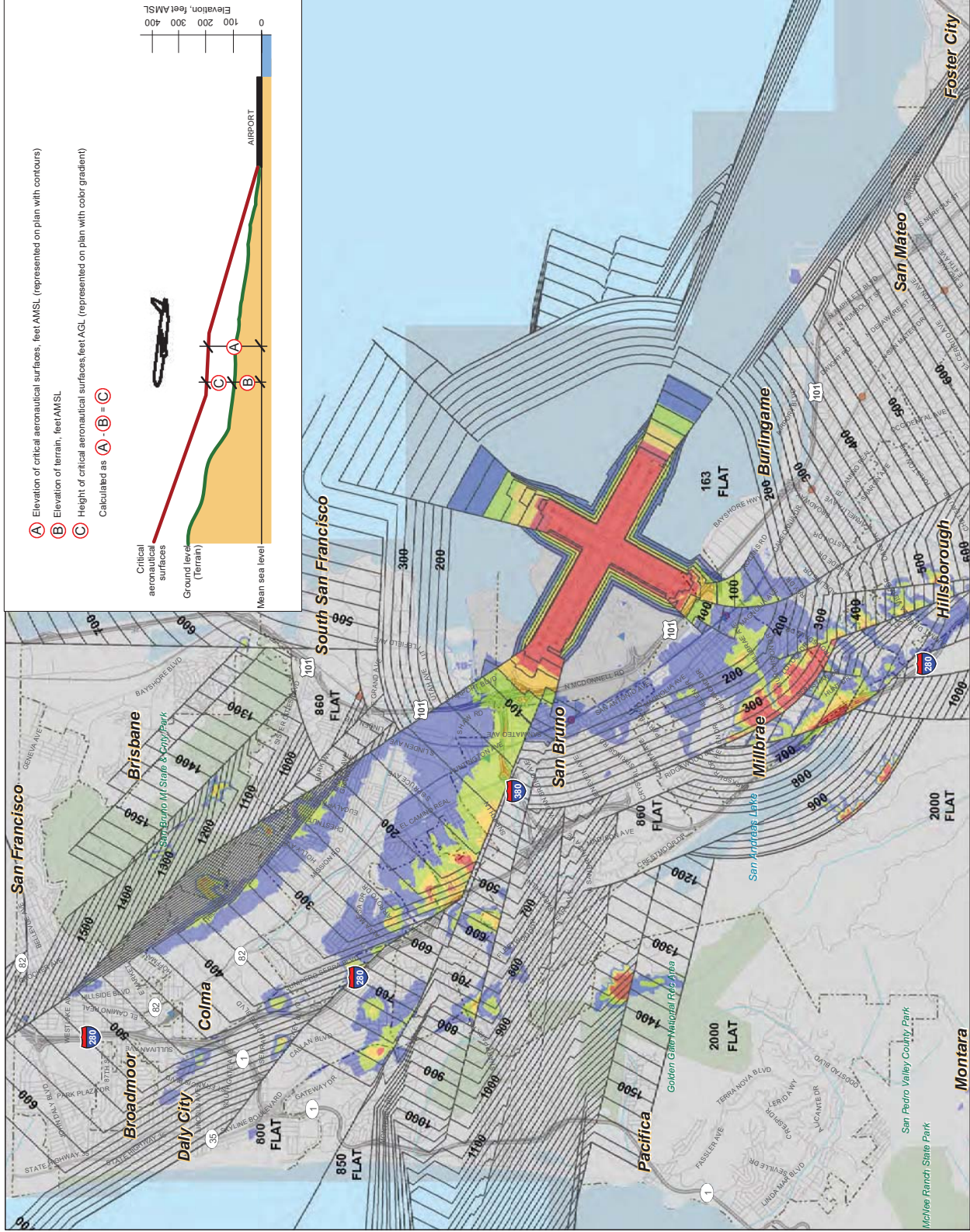
Because aircraft accidents happen infrequently, and the time, place, and consequences of their occurrence cannot be accurately predicted, the concept of risk is central to the assessment of safety compatibility. In terms of airport/land use compatibility planning, two questions must be addressed to determine the relative degree of risk posed by potential aircraft accidents in various locations:

- Accident Frequency – Where and when do aircraft accidents typically occur in the vicinity of an airport?
- Accident Severity – What aircraft and land use characteristics contribute to the consequences of an accident when one occurs?

The overall objective of safety compatibility guidelines is to minimize the risks associated with potential aircraft accidents. There are two components to this objective:

- Safety of Persons on the Ground – 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.
- Safety of Aircraft Occupants – The other safety compatibility component is to enhance the chances of survival of the occupants of an aircraft involved in an accident that occurs beyond the runway environment.

Attachment 3



Site 1 - 1150 ECR San Bruno (Tanforan)

SURFACE INTERSECTION ANALYSIS INFORMATION - AIRPORT CODE "SFOP"								
Coordinate System: WGS84			Date: 02/15/24			Model: SFO_Composite_2012_11DEC12_R2		
Latitude	Longitude	Site El.(AMSL)	Struct Ht.(AGL)	Overall Ht.(AMSL)	Max Ht. (AMSL)	Exceeds By	Under By	Surface
37° 38' 17.6208"	122° 25' 3.3092"	42.06	85	127.06	140.64		13.58	SFO_RW28LR_OEI_Corridor_090309
Total penetrations above surfaces: 0								
Total penetrations below surfaces: 1								
Zone Analysis								
X	Y	Range	Safety Zones					
6006461.687	2060544.256	70-75 db	4					

Site 2 - 1292 Huntington Ave. San Bruno

SURFACE INTERSECTION ANALYSIS INFORMATION - AIRPORT CODE "SFOP"								
Coordinate System: WGS84			Date: 02/15/24			Model: SFO_Composite_2012_11DEC12_R2		
Latitude	Longitude	Site El.(AMSL)	Struct Ht.(AGL)	Overall Ht.(AMSL)	Max Ht. (AMSL)	Exceeds By	Under By	Surface
37° 38' 24.2972"	122° 25' 5.6775"	39.6	85	124.6	146.62		22.02	SFO_RW28LR_OEI_Corridor_090309
Total penetrations above surfaces: 0								
Total penetrations below surfaces: 1								
Zone Analysis								
X	Y	Range	Safety Zones					
6006285.079	2061223.293	70-75 db	4					

Site 3 - 1151 ECR San Bruno

SURFACE INTERSECTION ANALYSIS INFORMATION - AIRPORT CODE "SFOP"								
Coordinate System: WGS84			Date: 02/15/24			Model: SFO_Composite_2012_11DEC12_R2		
Latitude	Longitude	Site El.(AMSL)	Struct Ht.(AGL)	Overall Ht.(AMSL)	Max Ht. (AMSL)	Exceeds By	Under By	Surface
37° 38' 11.2442"	122° 25' 17.5191"	63.76	50	113.76	144.65		30.89	SFO_RW28LR_OEI_Corridor_090309
Total penetrations above surfaces: 0								
Total penetrations below surfaces: 1								
Zone Analysis								
X	Y	Range	Safety Zones					
6005305.757	2059922.892	70-75 db	None					

Site 4 - 1101 ECR - San Bruno (frontage)

SURFACE INTERSECTION ANALYSIS INFORMATION - AIRPORT CODE "SFOP"								
Coordinate System: WGS84			Date: 02/15/24			Model: SFO_Composite_2012_11DEC12_R2		
Latitude	Longitude	Site El.(AMSL)	Struct Ht.(AGL)	Overall Ht.(AMSL)	Max Ht. (AMSL)	Exceeds By	Under By	Surface
37° 38' 9.8939"	122° 25' 17.8033"	64.42	70	134.42	143.89		9.47	SFO_RW28LR_OEI_Corridor_090309
Total penetrations above surfaces: 0								
Total penetrations below surfaces: 1								
Zone Analysis								
X	Y	Range	Safety Zones					
6005280.099	2059786.812	70-75 db	None					

Site 4 - 1101 ECR@National Ave. San Bruno

SURFACE INTERSECTION ANALYSIS INFORMATION - AIRPORT CODE "SFOP"								
Coordinate System: WGS84			Date: 02/15/24			Model: SFO_Composite_2012_11DEC12_R2		
Latitude	Longitude	Site El.(AMSL)	Struct Ht.(AGL)	Overall Ht.(AMSL)	Max Ht. (AMSL)	Exceeds By	Under By	Surface
37° 38' 6.5930"	122° 25' 22.3505"	74.64	70	144.64	144.31	0.33		SFO_RW28LR_OEI_Corridor_090309
Total penetrations above surfaces: 1								
Total penetrations below surfaces: 0								
Zone Analysis								
X	Y	Range	Safety Zones					
6004907.569	2059460.535	65-70 db	None					



San Francisco International Airport

February 12, 2024

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

kkalkin@smcgov.org

Subject: San Francisco International Airport's Objection to the City of San Bruno's Proposed Zoning Amendment (2023-2031 Housing Element Update)

Dear Susy:

Thank you for the opportunity for San Francisco International Airport (SFO or the Airport) to comment on the City of San Bruno's (City) proposed zoning amendment, which would allow residential uses on specific development sites where residential uses are currently not permitted. We appreciate this opportunity to coordinate with the Airport Land Use Commission (ALUC) in evaluating the proposed rezoning.

As the Airport stated in a letter sent to the City on September 30, 2022, regarding the City's 2023-2031 Housing Element Update, the proposal to allow residential uses on the subject development sites is deeply concerning due to their fundamental and unmitigable incompatibility with the noise compatibility policies of the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP). The Airport remains opposed to the development of high-density residential uses on the subject development sites.

The proposed rezoning would implement the goals, policies, and programs of the City's 2023-2031 Housing Element Update, which is currently undergoing review by the California Department of Housing and Community Development. As described in the City's application for the proposed rezoning and as shown in the table below, the City's General Plan land use designations, zoning controls, and height limits would be amended to allow residential uses on the following development sites:

Assessor's Parcel Number	Site Address	Existing Land Use	Existing GP Land Use Designation	Proposed GP Land Use Designation	Existing Zoning and Height Limit	Proposed Zoning and Height Limit
014-316-330	1150 El Camino Real	Tanforan	Regional Commercial	Transit-Oriented Development	P-D 85 feet	P-D 85 feet
014-311-060	1292 Huntington Avenue	Tanforan	Transit-Oriented Development	Transit-Oriented Development	TOD-1 65 feet	P-D 85 feet
020-013-100	1151 El Camino Real	San Bruno Pet Hospital	Neighborhood Commercial	Transit-Oriented Development	C-N 35 feet	TOD 50 feet
020-213-200 020-013-170	1101 El Camino Real	Dental Office	High-Density Residential	Transit-Oriented Development	P-D 70 feet	P-D 70 feet

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

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Susy Kalkin, ALUC
February 12, 2024
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SFO ALUCP AIRPORT INFLUENCE AREAS

The subject development sites are within two Airport Influence Areas: 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 SFO ALUCP. Within Area A, the real estate disclosure requirements of state law apply (see **Attachment A**). 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 (C/CAG), 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 A**). The real estate disclosure requirements in Area A also apply in Area B.

SFO ALUCP NOISE COMPATIBILITY POLICIES

As shown in the City’s application, the subject development sites are within the Community Noise Equivalent Level (CNEL) 70 A-weighted decibel (dBA) noise contour (see **Attachment B**). As shown in Table IV-1 of the SFO ALUCP, residential uses are not compatible within the CNEL 70 dBA contour (see **Attachment B**). Developing residential uses within the CNEL 70 dBA contour would expose residents to extreme and persistent noise from aircraft operations. Such exposure can result in adverse health effects including stress-related illnesses, high blood pressure, hearing loss, and sleep disruption.¹ This noise exposure is not mitigable for residential uses due to the nature of that development type, which is characterized by operable windows, access to open space, and other design elements which preclude effective mitigation.

The Airport supports practical housing development in the Bay Area to address our region’s housing affordability crisis. However, adding housing to areas which have been found to be fundamentally unsuited to residential development is neither practical nor desirable. The Airport understands that because of the presence of high-quality transit near the subject development sites, the City is under State obligation to meet a higher Regional Housing Needs Allocation (RHNA), but meeting this obligation cannot come at the expense of future residents’ health and well-being.

All development actions related to residential uses within the CNEL 70 dBA contour, including rezoning of a site from nonresidential use to residential use, are determined to be incompatible under Noise Compatibility Policy NP-4 of the SFO ALUCP. This differs from the CNEL 65 dBA contour, where acoustical treatments are capable of reducing interior noise levels and making residential developments conditionally compatible. Developing residential uses within the CNEL 70 dBA contour would result in a significant effect on future residents and is identified under research-based federal and state regulations as incompatible. Interior insulation would fail to address noise in outdoor amenity spaces often provided alongside housing. Furthermore, the simple act of opening a window would compromise the efficacy of even the best noise insulation.

The baseline noise conditions for future residents would be significant but can be avoided if the City identifies other locations for housing outside the CNEL 70 dBA contour. The Airport has noted to the City and the ALUC that the City has failed to take zoning actions at other sites, including 2101 Sneath Lane and

¹ United States Environmental Protection Agency, Clean Air Act Title IV – Noise Pollution. Available online at <https://www.epa.gov/clean-air-act-overview/clean-air-act-title-iv-noise-pollution>.

Susy Kalkin, ALUC
February 12, 2024
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300 Piedmont Avenue, which would increase residential density in compatible areas of the City and therefore reduce or eliminate the need to provide for housing developments within incompatible areas like the subject development sites.

SFO ALUCP SAFETY COMPATIBILITY POLICIES

As shown in the City's application, two of the subject development sites are not within a Safety Zone, but the Tanforan development site is within Safety Zone 4 (see **Attachment C**). Incompatible uses within Safety Zone 4 include large child day care centers, Biosafety level 3 and 4 facilities, and children's schools. Uses to be avoided, such as critical public utilities, should not be allowed in the Safety Zone unless no feasible alternative is available, as determined by the City. Where these uses are allowed, habitable structures shall be provided with at least 50 percent more exits than required by applicable codes. If a project is constructed on the Tanforan development site, the Airport encourages the City to consider Safety Zone 4 compatibility policies during the master planning and site development phases to prevent development of such incompatible uses.

SFO ALUCP AIRSPACE PROTECTION POLICIES

As shown on Exhibit IV-17 of the SFO ALUCP (see **Attachment D**), the elevations of the critical aeronautical surfaces at the subject development sites range from approximately 125 to 145 feet above mean sea level (AMSL), as defined from the origin of the North American Vertical Datum of 1988 (NAVD88). Assuming that any projects proposed on the subject development sites would not exceed the elevations of the critical aeronautical surfaces, such projects would not be inconsistent with Airspace Protection Policy AP-3 (Maximum Compatible Building Height) of the SFO ALUCP, subject to the issuance of a Determination of No Hazard to Air Navigation from the Federal Aviation Administration (FAA) for any proposed structures.

Any projects proposed on the subject development sites would be required to undergo FAA review as described in Title 14 Code of Federal Regulations Part 77 for both (1) the permanent structures and (2) any temporary cranes or other equipment taller than the permanent buildings that would be required to construct those structures. Due to the proximity of the Tanforan development site to the Airport and certain procedures from the two primary departure runways (Runways 10L-28R and 10R-28L), any penetrations of the critical aeronautical surfaces adopted in the SFO ALUCP would result in real financial and economic impacts to air carriers, cargo operators, and the City and County of San Francisco/SFO. Such impacts would potentially reduce airlines' ability to transport the high-value cargo that many City businesses, including the laboratory/office uses proposed at Tanforan, rely upon for their viability.

Due to the proximity of the subject development sites to the Airport, Airspace Protection Policies AP-1 through AP-4 of the SFO ALUCP are attached as reminders of incompatible site characteristics, especially as they pertain to building materials or features that reflect and create bright lights or glare, which can pose serious safety hazard to pilots and aircraft. If any projects are constructed on the subject development sites, building materials and lighting should be selected and designed to minimize visual hazards to pilots.

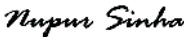
* * *

While the proposed rezoning would not appear to be inconsistent with the safety compatibility and airspace protection policies of the SFO ALUCP, it would be inconsistent with the noise compatibility policies. The Airport does not support the proposed rezoning and urges the City to abandon its plans for introducing fundamentally incompatible residential land uses into the CNEL 70 dBA contour. As the Airport has noted in

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February 12, 2024
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prior letters on both this and other projects, there are alternative locations outside of the CNEL 70 dBA contour for developing housing to meet its Regional Housing Needs Allocation of 3,165 units by the year 2031, and the Airport encourages the City to take advantage of these resources rather than subjecting its future residents to unmitigable noise exposure. 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.

Sincerely,

DocuSigned by:

 7D552AE6A4CE495...

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

Attachments

Attachment A – SFO ALUCP Airport Influence Areas
 Attachment B – SFO ALUCP Noise Compatibility Policies
 Attachment C – SFO ALUCP Safety Compatibility Policies
 Attachment D – SFO ALUCP Airspace Protection Policies

cc: Sean Charpentier, Executive Director, City/County Association of Governments of San Mateo County
 Andrew Fremier, Executive Director, Association of Bay Area Governments (ABAG)
 Matt Maloney, Regional Planning Program Director, ABAG
 Mark Shorett, Regional Planning Program, ABAG
 Laurie Suttmeier, Manager, FAA Western Pacific Region, San Francisco Airports District Office
 Matthew Friedman, Chief, Office of Aviation Planning, Caltrans Division of Aeronautics
 Alex McIntyre, City Manager, City of San Bruno
 Darcy Smith, Assistant City Manager, City of San Bruno
 Peter Gilli, Community Development Department Director, City of San Bruno
 Michael Laughlin, Planning and Housing Manager, City of San Bruno
 Michael Smith, Senior Planner, City of San Bruno
 Ivar Satero, SFO Airport Director
 Geoffrey W. Neumayr, SFO Chief Resilience and Sustainability Officer
 Jeff Littlefield, SFO Chief Operating Officer
 Cathy Widener, SFO Chief External Affairs Officer
 Audrey Park, SFO, Environmental Affairs Manager
 Chris DiPrima, SFO, Acting Airport Planning Manager

C/CAG AGENDA REPORT

DATE: February 22, 2024
TO: Airport Land Use Committee
FROM: Susy Kalkin
SUBJECT: Election of ALUC Officers for Calendar Year 2024

RECOMMENDATION

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) hold an election at this meeting to elect an ALUC Chairperson and an ALUC Vice-Chairperson for the 2024 calendar year.

BACKGROUND/ DISCUSSION

The C/CAG Airport Land Use Committee (ALUC) holds an election each calendar year to elect a Chairperson and a Vice-Chairperson. The sitting Chairperson conducts both elections. Nominations are made from the floor and must receive a second prior to a vote. Each officer is elected, via a majority of the Committee members present, to serve a one-year term on a calendar year basis (January 1-December 31). Both officers remain in office beyond January 1 until the next ALUC election is held. Those members who are in office prior to each election may be elected again by the Committee to serve in either office. There are no term limits and there is no compensation for either office.

The Chairperson presides at each ALUC Regular Meeting and Special Meeting. The ALUC Vice-Chairperson presides as the Chairperson if the Chairperson cannot attend a Regular or Special Meeting. If neither officer is available to attend a scheduled meeting, a quorum may elect a chairperson pro tem or the meeting may be canceled or rescheduled.

C/CAG AGENDA REPORT

DATE: February 22, 2024
TO: Airport Land Use Committee
FROM: Susy Kalkin
SUBJECT: Review and Approval of ALUC Meeting Calendar - 2024

RECOMMENDATION

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) review and approve the meeting calendar for 2024, including dates, time and location.

BACKGROUND/ DISCUSSION

The C/CAG Airport Land Use Committee (ALUC) annually considers and approves a meeting schedule for the year. Regular ALUC meetings are typically held on the fourth Thursday of the month. For the past several years, the meetings have begun at 4:30 PM, and since last year they have been held at the Burlingame Community Center, 850 Burlingame Ave. No changes in time or venue are proposed, and the dates for the remainder of the year are provided below for the Committee's consideration.

March 28, 2024
April 25, 2024
May 23, 2024
June 27, 2024
July 25, 2024
August 22, 2024
September 26, 2024
October 24, 2024
November – no mtg
December – no mtg

If needed, special meetings and workshops can be scheduled with appropriate special noticing.