

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, April 25, 2024	Join by Zoom Webinar: https://us02web.zoom.us/j/81335481228?pwd=EQ2cmI4VzUrRHk0Nk4ybKZ4cWtDUT09
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 March 28, 2024 meeting. | Action
(O'Connell) | Page 1 |
| 4. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Glenview Highlands, a 58-unit, 3-story townhome development at 850 Glenview Drive, San Bruno. | Action
(Kalkin) | Page 4 |

- | | | |
|---|--------------------|---------|
| 5. 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 or 2, on properties located east of US 101. | Action
(Kalkin) | Page 21 |
| 6. Request for appointment of three ALUC members to an ad hoc working group related to childcare within San Carlos Airport Safety Zone 6. | Action
(Kalkin) | Page 37 |
| 7. Member Comments/Announcements | Information | |
| 8. Items from Staff | Information | |
| 9. Adjournment – <i>Next regular meeting – May 23, 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. If calling in via phone, press *9 to raise your hand and when called upon press *6 to unmute.
5. When called, please limit your remarks to the two-minute time limit.

Airport Land Use Committee (ALUC)
Meeting Minutes
March 28, 2024

1. Call to Order/Roll Call

Chair O’Connell called the meeting to order at 4:30 pm. The attendance sheet is attached.

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

3. Minutes of the August 24, 2023 Meeting

Motion: Member DiGiovanni moved, and Member Nicolas seconded, approval of the February 22, 2024, minutes. Motion carried (7-0-0) by the following voice vote: AYE - Members DiGiovanni, Cahalan, Hamilton, Nicolas, Ford, Branscomb, and Chair O’Connell. NO – none. ABSTAIN – none.

4. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Proposed amendments to the Millbrae Downtown & El Camino Real Specific Plan and Zoning Map to extend the “Commercial Preference Area” overlay to encompass additional parcels along the El Camino Real frontage and allow increased heights up to 100 feet for residential mixed-use developments in this overlay area for parcels zoned “Residential Focused Mixed Use”.

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

There were no comments or questions from the Committee.

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

5. San Carlos Airport and San Francisco International Airport Land Use Compatibility Plan Consistency Review – Proposed amendments to the Foster City General Plan, Zoning Map and Zoning text, including addition of Airport Land Use Compatibility Plan consistency criteria.

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

There were no comments or questions from the Committee.

Motion: Member Cahalan moved, and Member DiGiovanni seconded, approval of the staff recommendation. Motion carried (9-0-0) by the following voice vote: AYE - Members DiGiovanni, Sullivan, Cahalan, Hamilton, Nicolas, Ford, Branscomb, Vice-Chair Sturken and Chair O’Connell. NO – none. ABSTAIN – none.

6. Member Comments/Announcements

As follow-up to an agenda item from last month, where the Committee recommended Millbrae’s request to allow Biosafety Level 3 use within Safety Zone 3 be determined incompatible with the ALUCP, Member Cahalan advised that the Millbrae City Council voted to not include Biosafety level 3 use in this area.

7. Items from Staff

C/CAG Executive Director Charpentier advised that there were vacancies on a number of C/CAG committees and encouraged members to consider applying for one or more. He noted that letters of interest should be submitted by Wed., April 3rd.

Mr. Charpentier also noted that C/CAG is in the process of developing a 5-yr Strategic Plan, and that it includes a recommendation that work begin on updating the ALUCPs within 2-yrs after the State updates its Airport Land Use Planning Handbook, which we understand is currently underway.

8. Adjournment

The meeting was adjourned at 5:30 pm.

DRAFT

2024 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Feb	Mar							
Terry O'Connell	City of Brisbane	X	X							
Ricardo Ortiz	City of Burlingame									
Pamela DiGiovanni	City of Daly City	X	X							
Patrick Sullivan	City of Foster City	X	X ^{arrived 4:35}							
Robert Brownstone	City of Half Moon Bay									
Angelina Cahalan	City of Millbrae	X	X							
Christopher Sturken	City of Redwood City	X	X ^{arrived 4:39}							
Tom Hamilton	City of San Bruno	X	X							
Pranita Venkatesh	City of San Carlos									
Ray Mueller	County of San Mateo & Aviation Rep.									
Flor Nicolas	City of South San Francisco	X	X							
Carol Ford	Aviation Rep.	X	X							
Chistopher Yakabe	Half Moon Bay Pilots Assn.		Y							

X - Committee Member Attended

Y - Designated Alternate Attended

Staff and guests in attendance for the Mar. 28, 2024, meeting: Susy Kalkin and Sean Charpentier, C/CAG staff; Nestor Guevara, Millbrae staff; Sofia Mangalam and Leslie Carmichael, Foster City staff

C/CAG AGENDA REPORT

Date: April 25, 2024

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Glenview Highlands, a 58-unit, 3-story townhome development at 850 Glenview Drive, 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 Glenview Highlands townhome development at 850 Glenview Drive, San Bruno, is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), subject to the following conditions:

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

DISCUSSION

The proposed project is comprised of a 58-unit, 3-story townhome development on a 3.28-acre site located at the intersection of Glenview Drive and San Bruno Ave., just east of Skyline Boulevard.

The project is located within Airport Influence Area B (AIA B), the “Project/Plan Referral” area, for San Francisco International Airport, and is subject to Airport Land Use Committee/Commission review pursuant to California Public Utilities Code (PUC) Section 21765. In accordance with these requirements, the City of San Bruno has referred the subject development project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

ALUCP Consistency Evaluation

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

(a) Aircraft Noise Impacts

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

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

(b) Safety Compatibility

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

(c) Height of Structures/Airspace Protection

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

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

As proposed, the 3-story structures would be approximately 41 feet tall. With a ground elevation of approximately 430–475 feet above mean sea level (MSL), the overall height of the project would therefore be about 516’ above MSL, well below the critical aeronautical surfaces which lie at approximately 800-850’ above MSL. However, as shown on the **Attachment 4**, and as indicated in the Project application, the site and surrounding terrain penetrates air space which requires projects to file FAA Form 7460-1 for review by the FAA. Accordingly, the following condition of approval is included:

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

Real Estate Disclosure

As noted in the application materials, the project site is located within the Airport Influence Area (AIA) of SFO, the real estate disclosure area. Pursuant to Policy IP-1, notification is required, prior to sale or lease of property located within the AIA, of the proximity of the airport and that therefore

the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations.

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

- *The City of San Bruno shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.*

ATTACHMENTS

1. ALUCP application, together with related project description and plan set excerpts
2. SFO ALUCP Exh. IV-6 – Noise Compatibility Zones
3. SFO ALUCP Exh. IV-2 –Safety Compatibility Zones
4. SFO ALUCP Exh. IV-11 – FAA Notification Filing Areas
5. Comment letter from SFO Planning dated April 11, 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 San Bruno

Project Name: Glenview Highlands

Address: 850 Glenview Drive, 2880 – 2890 San Bruno Ave. W.

APN: 019-042-150, 019-042-160, 019-042-170

City: San Bruno

State: CA

ZIP Code: 94066

Staff Contact: Eliseo Amaya

Phone: 650-616-7038

Email: eamaya@sanbruno.ca.gov

PROJECT DESCRIPTION

The proposal is to construct a residential townhouse/condominium subdivision with 58 units. See attached additional project description and required project information.

REQUIRED PROJECT INFORMATION

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

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

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

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

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

Additional information For Development Projects:

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

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

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

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

850 Glenview Drive – C/CAG Application for Land Use Consistency Determination

Project Description:

Site Description: The project site consists of three parcels (APNs 019-042-150, -160, and 170) totaling 3.28 acres located at the northeast corner of the intersection of San Bruno Avenue West and Glenview Drive in the City of San Bruno. The project site is currently developed with a parking lot, vacant church building, and vacant single-family dwelling unit.

The project proposes to demolish the existing vacant church and associated single-family dwelling unit in order to construct 58 multi-family townhomes. Of the 58 townhomes, 49 would be market rate and nine would be reserved for low- and moderate-income families. The proposed townhomes would be three-stories and would consist of three bedrooms, ranging from 1,290 square feet to 1,800 square feet. The units would be configured in nine buildings (Buildings A through I), as shown in the project plans.

Additional Application Information:

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

- The project is located one mile to one and one half miles outside of the 60-65 db ALUCP noise contour lines. No special sound insulation is required. Exterior walls and roofs are fully insulated resulting in a higher sound deadening performance than other homes in the neighborhood.

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

- The subject site is not located in a safety zone. The project is not located within normal flight patterns or in any "Safety Compatibility Zones" that have been identified in the applicable ALUCP.

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

- The site is located 2.75 west San Francisco International Airport at MSL elevation of 475 ft. The site and surrounding terrain penetrates air space which automatically requires all projects to file FAA Form 7460-1 for review by the FAA. When construction is started, FAA form 7460-2, Notice of Actual Construction or alteration is required to be completed and submitted to the FAA. The completed project will not reach heights that will cause any concern by the FAA. In order to ensure that there are not any future concerns or issues, the FAA will require Form 7460-1 to be submitted whenever exterior construction or alteration is planned.

2. Real Estate Disclosure Requirements Related to Airport Proximity

The real estate disclosure requirements of state law apply to this property location. Section 11010 of the Business and Professions Code requires people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property.

The law requires that, if the property is within an "airport influence area" designated by the airport land use commission, the following statement must be included in the notice of intention to offer the property for sale: "NOTICE OF AIRPORT IN VICINITY. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you".

The "AIRPORT INFLUENCE AREA DISCLOSURE" and "AIRPORT NOISE DISCLOSURE" for Real Estate Transactions will be used by the Real Estate Sales Company offering this subdivided property for sale.

3. Any related environmental documentation (electronic copy preferred):

The subject site has an approved 29 unit single-family housing project called Glenview Terrace. The current project is proposed with 58 units and is called Glenview Highlands. On June 28, 2022, the City of San Bruno City Council approved the Glenview Terrace project and adopted Resolution No. 2022-61 approving the Initial Study/Mitigated Negative Declaration (IS/MND) (SCH # 2021040782).

An Initial Study/Addendum to this document is currently being prepared for the new 58 unit project. Based on the proposed project modifications, knowledge of the project site and surrounding area, the modified project would not result in a new or substantially more severe significant impact than previously disclosed in the adopted Initial Study/MND. Therefore, the standard for subsequent environmental review has not been met and an Addendum is being prepared consistent with CEQA Guidelines Section 15164.

This Addendum, which is to be considered together with the Initial Study/MND prepared for the approved project, will not be formally circulated for public review, but will be attached to the Initial Study/MND, pursuant to CEQA Guidelines Section 15164(c).

Additional Information for Development Project:

- The existing Glenview Terrace environmental document can be found by clicking on the link provided in this email.
- The project plans can be found by clicking on the link provided within the e-mail.
- Site information:
 - Latitude (Center of Site): 37° 37' 11.7149"
 - Longitude (Center of Site): 122° 26' 27.0053"
 - Building Height: 41 feet
 - Average Grade Elevation:
 - Site Elevation: ' (Per IALP website). 467.29
 - Overall Height Above Mean Sea Level: 508.29

SURFACE INTERSECTION ANALYSIS INFORMATION - AIRPORT CODE "SFO"								
Coordinate System: WGS84			Date: 03/19/24			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° 37' 11.7149"	122° 26' 27.0053"	467.29	41	508.29	908.2		399.91	SFO_RW28L_ILS_Cat1_Missed_Approach_22A
Total penetrations above surfaces: 0								
Total penetrations below surfaces: 1								
Zone Analysis								
X	Y	Range	Safety Zones					
5999593.079	2054018.572	Under 65 db	None					



City Ventures

GLENVIEW HIGHLANDS

850 GLENVIEW DRIVE

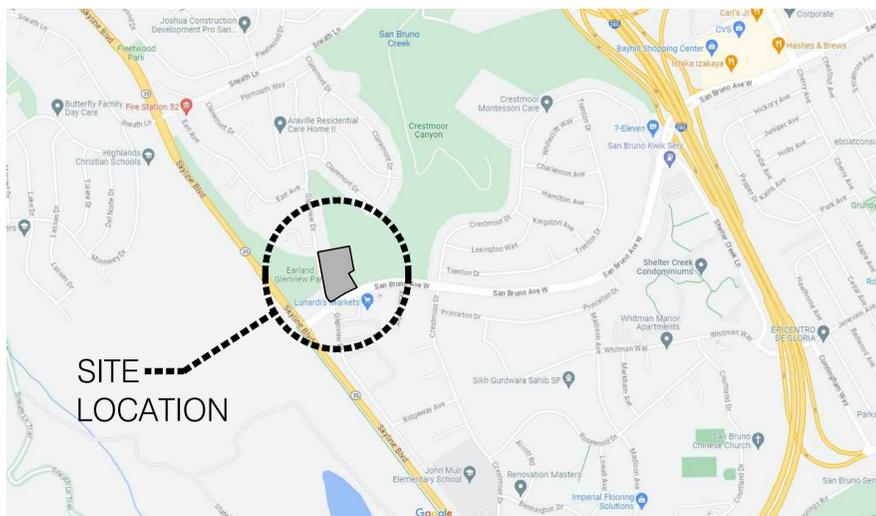
SAN BRUNO, CALIFORNIA 94066

1ST SUBMITTAL DATE: 09.29.2023

2ND SUBMITTAL DATE: 12.06.2023

3RD SUBMITTAL DATE: 01.16.2024

LOCATION MAP



APPLICANT:

CITY VENTURES

444 SPEAR STREET, SUITE 200

SAN FRANCISCO, CA 94105

CONTACT: SAMANTHA HAUSER

Executive Vice President

PHONE: 646.522.4260

E-MAIL: samantha@cityventures.com

www.cityventures.com

LANDSCAPE ARCHITECT:

C2 COLLABORATIVE

100 AVENIDA MIRAMAR

SAN CLEMENTE, CA 92672

CONTACT: CHRISTOPHER FORTUNATO

Principal

PHONE: 949.366.6624 x703

E-MAIL: cfortunato@c2collaborative.com

www.c2collaborative.com

ARCHITECT:

HUNT HALE JONES ARCHITECTS

444 SPEAR STREET, SUITE 105

SAN FRANCISCO, CA 94105

CONTACT: DAN HALE

Architect

PHONE: 415.568.3833

E-MAIL: dhale@hhja.com

www.hunthalejones.com

UTILITY CONSULTANTS:

TARRAR

813 FIRST ST.

BRENTWOOD, CA 94513

CONTACT: ALFONSO REYES

Senior Project Manager

PHONE: 949.240.2595

E-MAIL: areyes@tarrar.com

www.tarrar.com

CIVIL ENGINEER:

CSW|ST2

5870 STONERIDGE MALL ROAD, SUITE 203

PLEASANTON, CA 94588

CONTACT: MICHAEL VIDRA

Project Manager

PHONE: 925.7874982

E-MAIL: mvidra@cswst2.com

www.cswst2.com

GEOTECHNICAL ENGINEER:

QUANTUM GEOTECHNICAL

1110 BURBETT AVE., SUITE B

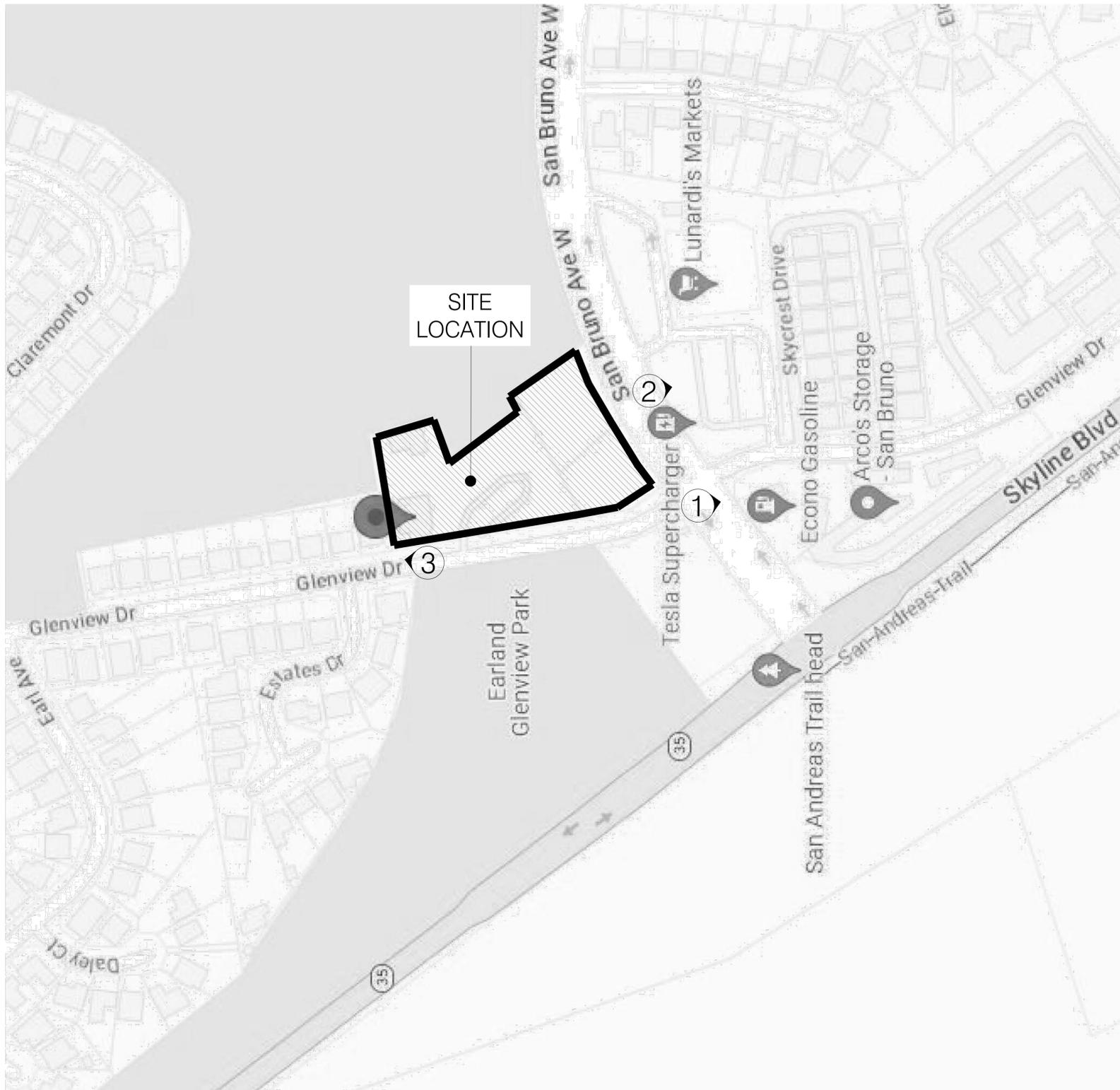
CONCORD, CA 94520

CONTACT: SIMON MAKDESSI

President

PHONE: 925.788.2751

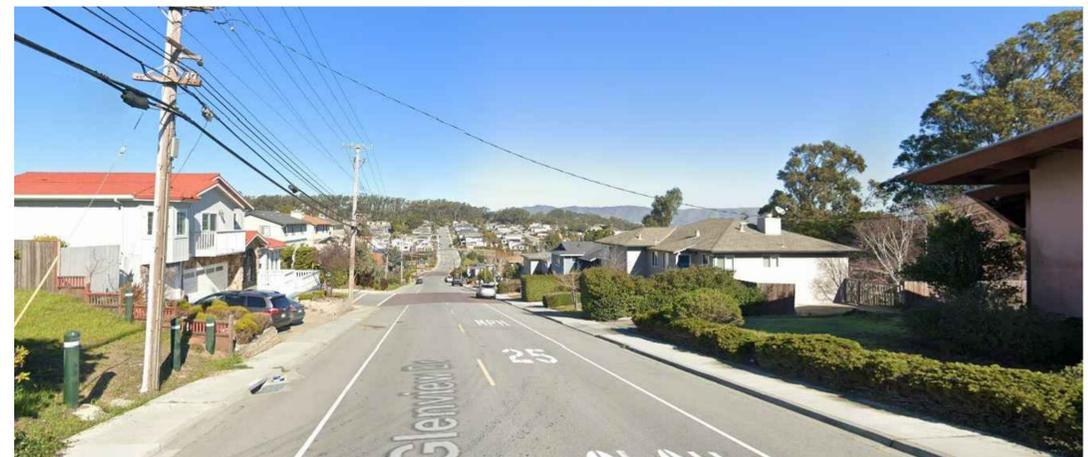
E-MAIL: simonm@quantumgeotechnical.com



VIEW NO. 1 ECONO GASOLINE STATION



VIEW NO. 2 SKYCREST SHOPPING MAL



VIEW NO. 3 DOWNHILL NEIGHBORHOOD

VICINITY MAP



GLENVIEW HIGHLANDS

850 GLENVIEW DRIVE
SAN BRUNO, CA 94066



Architecture | Planning | Interiors

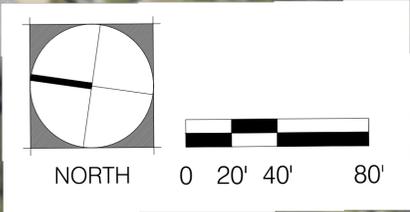
444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

VICINITY MAP & NEIGHBORHOOD PHOTOS

PH1.1

SCALE: NTS
DATE: 01.16.2024
PROJECT: 317075.00



GLENVIEW HIGHLANDS
 850 GLENVIEW DRIVE
 SAN BRUNO, CA 94066



Architecture | Planning | Interiors
 444 Spear Street, Suite 105
 San Francisco, CA 94105
 www.hunthalejones.com
 t. 415-512-1300
 f. 415-288-0288

CONCEPTUAL CONTEXT MAP
SP1.2
 SCALE: 1" = 40'-0"
 DATE: 01.16.2024
 PROJECT: 317075.00



GLENVIEW HIGHLANDS
850 GLENVIEW DRIVE
SAN BRUNO, CA 94066



Architecture | Planning | Interiors

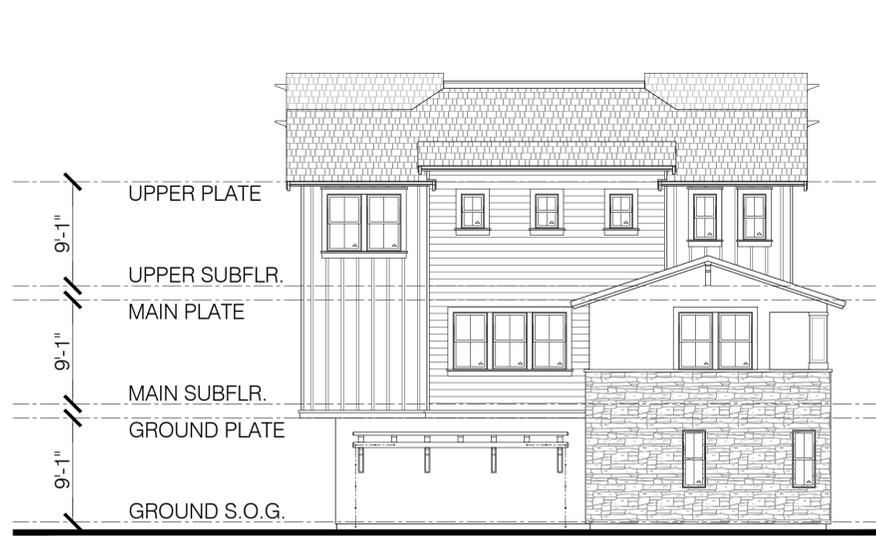
444 Spear Street, Suite 105
San Francisco, CA 94105
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t. 415-512-1300
f. 415-288-0288

STREETSCAPE - SAN BRUNO AVENUE & GLENVIEW DRIVE

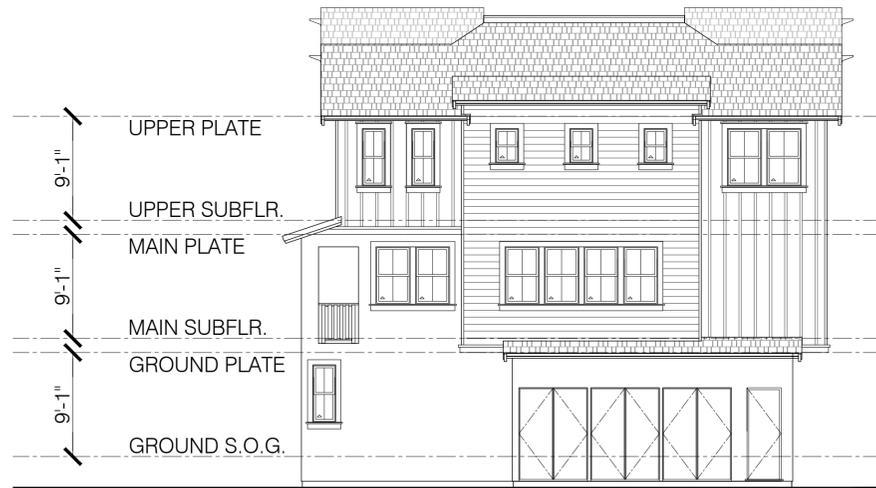
A1.1.1

SCALE: 1/8" = 1'-0"
DATE: 01.16.2024
PROJECT: 317075.00



LEFT ELEVATION

BLDG. A



RIGHT ELEVATION

BLDG. A



FRONT ELEVATION

BLDG. A



REAR ELEVATION

BLDG. A

MATERIAL SPECIFICATIONS

- COMPOSITION SHINGLE ROOFING
- 5" OGEE GSM GUTTER
- PARAPET WALL w/ GSM COPING CAP
- SECTIONAL ROLL-UP GARAGE DOOR
- FIBERGLASS FRONT DOOR
- DUAL GLAZED VINYL WINDOW
- METAL METER CABINET DOORS
- ADHERED STONE VENEER, OR SIMILAR
- STUCCO
- LAP SIDING
- BOARD & BATTEN SIDING
- WOOD TRIM, CORBELS & KICKERS
- WOOD RAILING
- WOOD TRELLIS



GLENVIEW HIGHLANDS

850 GLENVIEW DRIVE
SAN BRUNO, CA 94066



Architecture | Planning | Interiors

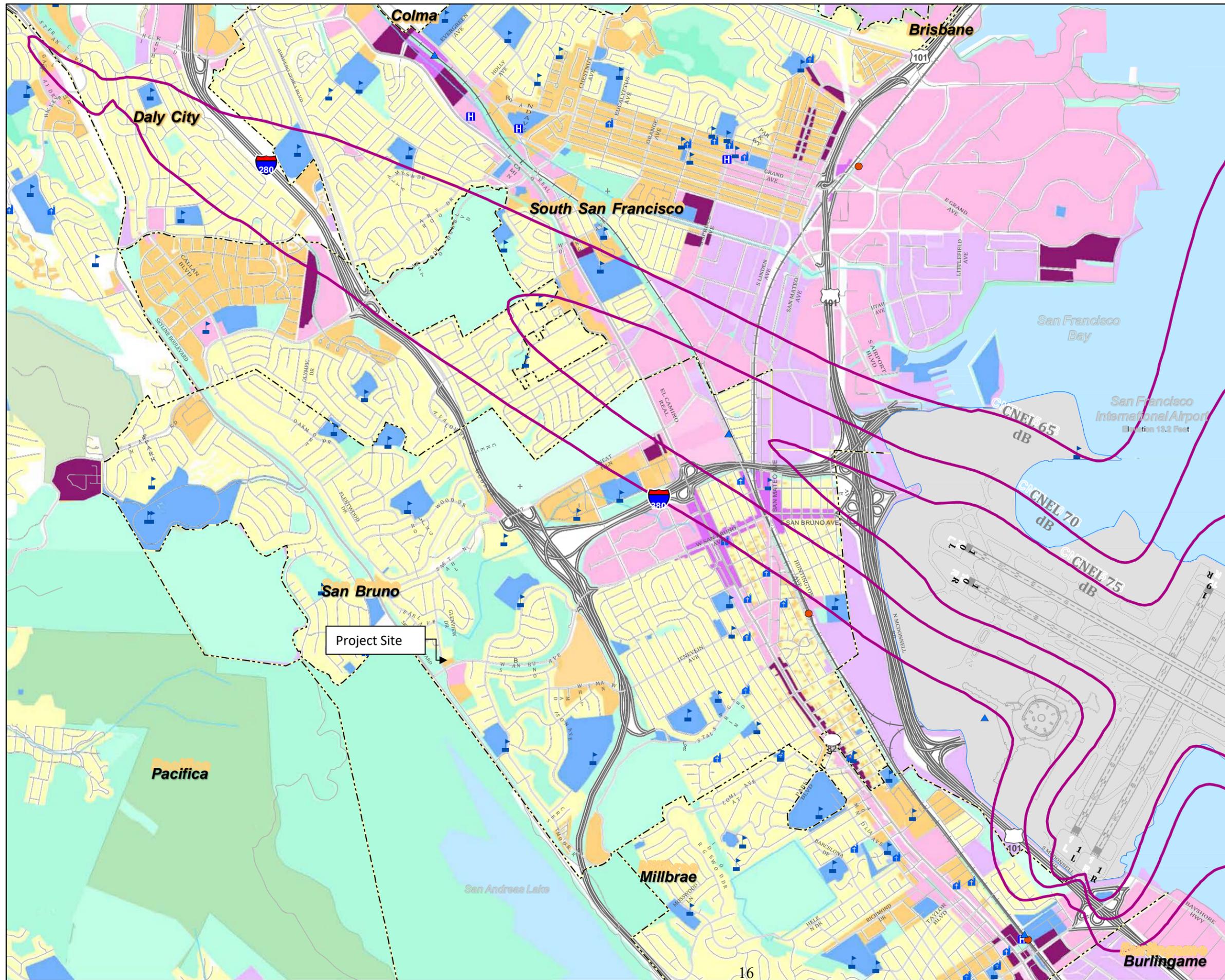
444 Spear Street, Suite 105
San Francisco, CA 94105
www.hunthalejones.com

t. 415-512-1300
f. 415-288-0288

BLDG. A CONCEPTUAL EXTERIOR ELEVATIONS
(BLDGs. B, E, & F SIMILAR)

A1.2.1

SCALE: 1/8" = 1'-0"
DATE: 01.16.2024
PROJECT: 317075.00



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:

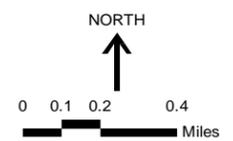
- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

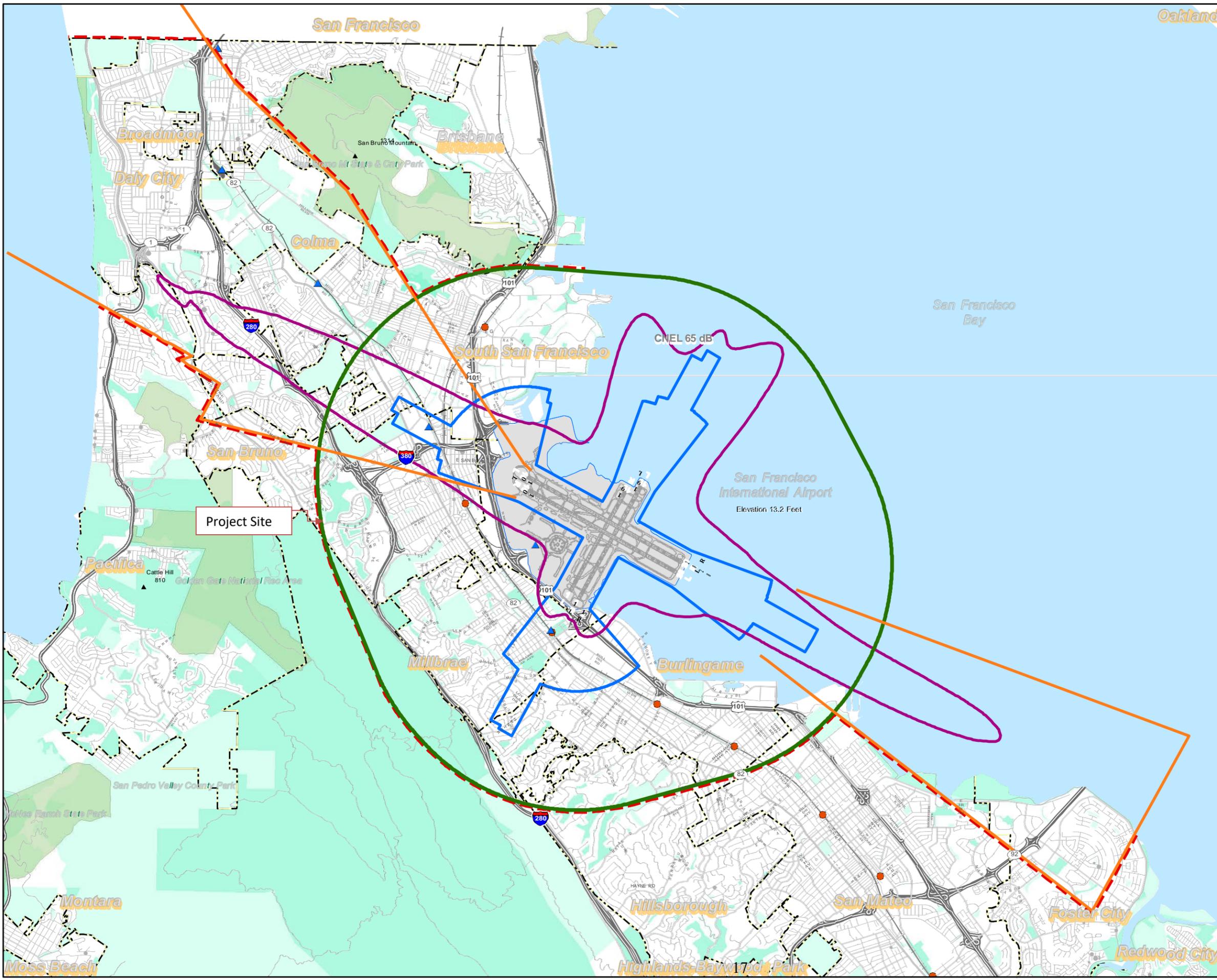
Sources:

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 2008
 - San Mateo City Land Use Plan, March 2007
 - San Mateo County Zoning Map, 1992
 - South San Francisco General Plan, 1998





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

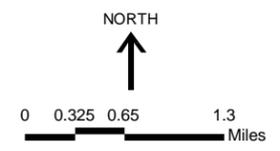
Sources:

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

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

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

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



FAANOTIFICATIONREQUIREMENTS

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

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

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

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

Heights of 100:1 Surface Above Ground (AGL)

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

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

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

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

LEGEND

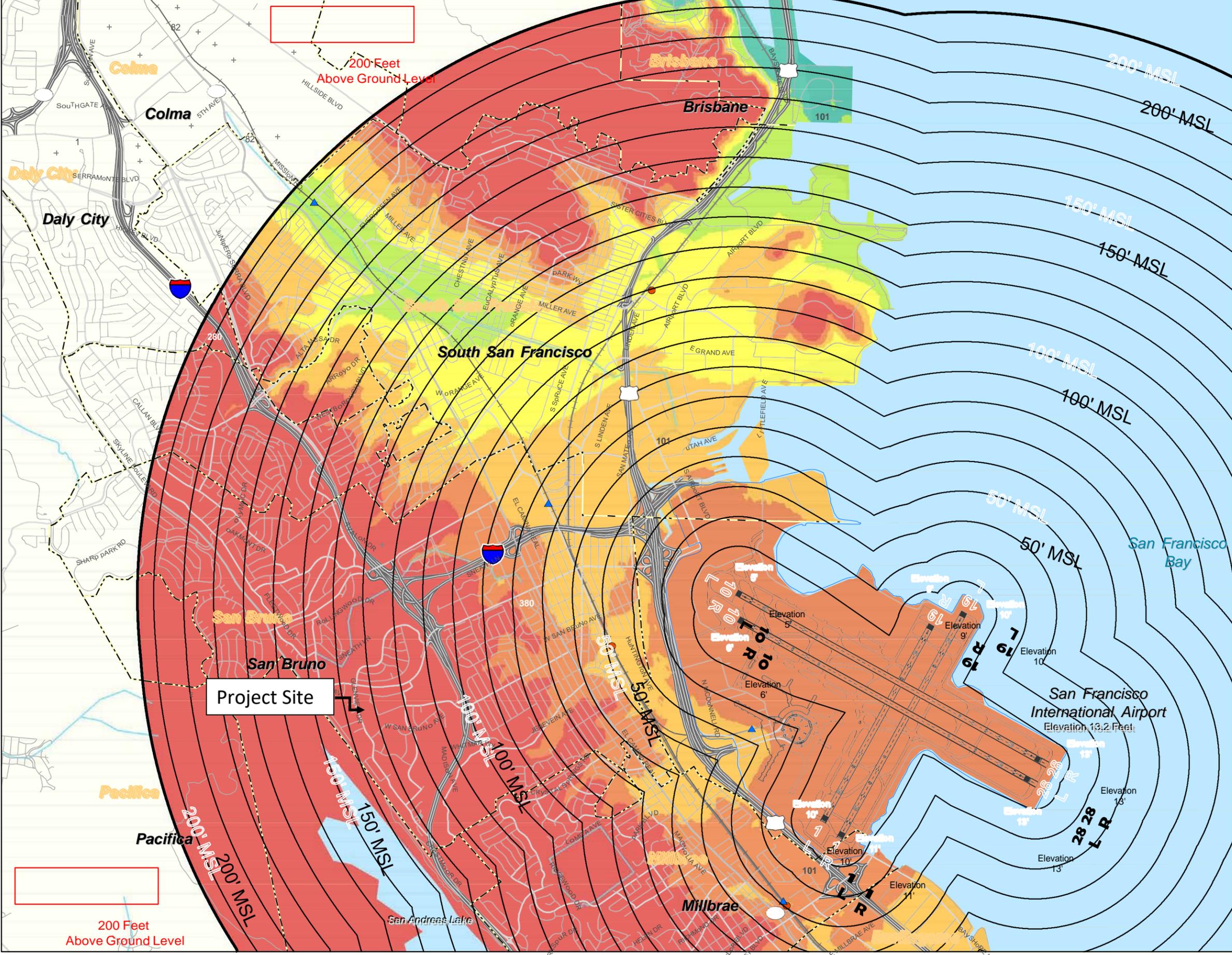
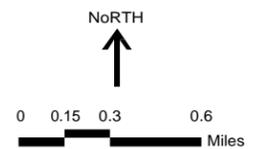
- ▲ BART Station
- CALTRAIN Station
- Municipal Boundary
- Railroad
- Freeway
- Road

Note:

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

Source:

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





San Francisco International Airport

April 11, 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: Land Use Consistency Determination for 850 Glenview Drive, City of San Bruno

Dear Susy:

Thank you for the opportunity for San Francisco International Airport (SFO or the Airport) to comment on the 850 Glenview Drive Project (Proposed Project) in the City of San Bruno (City). We appreciate this opportunity to coordinate with the Airport Land Use Commission (ALUC) in evaluating the Proposed Project.

According to the application materials, the Proposed Project site is located on three parcels (Assessor's Parcel Numbers 019-042-150, 019-042-160, and 019-042-170) at 850 Glenview Drive and 2880-2890 San Bruno Avenue West. The site is currently developed with a surface parking lot, a vacant church, and a vacant single-family home. The Proposed Project consists of demolishing the existing uses on the site and constructing nine buildings containing a total of 58 townhomes and 123 parking spaces. The buildings would be three stories and 41 feet tall.

SFO ALUCP AIRPORT INFLUENCE AREAS

The Proposed Project site is within two Airport Influence Areas (AIAs): Area A – Real Estate Disclosure Area (all of San Mateo County) and Area B – Policy/Project Referral Area (a smaller subarea in the northern part of San Mateo County), as defined by the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP). Within Area A, the real estate disclosure requirements of state law apply (see **Attachment A**). A property owner offering a property for sale or lease must disclose the presence of planned or existing airports within two miles of the property. Within Area B, the Board of Directors of the City/County Association of Governments of San Mateo County, acting as the designated ALUC, shall review proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments and rezonings, and land development proposals (see attachment). The real estate disclosure requirements in Area A also apply in Area B.

SFO ALUCP POLICIES

The Proposed Project site is outside of the 65 decibel Community Noise Equivalent Level (dB CNEL) contour and all Safety Compatibility Zones. Therefore, the Proposed Project would not appear to be inconsistent with the Noise and Safety Compatibility Policies adopted in the SFO ALUCP.

As described in Exhibit IV-17 of the SFO ALUCP (see **Attachment B**), the elevation of the critical aeronautical surfaces at the Proposed Project site range from approximately 850 to 900 feet above mean sea level (AMSL) as defined from the origin of the North American Vertical Datum of 1988 (NAVD88). The elevation of the Proposed Project site ranges from approximately 430 to 480 feet AMSL. The maximum height of the townhomes would be 41 feet (an elevation of 471 to 521 feet AMSL depending on the specific location), which would be below the elevation of the lowest critical aeronautical surfaces. Therefore, the

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

LONDON N. BREED
MAYORMALCOLM YEUNG
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VICE PRESIDENT

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JOSE F. ALMANZA

MARK BUELL

IVAR C. SATERO
AIRPORT DIRECTOR

Susy Kalkin, ALUC
April 11, 2024
Page 2 of 2

Proposed Project would not appear to be inconsistent with the Airspace Compatibility Policies adopted in the SFO ALUCP, subject to the issuance of a Determination of No Hazard to Air Navigation from the Federal Aviation Administration (see below) for any proposed structures, and determinations from the City/County Association of Governments of San Mateo County as the designated ALUC.

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

* * *

The Airport appreciates that the City intends to add new housing stock within its limits and outside of the 70 dB CNEL contour. The General Plan designation for the site is Medium Density Residential, which allows a maximum density of 24 units per acre. Given the size of the parcel (approximately 3.28 acres), the Airport notes that it would be possible to develop an additional 20 units at this site for a total of 78 units without modifying existing zoning and substantially more units if it would upzone the parcels as it has proposed to do at other locations. In turn, this would reduce the City's Regional Housing Needs Assessment obligations at other sites and would alleviate development pressures at incompatible sites like the Tanforan Shopping Center, where there would be significant environmental impacts under the California Environmental Quality Act and environmental justice issues if the City proceeds with adding housing. The Airport encourages the City to consider this and other compatible parcels for the highest feasible density of residential development before exploring the introduction of housing on incompatible sites.

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

Sincerely,

DocuSigned by:



66EE2B45EAAF460...
Christopher M. DiPrima for Nupur Sinha
Director of Planning and Environmental Affairs
San Francisco International Airport

Attachments

- Attachment A –SFO ALUCP Airport Influence Areas
- Attachment B – SFO ALUCP Airspace Protection Policies

cc: Alex D. McIntyre, City of San Bruno
Darcy Smith, City of San Bruno
Michael Laughlin, City of San Bruno, Planning & Housing Manager
Matt Maloney, ABAG, Director, Regional Planning Program
Mark Shorett, ABAG, Principal Planner, Regional Planning
Audrey Park, SFO, Environmental Affairs Manager
Christopher M. DiPrima, SFO, Acting Airport Planning Manager

C/CAG AGENDA REPORT

Date: April 25, 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 or 2, on properties located east of US 101.

(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 or 2, on properties located east of US 101, is consistent with the criteria contained in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP), subject to the following condition:

1. Prior to adoption, the last sentence in the General Commercial land use definition/description shall be amended substantially as follows:

Any use containing Biosafety Level 2 is subject to review and approval of a Conditional Use Permit, and if located within Safety Zone 3 as defined in the SFO Airport Land Use Compatibility Plan (ALUCP), shall include ~~with~~ specific findings that there is no feasible land use alternative for the site and enhanced exiting requirements as identified in the 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. In February 2024, Millbrae 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.](#)”

This proposal was reviewed by the ALUC Committee in February, and subsequently by the ALUC Commission in March, where a resolution was adopted finding the proposal inconsistent with the safety compatibility policies of the SFO ALUCP due to inclusion of Biosafety level 3 use within Safety Zone 3. Following that determination, the Millbrae City Council discussed the option of pursuing an override of the ALUC determination, but instead directed its staff to revise the proposal to remove Biosafety Level 3 use. Accordingly, Millbrae staff has submitted a revised proposal for ALUC review which deletes the Biosafety Level 3 use. 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 revised proposal includes the following text:

“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 [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 or 2 only. Any use containing Biosafety Level 2 is subject to review and approval of a Conditional Use Permit with specific findings that there is no feasible land use alternative for the site.](#)”

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

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 Levels

The SFO 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 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.”*
- **Biosafety Level 1 Use** – Pursuant to the safety compatibility criteria established in Table IV-2 of the SFO ALUCP, included as **Attachment 3**, *Biosafety Level 1 use* is not listed as either incompatible or a use to avoid within Safety Zone 3, and is therefore compatible.

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.

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – Millbrae GP Amendment – General Commercial BSL-2

Date: April 25, 2024

Page 4

- Biosafety Level 2 Use – Per the ALUCP Safety Compatibility Criteria, Biosafety Level 2 Uses within Safety Compatibility Zone 3 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.” To assure compatibility with these requirements the following text modification is recommended:
 1. Prior to adoption, the last sentence in the General Commercial land use definition/description shall be amended substantially as follows:

Any use containing Biosafety Levels 2 is subject to review and approval of a Conditional Use Permit, and if located within Safety Zone 3 as defined in the SFO Airport Land Use Compatibility Plan (ALUCP), shall include ~~with~~ specific findings that there is no feasible land use alternative for the site and enhanced exiting requirements as identified in the ALUCP.

Subject to this amended language, Biosafety Level 2 use within Safety Zone 3 would reflect the requirements of the safety compatibility criteria identified in the SFO ALUCP.

SFO Planning

Pursuant to standard practice, the revised proposal was referred to SFO Planning staff for review and comment. As outlined in their comment letter, **Attachment 5**, they note appreciation for the removal of Biosafety Level 3 use from the proposal but continue to object to Biosafety Level 2 use as well. They contend that Biosafety Level 2 use in Safety Zone 3 is “inconsistent with the ALUCP and poses an unreasonable public safety hazard by exposing residents and businesses in the City to greater potential harm in the event of an aircraft accident” and recommend the ALUC determine the proposal incompatible with the ALUCP. However, as noted previously in the “Safety Policy Consistency Analysis” discussion, the ALUCP does not list the use as “incompatible”, but rather as a use to “avoid”, and therefore ALUC staff recommends the proposal be determined conditionally consistent, subject to the clarifying language identified above.

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 April 12, 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

Project Name: Amendments to the Millbrae General Plan

Address: 621 Magnolia Avenue

APN: Citywide

City: Millbrae

State: California

ZIP Code: 94030

Staff Contact: Nestor Guevara

Phone: 650-259-2335

Email: nquevara@ci.millbrae.ca.us

PROJECT DESCRIPTION

The project consists of 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 designation and located east of U.S. 101 to allow life sciences, laboratory, technology, biotechnology or research and development. Laboratory use will be limited to Biosafety Levels 1 and 2 subject to review and approval of a Conditional Use Permit. The properties impacted by this General Plan amendment include three parcels located at 1 Old Bayshore and 401 E Millbrae.

This application was previously heard by the ALUC on February 28th but is being revised to remove biosafety level 3 (BSL-3) land uses following the Millbrae City Council's direction to do so at their March 26, 2024 public hearing. This amended application will require all biosafety level 2 (BSL-2) land uses to obtain prior approval of a Conditional Use Permit with specific findings that there is no feasible land use alternative for the site and require that any structure within the project that is located within Safety Zone 3 that contains a use classified as BSL-2 be provided with at least 50% more exits than required by applicable codes.

REQUIRED PROJECT INFORMATION

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

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

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
 - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.
 - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.

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

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

c) Airspace Protection:

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

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

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

Additional information For Development Projects:

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

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

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

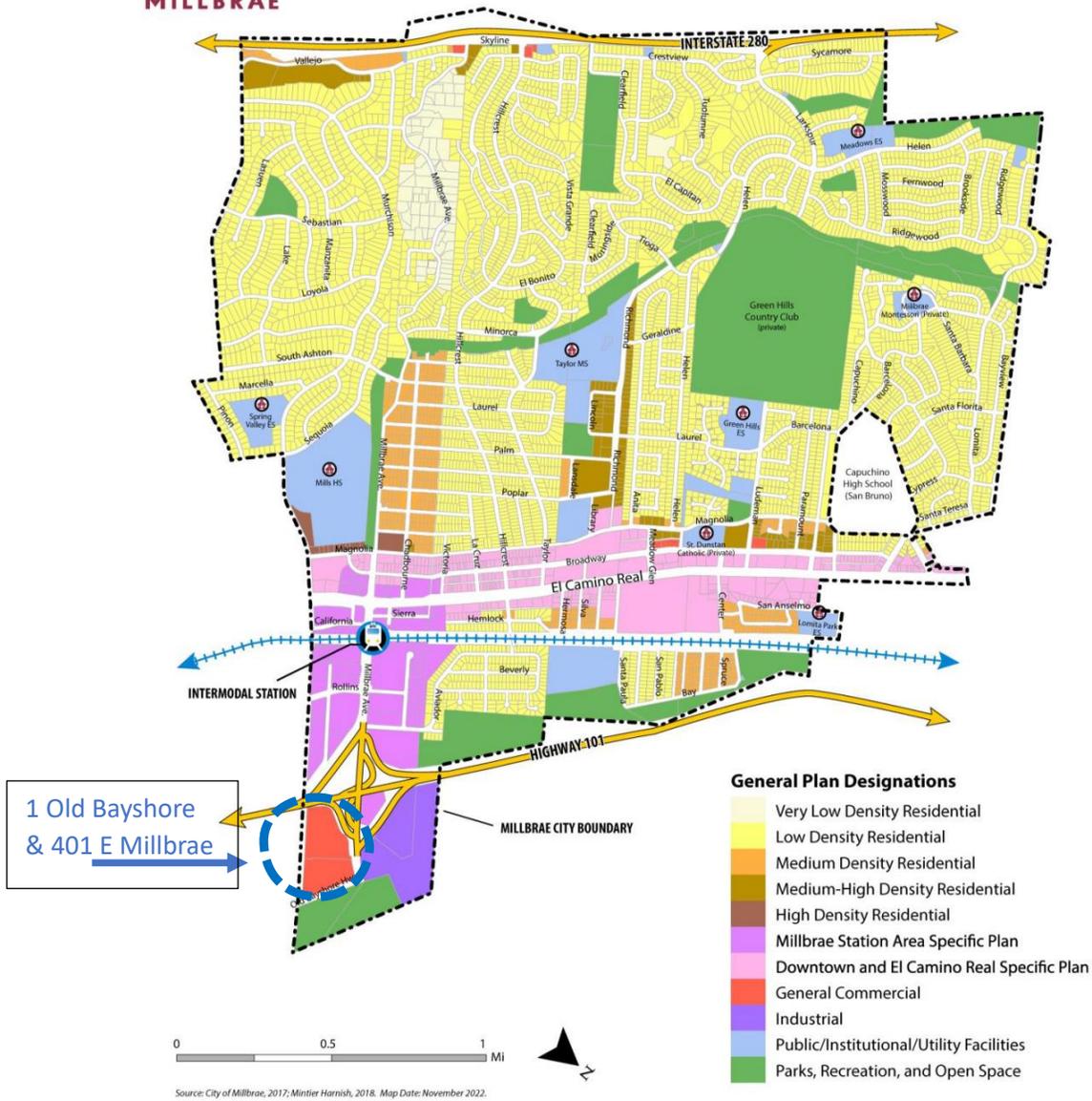
<i>For C/CAG Staff Use Only</i>
Date Application Received
Date Application Deemed Complete
Tentative Hearing Dates:
- Airport Land Use Committee
- C/CAG ALUC

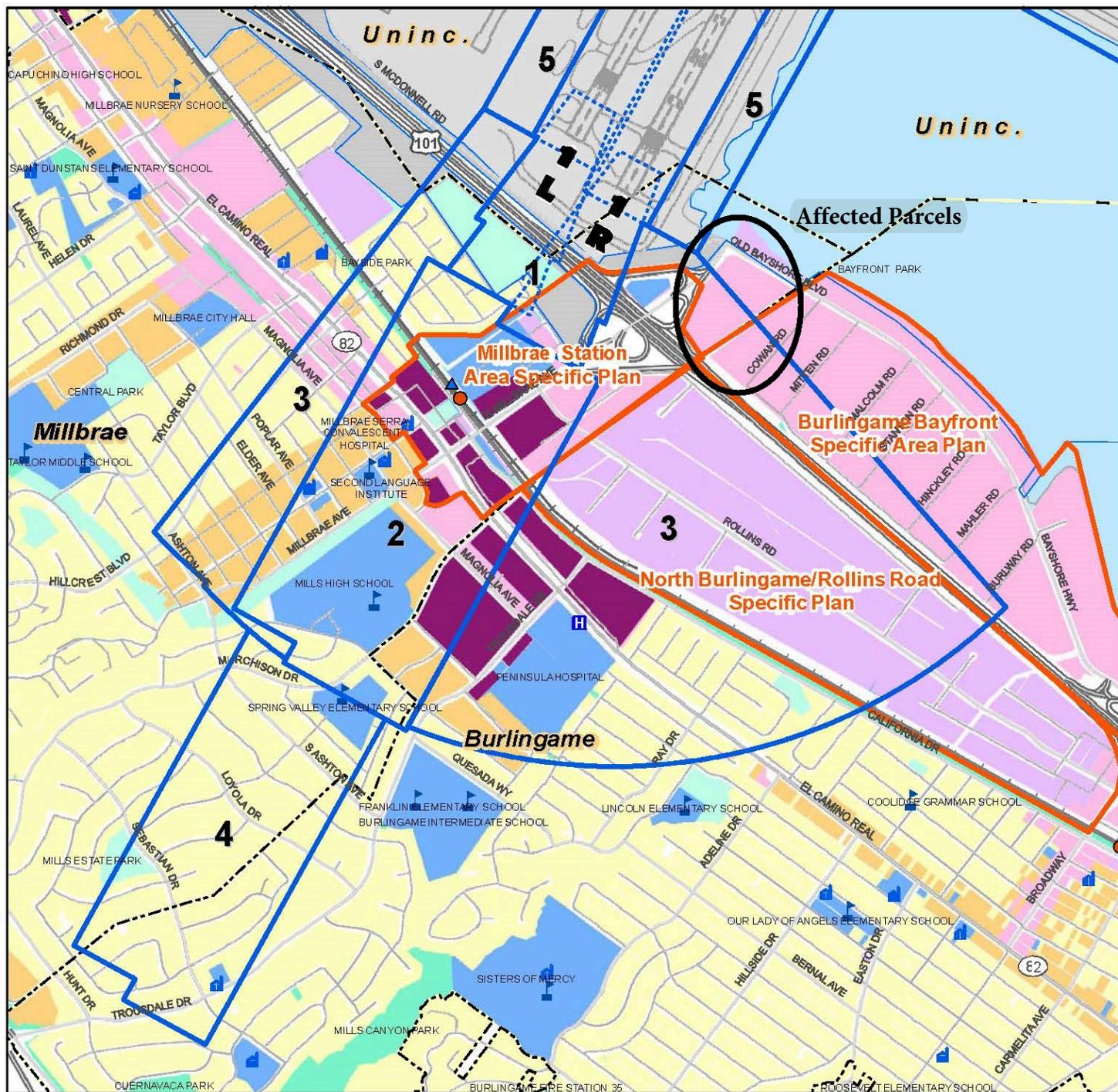
Table LU-1: Land Use Designations	Density/Intensity Range
<p>the MSASP. The Millbrae Station Area Specific Plan designation provides for a wide variety of uses including residential, retail, hotels, employment center/light industrial, public facilities, and mixed uses.</p>	<p>other development standards.</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 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 or 2 only. Any use containing Biosafety Levels 2 is subject to review and approval of a Conditional Use Permit with specific findings that there is no feasible land use alternative for the site.</p>	<p>Maximum FAR 3.0</p>
<p>Industrial</p> <p>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**





LEGEND

Safety Compatibility Zones

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

Internal boundaries of ALP-defined areas

Specific Plan Area

Airport Property

- ▲ BART Station
- CALTRAIN Station
- ▤ School
- Ⓜ Place of Worship
- Ⓜ Hospital

- Municipal Boundary
- Railroad
- Freeway
- Major Road
- Road

Planned Land Use Per General Plans

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

Sources:

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

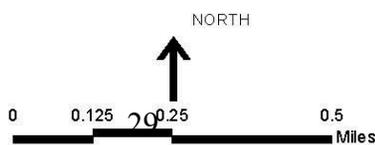


Table IV-2 (1 of 2) Safety Compatibility Criteria

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

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

Notes:

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

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

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

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

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

ZONE 3 -- INNER TURNING ZONE (ITZ)

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

ZONE 4 - OUTER APPROACH/DEPARTURE ZONE (OADZ)

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

ZONE 5 – SIDELINE ZONE (SZ)

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

SP-3 HAZARDOUS USES

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

- A. Aboveground fuel storage** — This includes storage tanks with capacities greater than 10,000 gallons of any substance containing at least 5 percent petroleum.¹¹ Project sponsors must provide evidence of compliance with all applicable regulations prior to the issuance of development permits.
- B. Facilities where toxic substances are manufactured, processed or stored** — Proposed land use projects involving the manufacture or storage of toxic substances may be allowed if the amounts of the substances do not exceed the threshold planning quantities for hazardous and extremely hazardous substances specified by the EPA.¹²
- C. Explosives and fireworks manufacturing and storage** — Proposed land use projects involving the manufacture or storage of explosive materials may be allowed in safety zones only in compliance with the applicable regulations of the California Division of Occupational Safety and Health (Section 5252, Table EX-1). Project sponsors must provide evidence of compliance with applicable state regulations prior to the issuance of any development permits.¹³
- D. Medical and biological research facilities handling highly toxic or infectious agents** — These facilities are classified by “Biosafety Levels.”¹⁴ Biosafety Level 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

April 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 Millbrae's Revised 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) revised 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 revised amendment.

ORIGINAL AMENDMENT

As described in the City's application for the original 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 original amendment proposed to 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.

On February 1, 2024, the Airport submitted a letter to the ALUC objecting to the City's original amendment.

REVISED AMENDMENT

The Millbrae City Council reviewed the original amendment during a public hearing on March 26, 2024, and instructed City staff to remove Biosafety Level 3 facilities. The City submitted a revised application to the ALUC. Under the revised amendment, life science, laboratory, technology, biotechnology, or research and development 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 and 2, facilities, and Biosafety Level 2 facilities would require approval of a Conditional Use Permit by the Millbrae Planning Commission. Prior to approving the Conditional Use Permit, the Millbrae Planning Commission shall make specific findings that there is no feasible alternative land use for the site. Furthermore, the City 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 percent more exits than required by applicable codes.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

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VICE PRESIDENT

JANE NATOLI

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IVAR C. SATERO
AIRPORT DIRECTOR

Susy Kalkin, ALUC

April 12, 2024

Page 2 of 3

SFO ALUCP SAFETY COMPATIBILITY POLICIES

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 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 facilities within Safety Zone 3 would not pose an unacceptable risk to public safety.

The Airport appreciates the removal of Biosafety Level 3 uses from the revised amendment; however, the proposal to allow Biosafety Level 2 facilities within Safety Zone 3 remains inconsistent with the SFO ALUCP and poses an unreasonable public safety hazard by exposing residents and businesses in the City 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 facilities in Safety Zone 3 under state law.³

The Airport does not object to Biosafety Level 2 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 wellbeing of its citizens in the event of an aircraft accident in Safety Zone 3.

* * *

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

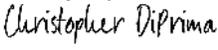
² Cal. Pub. Util. Code § 21676(b).

³ Cal. Pub. Util. Code § 21678.

Susy Kalkin, ALUC
April 12, 2024
Page 3 of 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@flysfso.com.

Sincerely,

DocuSigned by:

68FF7B45FAAF460

Christopher M. DiPrima for 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
Christopher M. DiPrima, SFO, Acting Airport Planning Manager

C/CAG AGENDA REPORT

Date: April 25, 2024
To: Airport Land Use Committee
From: Susy Kalkin
Subject: Request for appointment of three ALUC members to an ad hoc working group related to childcare within San Carlos Airport Safety Zone 6.

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

RECOMMENDATION

It is recommended that the Chair appoint two ALUC members to an ad hoc working group related to childcare within San Carlos Airport Safety Zone 6.

BACKGROUND

Last year an issue surfaced about the lack of guidance provided in the San Carlos ALUCP with respect to allowance for childcare uses within Safety Zone 6, a large area impacting substantial portions of both San Carlos and Redwood City, and Belmont to a lesser degree. While commercial daycare is listed as a conditionally permitted use within this area, the plan does not provide guidance as to what factors to consider in determining consistency, nor does it detail the types of conditions that should be imposed.

Staff has enlisted the assistance of C/CAG's on-call ALUC consultants to help with this effort. They have reviewed the 2011 California Airport Land Use Planning Handbook as well as ALUCPs from comparable airports to provide additional guidance. This initial work has demonstrated that there is not a consistent approach in how childcare uses are addressed within Safety Zone 6 but offers several options for consideration.

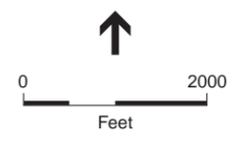
Because of the complexity of the issue and the variety of stakeholders involved, it is recommended that a working group be formed, consisting of ALUC members, city staff members from adjacent communities, San Carlos Airport staff and ALUC staff. This will allow for input from these stakeholders to be considered and incorporated into recommendations that would then be considered by the Committee as a whole.

ATTACHMENTS

1. San Carlos ALUCP Exhibit 4-3



- Jurisdictional Boundary
- Runway 30 Touch and Go Flight Tracks
- SAFETY ZONES**
- Runway 12-30
- Primary Surface
- Zone 1 – Runway Protection Zone
- Zone 2 – Inner Approach/Departure Zone
- Zone 3 – Inner Turning
- Zone 4 – Outer Approach/Departure Zone
- Zone 5 – Sideline Zone
- Zone 6 – Traffic Pattern Zone (generic)
- Zone 6 – Traffic Pattern Zone



SOURCE: ESRI, 2014; ESA Airports, 2014