

C/CAG

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AIRPORT LAND USE COMMITTEE (ALUC) AGENDA

Date: Thursday, August 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 May 23, 2024 meeting. | Action
(O'Connell) | Page 1 |
| 4. San Francisco International Airport Land Use
Compatibility Plan Consistency Review – Daly City
Draft 2023-2031 Housing Element, including related
General Plan and Zoning Ordinance Amendments | Action
(Kalkin) | Page 5 |

- | | | |
|--|--|---------|
| 5. Caltrans Div. of Aeronautics Update | Information
(Tiffany Martinez,
Caltrans) | |
| 6. Member Comments/Announcements | Information | |
| 7. Items from Staff | Information | Page 41 |
| - Correspondence – ALUC Comments to San Carlos re. Childcare Facility at 1776 Laurel | | |
| 8. Adjournment – <i>Next regular meeting – Sept. 26, 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

May 23, 2024

1. Call to Order/Roll Call

Chair O’Connell called the meeting to order at 4:38 pm. The attendance sheet is attached.

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

3. Minutes of the April 24, 2024 Meeting

Motion: Member Nicolas moved, and Member Sullivan seconded, approval of the April 24, 2024 minutes. Motion carried (8-0-0) by the following voice vote: AYE - Members DiGiovanni, Sullivan, Hamilton, Mueller, Nicolas, Ford, Vice Chair Sturken, and Chair O’Connell. NO – none. ABSTAIN – none.

4. Receive a presentation on the C/CAG Strategic Plan development process and participate in a discussion on the proposed Agency mission, vision, core values, goals, objectives, and performance measures.

Sean Charpentier, C/CAG Executive Director, gave a brief overview of the Strategic Plan introduced the consultant.

Rachel Bennet, consultant with MIG, provided a presentation on the Strategic Plan process and framework, with a focus on the proposed goals and objectives related to Land Use and Airport Compatibility.

Committee members questioned having ALUC responsibilities bundled with housing efforts in the Strategic Plan, noting the ALUC is state mandated with very focused responsibilities that sometimes seems to work at cross purposes with housing advocacy. Executive Director Charpentier responded that the ALUCPs include noise, safety and height related policies that apply to housing projects, and that none of the housing goals included in the Strategic Plan would affect those ALUCP policies.

Member Ford requested that the photo included in the plan depicting a SurfAir plane be replaced with another showing a smaller plane, which would be more reflective of the type of aircraft that utilize San Carlos Airport.

5. San Carlos Airport Land Use Compatibility Plan Consistency Review – Review of amendments to the Redwood City Zoning Code including general updates, and measures to implement programs in the Housing Element and El Camino Real Corridor Plan.

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

Member Ford asked for clarification about the proposed condition in the staff report. Staff noted that childcare and meeting/assembly uses would include a footnote to highlight that such uses would need to be reviewed for compliance with the Safety Compatibility policies of the ALUCP.

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

6. San Carlos Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Proposed childcare center within an existing building at 1776 Laurel Street, San Carlos

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

Member Ford requested that the Committee table this item until the recently appointed subcommittee has made its recommendations on appropriate criteria for childcare use in Safety Zone 6. Staff responded that State law mandates that the ALUC make a decision on the item within a 60-day time period or the proposal is automatically deemed consistent, and that the 60-day period includes both this Committee and the C/CAG Board, as the Airport Land Use Commission.

Member Ford noted her opposition to finding the proposal consistent with the ALUCP, explaining that the Calif. Airport Land Use Planning Handbook describes the various Safety zones, and while Zone 6 is less hazardous than the others it does not mean there is no risk, so she does not believe the facility should be located within Safety Zone 6. Staff clarified that in the ALUCP uses are categorized within the safety criteria as “compatible”, “conditionally compatible”, or “incompatible”, and that childcare use in Safety Zone 6 is identified as “conditionally compatible”, rather than incompatible.

Several Committee members noted support for the staff recommendation highlighting the following points:

- The project area is two blocks away from the edge of the Safety Zone, in a busy commercial area in the heart of San Carlos' downtown corridor, and therefore the more urban intensity standards are appropriate.
- The entirety of San Carlos' commercial area is within Safety Zone 6, and if the ALUC were to take the most strict policy interpretation, childcare facilities would be essentially precluded within the town.

Gretchen Kelly, Airport Manager for San Carlos Airport, requested the Committee consider reducing the intensity of the use to the suburban standard of something closer to 250 persons/acre. Chair O'Connell noted intensity is something that the subcommittee should discuss in its deliberations, along with what constitutes an urban vs. suburban environment, but felt that without more specific criteria the project site seems more urban.

Member Mueller questioned whether there is an issue with leaded fuel impacting the children. Member Ford provided background information contesting concerns about lead contamination at San Carlos Airport, noting the EPA had monitored the airport operations and determined it was not an issue. Member Mueller did not contest that there is an issue or not at San Carlos Airport but noted that this has been a big concern in Santa Clara County.

Chair O'Connell noted that the ALUC is not charged with reviewing all aspects of the project, only with evaluating whether the proposal is consistent with the policies in the ALUCP, which are focused on noise, safety, and airspace protection; and that consideration of pollution and health risks are outside of the ALUC's role.

Airport Manager Kelly noted that approximately 75% of the fuel sold at the San Carlos Airport is unleaded and they are poised to phase it out as early as possible. However, she clarified that the FAA Reauthorization Act which was recently enacted restricts the ability to preclude sale of leaded fuel at airports until 2030.

Motion: Vice Chair Sturken moved, and Member Hamilton seconded, approval of the staff recommendation. Member Mueller requested an amendment to the motion - to approve, but flag for consideration potential concerns of parents that leaded fuel is being used at the airport.

The Committee discussed Member Mueller's request and there was general consensus that they wanted the San Carlos City Council made aware of their discussion. Options were considered, with preference noted for having staff draft a letter to the San Carlos City Council outlining the Committee's discussion.

Rucha Dande, San Carlos Principal Planner, asked for clarification about the forthcoming letter – what would be the expected action and basis for the request - so that they would understand the path forward.

Executive Director Charpentier noted the framework of the letter would be to document that this conversation occurred at the Committee and that concerns were raised about potential leaded fuel, with mention included about the current mix of approximately 75% unleaded to 25% leaded fuel sales, and that leaded fuel is scheduled to be phased out by 2030.

Member Ford was not in favor of raising this issue. She noted that there is no proof that this is an issue, but if you make an allegation then more people will become alarmed.

Modified Motion: Vice Chair Sturken moved, and Member Hamilton seconded, approval of the staff recommendation, and directing that a letter be sent to San Carlos outlining the Committee's discussion. Motion carried (7-1-0) by the following voice vote: AYE - Members DiGiovanni, Sullivan, Hamilton, Mueller, Nicolas, Vice Chair Sturken, and Chair O'Connell. NO – Member Ford. ABSTAIN – none

7. Member Comments/Announcements

Vice Chair Sturken asked whether there was still an opportunity to serve on the subcommittee that will be looking at the issue of childcare use within Safety Zone 6. Chair O'Connell agreed to add him to the subcommittee.

8. Items from Staff

C/CAG Executive Director Charpentier noted that C/CAG was continuing to advocate for AB817, which would allow additional flexibility for remote meeting attendance for advisory bodies.

9. Adjournment

The meeting was adjourned at 5:55 pm.

2024 C/CAG Airport Land Use Committee Attendance Report

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

X - Committee Member Attended

Y - Designated Alternate Attended

Staff and guests in attendance for the May 23, 2024, meeting: Susy Kalkin, Sean Charpentier, Kim Springer and Kaki Cheung C/CAG staff; Rachel Bennet, MIG staff; Gretchen Kelly, San Mateo County Airports Manager; John Francis, Redwood City staff; Vinnie Chan and Rucha Dande, San Carlos staff.

C/CAG AGENDA REPORT

Date: August 22, 2024

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Land Use Compatibility Plan Consistency Review – City of Daly City Draft 2023-2031 Housing Element, including related General Plan and Zoning Ordinance Amendments

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

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 City of Daly City Draft 2023-2031 Housing Element Update (Draft Housing Element) and related General Plan and Zoning Ordinance Amendments are consistent with the policies of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), subject to the following conditions:

- Amend the R-1 and R-3 Use Tables in the Zoning Ordinance to add a footnote to the following uses to highlight that such uses are conditionally compatible within the CNEL 65 dB airport noise contour and must comply with the provisions outlined in the SFO ALUCP:
 - All residential uses
 - Public and private schools
 - Transient lodging (hotels, motels, etc.)
 - Public assembly, including places of worship
 - Libraries
 - Hospitals and nursing homes
- Amend the PD “General Provisions” Section in the Zoning Ordinance to reference compliance with the provisions of the SFO ALUCP.

BACKGROUND

Daly City has referred its Draft Housing Element and related General Plan and Zoning Ordinance 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. These policies are subject to Airport Land Use Committee / Board review, pursuant to California Public Utilities Code (PUC) Section 21676(b).

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 Regional Housing Needs Allocation (RHNA) is the share of the Regional Housing Needs Determination assigned to each

jurisdiction by the Association of Bay Area Governments (ABAG). In December 2021, ABAG adopted a Final RHNA Methodology, which was approved by the California Department of Housing and Community Development in January 2022. The proposed RHNA for Daly City for this planning cycle is 4,838 units.

General Plan Amendments

The City has identified existing capacity for 3,985 new units under current land use designations and zoning districts through pipeline projects and vacant and underutilized sites. Zoning and land use designation amendments are proposed to accommodate an additional capacity of 1,110 new units. The seven parcels proposed for redesignation are as follows:

TABLE 2 PROPOSED LAND USE DESIGNATIONS

Assessor’s Parcel Number	Existing Land Use Designations	Proposed Land Use Designations
006-252-080	Residential Medium Low Density (R-MLD)	Residential High Density (R-HD)
008-104-110 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-104-120 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-520-180 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-520-190 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-521-110 ^a	Commercial Office (C-O)	Residential High Density (R-HD)
091-247-080 ^a	Commercial Mixed-Use (C-MU)	Residential High Density (R-HD)

Notes:

a. These parcels have also been proposed for rezoning (see Table 3, *Proposed Zoning Designations*, for more details).

b. These parcels have a land use designation of Public Facilities (PF) in the Daly City General Plan, but a land use designation of Hospital (HOSP) in the Sullivan Corridor Specific Plan (see Table 5, *Proposed Parcels in the Sullivan Corridor Specific Plan Area to be Amended to General Plan Land Use and Zoning District Residential Uses*).

Source: City of Daly City, 2023, *City of Daly City 2023-2031 Housing Element*.

Zoning Ordinance/Map Amendments

Several sites are also proposed to be rezoned to accommodate the increased density, as identified below:

TABLE 3 PROPOSED ZONING DISTRICTS

Assessor’s Parcel Number	Existing Zoning Districts	Proposed Zoning Districts
003-224-100	Planned Development (Permitting Office)	Planned Development (Permitting Residential)
008-104-110*	Hospital (HOSP)	Multiple Family (R-3)
008-104-120*	Hospital (HOSP)	Multiple Family (R-3)
008-520-180*	Hospital (HOSP)	Multiple Family (R-3)
008-520-190*	Hospital (HOSP)	Multiple Family (R-3)
008-521-110*	Office Commercial (C-O)	Multiple Family (R-3)
091-247-080*	Planned Development (Permitting Hotel)	Planned Development (Permitting Residential)

Note: *These parcels have also been proposed for new land use designations (see Table 2, *Proposed Land Use Designations*, for more details).

Source: City of Daly City, 2023, *City of Daly City 2023-2031 Housing Element*.

Various develop standards would also be modified, including:

- Amend the Serramonte Views Planned Development (PD57B) project on Serramonte Blvd. to allow very high density residential at a maximum height of up to 250 feet (with 15 additional feet for elevator shafts and rooftop mechanical equipment).
- Amend the Landmark Office Project Planned Development (PD59A) on Mission St./Hillside Blvd. to allow mixed-use or purely residential use, with heights of up to 150 feet.
(Both PD amendments would also include a note that allowable heights would need to comply with the SFO ALUCP)
- Amend the R-3 zoning district citywide to increase the maximum building height to 120 feet (plus 15 additional feet may be permitted for elevator shafts and rooftop mechanical equipment). The revised zoning table would stipulate that all allowable heights would be subject to additional height limitations imposed by SFO ALUCP.
- Amend the C-MU zone district to permit maximum building heights of 175 feet, plus up to 15 additional feet to accommodate rooftop appurtenances.

Additionally, to ensure airport land use compatibility is addressed in future projects, Daly City has proposed a new zoning ordinance section entitled, “Airport Land Use Compatibility Plan Consistency”, that incorporates the relevant criteria from the SFO ALUCP into the City’s development review process.

A full description of the proposed amendments and related maps are included in the application materials, **Attachment 1**.

DISCUSSION

I. SFO ALUCP Consistency Evaluation

Four airport / land use compatibility factors are addressed in the SFO ALUCP that relate to the proposed general plan housing element amendment. These include policies for: (a) airport influence area, (b) noise compatibility, (c) safety compatibility, and (d) airspace compatibility.

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

The Housing Element includes the following policy that recognizes the need to comply with ALUCP requirements:

- Policy HE. 4: Ensure that standards for new housing construction comply with airport land use compatibility requirements.

To implement the policy, as noted above, a new Zoning Ordinance section is proposed, entitled “Airport Land Use Compatibility Plan Consistency” that addresses all the relevant requirements of the SFO ALUCP, as discussed below.

(a) Airport Influence Area

Daly City is within two Airport Influence Areas: Area A – Real Estate Disclosure Area (all of San Mateo County) and Area B – the Policy/Project Referral Area, as defined by the SFO ALUCP. Within Area A, the real estate disclosure requirements of state law apply.

The proposed amendments incorporate the following requirements to address this notification requirement:

17.xx.020 - Airport Real Estate Disclosure Notices. All new development, including all residential structures, shall be required to comply with the real estate disclosure requirements of California Business and Professions Code Section 11010(b)(13). The following statement shall be included in the notice of intention to offer the property for sale or lease:

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

Within Area B, the C/CAG Board of Directors, acting as the designated Airport Land Use Commission, shall review proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments and rezonings, and land development proposals.

Daly City’s General Plan currently addresses the referral issue as follows:

Task NE-11.1: Route any proposed land use policy actions, including new specific plans, zoning ordinances, general plan amendments, and rezoning involving land development to the Airport Land Use Commission in compliance with the Airport Land Use Plan.

Adherence to both existing policy and proposed amendments will ensure compliance with the Airport Influence Policies of the SFO ALUCP.

(b) Noise Compatibility

The CNEL 65 dB aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. As depicted on SFO ALUCP Exhibit IV-3, **Attachment 2**, the CNEL 65 dB contour extends over a relatively small portion of the southwest area of Daly City. This area

includes three zone districts, the R-1 Single Family Zone, the R-3 Multiple Family Zone, and the PD, Planned Development Zone.

The proposed amendments incorporate the following requirements to address noise compatibility:

17.xx.030 - General provisions Airport Noise Evaluation and Mitigation. Project applicants shall be required to evaluate potential airport noise impacts if the project is located within the CNEL 65 dB contour line of San Francisco International Airport (as mapped in the ALUCP). All projects so located shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the ALUCP or [insert city name] General Plan, whichever is more restrictive.

17.xx.040 - General provisions Avigation Easement. Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the ALUCP) shall include the grant of an avigation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with ALUCP Policy NP-3 Grant of Avigation Easement.

Enforcement of these provisions will ensure compliance with the ALUCP Noise Policies and criteria. However, it is recommended that the following conditions be included to provide clearer guidance within the Zoning Ordinance:

- Amend the R-1 and R-3 Use Tables in the Zoning Ordinance to add a footnote to the following uses to highlight that such uses are conditionally compatible within the CNEL 65 dB airport noise contour and must comply with the provisions outlined in the SFO ALUCP:
 - All residential uses
 - Public and private schools
 - Transient lodging (hotels, motels, etc.)
 - Public assembly, including places of worship
 - Libraries
 - Hospitals and nursing homes
- Amend the PD “General Provisions” Section in the Zoning Ordinance to reference compliance with the provisions of the SFO ALUCP.

(c) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on SFO ALUCP Exhibit IV-3, **Attachment 1**, the Safety Zones do not extend into the Daly City, and accordingly the Safety Compatibility policies do not apply to developments in this jurisdiction. Therefore, the Draft Housing Element and related General Plan and Zoning Ordinance Amendments are consistent with the SFO ALUCP safety policies.

(d) 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.

Structure Heights

SFO ALUCP Airspace Policy AP-3 states that 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.

To ensure compliance, the proposal includes the following:

17.xx.050 - Airspace Protection Evaluation. All projects shall comply with Airspace Protection Policies of the ALUCP.

- A. Notice of Proposed Construction or Alteration.** Project applicants shall file Form 7460-1, Notice of Proposed Construction or Alteration, with the Federal Aviation Administration (FAA) for any proposed new structure and/or alterations to existing structures (including ancillary antennae, mechanical equipment, and other appurtenances) that would exceed the FAA notification height of 200 feet above ground level. Any project that would exceed the FAA notification height shall submit a copy of the findings of the FAA’s aeronautical study, or evidence demonstrating exemption from having to file FAA Form 7460-1, as part of the development permit application.
- B. Maximum Compatible Building Height.** Building heights, including related roof-mounted equipment, stair/elevator towers, antennae, exhaust stacks, and other appurtenances, shall not exceed the maximum height limits permissible under either FAA regulations or the Critical Aeronautical Surfaces identified in SFO ALUCP. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height. Upon receiving any application for land use entitlement or building permit, the Planning Division shall consult with SFO/CCAG to determine a proposed project’s compliance with this requirement.

Other Flight Hazards

SFO ALUCP Airspace Protection Policy AP-4 notes that certain land use characteristics need to be evaluated for potential impacts to air navigation in accordance with FAA regulations. Daly City’s proposal includes the following language to address this issue:

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

1. Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight.
2. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting.
3. Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight.
4. Sources of electrical/electronic interference with aircraft communications/navigation equipment.
5. Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including but not limited to FAA Order 5200.5A, Waste Disposal Site On or Near Airports and FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports and any successor or replacement orders or advisory circulars.

Adherence to the provisions noted above will ensure compliance with the Airspace Protection polices of the ALUCP.

SFO Planning Comments

Pursuant to standard practice, the project was referred to SFO Planning staff for review who provided comments, included as **Attachment 3**. Comments generally reference the need to address the SFO ALUCP policy requirements, which have now all been incorporated into the proposal, as discussed above.

ATTACHMENTS

1. Application Materials
 - a. Project Description
 - b. PD57B Amendments
 - c. PD59A Amendments
 - d. Housing Opportunity Sites Map
 - e. Land Use and Zoning Amendment Maps
 - f. R-3 and C-MU Zoning Map
2. SFO ALUCP Exhibit IV-3 – Airport Influence Area B (including noise and safety contours)
3. Comment letter from SFO Planning – letter only

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

4. Daly City Housing Element 2023-2031 – Revised July 2024
5. Comment letter from SFO Planning w/attachments



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

APPLICANT INFORMATION

Agency: CITY OF DALY CITY - PLANNING DIVISION

Project Name: HOUSING ELEMENT (RHNA6) ALUC CONSISTENCY DETERMINATION

Address: 333 90th STREET

APN: CITYWIDE

City: DALY CITY

State: CA

ZIP Code: 94015

Staff Contact: MICHAEL VANLONKHUYSEN

Phone: 650 991 8158

Email: mvanlonkhuysen@dalycity.org

PROJECT DESCRIPTION

See attached.

REQUIRED PROJECT INFORMATION

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

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

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

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

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

Additional information For Development Projects:

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

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

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

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

City of Daly City RHN6 Housing Element Project Description (ALUC Review)

The 2023-2031 Housing Element project consists of a comprehensive analysis of the status of housing in Daly City and setting forth goals, policies, and programs (tasks) to improve the quality of housing stock and increase housing opportunities in Daly City. To have a substantially compliant Housing Element, the City needs to show that it has capacity to meet the RHNA requirement of 4,838 units by 2031. The City has identified existing capacity for 3,985 new units under current land use designations and zoning districts through pipeline projects and vacant and underutilized sites. However, the existing capacity would not completely meet the RHNA requirements; therefore, the City is proposing zoning and land use designation amendments for specific parcels to accommodate an additional total realistic capacity of 1,110 new units that when combined with the existing capacity for 3,985 units would to meet the RHNA of 4,838 units and provide a surplus of 256 new units. The seven parcels proposed for redesignation are as follows:

Assessor's Parcel Number	Existing Land Use Designations	Proposed Land Use Designations
006-252-080	Residential Medium Low Density (R-MLD)	Residential High Density (R-HD)
008-104-110 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-104-120 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-520-180 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-520-190 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-521-110 ^a	Commercial Office (C-O)	Residential High Density (R-HD)
091-247-080 ^a	Commercial Mixed-Use (C-MU)	Residential High Density (R-HD)

Notes:

a. These parcels have also been proposed for rezoning.

b. These parcels have a land use designation of Public Facilities (PF) in the Daly City General Plan, but a land use designation of Hospital (HOSP) in the Sullivan Corridor Specific Plan.

Source: City of Daly City, 2023, *City of Daly City 2023-2031 Housing Element*.

In addition to redesignating these parcels, the City is also proposing to rezone them to R-3 Multiple Family Residential and amend the City's zoning regulations for the R-3 district to:

- Require that all new development be multiple family residential in nature only, constructed pursuant to the density parameters established by the General Plan, and without the requirement for design review, unless by objective standards;
- Amend the maximum building height to 120 feet;
- Amend the minimum lot area for new parcels to one acre;
- Remove the maximum lot coverage; and
- Remove the regulation pertain to lot area per dwelling unit (General Plan densities to be used instead).

Citywide, General Plan land use designations would be as follows to allow for additional capacity to meet the RHNA:

- Increase the permitted density in the Residential – Medium Low Density General Plan Land Use Designation from 14.6 to 20 dwelling units per acre to 14.6 to 35 dwelling units per acre.
- Increase the permitted density in the Residential – Medium Density General Plan Land Use Designation from 20.1 to 35 dwelling units per acre to 35.1 to 60 dwelling units per acre.
- Increase the pe permitted density in the Residential – Very High Density General Plan Land Use Designation to a minimum of 120.1 dwelling units per acre.

These amendments to the General Plan and Zoning Ordinance would be proposed for adoption as the same time the new Housing Element is adopted by the Planning Commission and City Council.

City of Daly City RHN6 Housing Element Project Description (ALUC Review)

Introduction – Daly City RHNA

The 2023-2031 Housing Element project consists of a comprehensive analysis of the status of housing in Daly City and setting forth goals, policies, and programs (tasks) to improve the quality of housing stock and increase housing opportunities in Daly City. To have a substantially compliant Housing Element, the City needs to show that it has capacity to meet the RHNA requirement of 4,838 units by 2031 (see Table 1 below).

TABLE 1 2023-2031 REGIONAL HOUSING NEEDS ALLOCATION

Income Category	Allocation	Percentage
Very Low*	1,336	27%
Low	769	16%
Moderate	762	16%
Above Moderate	1,971	41%
Total	4,838	100%

Note: *It is assumed that 50 percent of the very low-income category (668 units) is allocated to the extremely low-income category.

Source: Association of Bay Area Government, updated November 2022, *Final Regional Housing Needs Allocation (RHNA) Plan: San Francisco Bay Area, 2023-2031*.

As part of the Housing Element analysis, the City has identified existing capacity for 3,985 new units under current land use designations and zoning districts through pipeline projects and vacant and underutilized sites.

General Plan Amendments

Because the existing capacity would not completely meet the RHNA requirements, the City is proposing General Plan amendments for specific parcels to accommodate an additional total realistic capacity of 1,110 new units that when combined with the existing capacity for 3,985 units would meet the RHNA of 4,838 units and provide a surplus of 256 new units. In total, seven parcels are proposed for General Plan redesignation as follows:

TABLE 2 PROPOSED LAND USE DESIGNATIONS

Assessor's Parcel Number	Existing Land Use Designations	Proposed Land Use Designations
006-252-080	Residential Medium Low Density (R-MLD)	Residential High Density (R-HD)
008-104-110 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-104-120 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-520-180 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-520-190 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-521-110 ^a	Commercial Office (C-O)	Residential High Density (R-HD)
091-247-080 ^a	Commercial Mixed-Use (C-MU)	Residential High Density (R-HD)

Notes:

a. These parcels have also been proposed for rezoning (see Table 3, *Proposed Zoning Designations*, for more details).

b. These parcels have a land use designation of Public Facilities (PF) in the Daly City General Plan, but a land use designation of Hospital (HOSP) in the Sullivan Corridor Specific Plan (see Table 5, *Proposed Parcels in the Sullivan Corridor Specific Plan Area to be Amended to General Plan Land Use and Zoning District Residential Uses*).

Source: City of Daly City, 2023, *City of Daly City 2023-2031 Housing Element*.

Citywide, the allowable density under the City's residential General Plan land use designations would also be amended as follows to allow for additional capacity to meet the RHNA:

- Increase the permitted density in the Residential – Medium Low Density General Plan Land Use Designation from 14.6 to 20 dwelling units per acre to 14.6 to 35 dwelling units per acre.

- Increase the permitted density in the Residential – Medium Density General Plan Land Use Designation from 20.1 to 35 dwelling units per acre to 35.1 to 60 dwelling units per acre.
- Increase the permitted density in the Residential – Very High Density General Plan Land Use Designation to a minimum of 120.1 dwelling units per acre.

Zoning Ordinance Amendments

Rezoning is also necessary to meet the RHNA and would consist of rezoning five properties to R-3 Multiple Family Residential and amending the regulations within two existing Planned Development zones to allow for residential uses at greater building heights (see Table 3 below).

TABLE 3 PROPOSED ZONING DISTRICTS

Assessor’s Parcel Number	Existing Zoning Districts	Proposed Zoning Districts
003-224-100	Planned Development (Permitting Office)	Planned Development (Permitting Residential)
008-104-110*	Hospital (HOSP)	Multiple Family (R-3)
008-104-120*	Hospital (HOSP)	Multiple Family (R-3)
008-520-180*	Hospital (HOSP)	Multiple Family (R-3)
008-520-190*	Hospital (HOSP)	Multiple Family (R-3)
008-521-110*	Office Commercial (C-O)	Multiple Family (R-3)
091-247-080*	Planned Development (Permitting Hotel)	Planned Development (Permitting Residential)

Note: *These parcels have also been proposed for new land use designations (see Table 2, *Proposed Land Use Designations*, for more details).
 Source: City of Daly City, 2023, *City of Daly City 2023-2031 Housing Element*.

Specifically, Planned Development PD57B, which is the Serramonte Views project on Serramonte Boulevard, would be amended to allow for very high residential uses instead of a hotel at a height of up to 250 feet (with 15 additional feet for elevator shafts and rooftop mechanical equipment). This height is the same as the heights previously permitted for an adjacent 323-unit condominium in three buildings approved on the site in 2018.

The amendments to Planned Development 59A, which essentially pertain to a remnant office parcel from the “Landmark” project on Mission Street would replace the allowance for solely office development on this parcel and instead permit a mixed-use or purely residential building on the parcel of up to 150 feet.

Both Planned Development amendments stipulate that allowable building heights shall be subject to additional height limitations imposed by the SFO Airport Land Use Compatibility Plan.

In addition to property rezonings, the City would amend regulations in the R-3 zoning district citywide to:

- Require that all new development be multiple family residential in nature only, constructed pursuant to the density parameters established by the General Plan, and without the requirement for design review, unless by objective standards;
- Amend the maximum building height to 120 feet (plus 15 additional feet may be permitted for elevator shafts and rooftop mechanical equipment). The revised zoning table would stipulate that all allowable heights would be subject to additional height limitations imposed by SFO Airport Land Use Compatibility Plan;
- Amend the minimum lot area for new parcels to one acre;
- Remove the maximum lot coverage; and
- Remove the regulation pertain to lot area per dwelling unit (General Plan densities to be used instead).

The most recent version of the Draft Housing Element also proposes a revision to development standards in the C-MU zone to permit development of up to 175 feet in height, with an allowance that stair and elevator towers at the building roof may exceed the maximum building height by up to fifteen feet.

The attached map shows all the R-3 and C-MU parcels that would be affected by these amendments.

At the time, the City Council considers the Housing Element for adoption, the Council will consider amendment to the Zoning Ordinance that ensure consistency with the San Francisco International Airport Land Use Compatibility Plan (SFO ALUCP). These measures include requirements for the evaluation of potential airport noise impacts within the CNEL 65 dB contour line of SFO, the provision of avigation easements for conditionally compatible land uses, and the codification of maximum building heights per FAA regulations and Critical Aeronautical Surfaces identified in the SFO ALUCP. The proposed amendment to Chapter 17 is attached.

All the amendments to the General Plan, Zoning Map, and Zoning Ordinance would be proposed for adoption concurrently with the adoption of the new Housing Element by the Planning Commission and City Council.

CITY OF DALY CITY

PROPOSED AMENDMENTS TO DCMC CHAPTER 17 – ZONING, RE: ALUP CONSISTENCY

Chapter 17.xx - AIRPORT LAND USE COMPATIBILITY PLAN CONSISTENCY

17.xx.010 - General provisions.

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

17.xx.020 - Airport Real Estate Disclosure Notices. All new development, including all residential structures, shall be required to comply with the real estate disclosure requirements of California Business and Professions Code Section 11010(b)(13). The following statement shall be included in the notice of intention to offer the property for sale or lease:

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

17.xx.030 - General provisions Airport Noise Evaluation and Mitigation. Project applicants shall be required to evaluate potential airport noise impacts if the project is located within the CNEL 65 dB contour line of San Francisco International Airport (as mapped in the ALUCP). All projects so located shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the ALUCP or [insert city name] General Plan, whichever is more restrictive.

17.xx.040 - General provisions Avigation Easement. Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the ALUCP) shall include the grant of an avigation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with ALUCP Policy NP-3 Grant of Avigation Easement.

17.xx.050 - Airspace Protection Evaluation. All projects shall comply with Airspace Protection Policies of the ALUCP.

- A. **Notice of Proposed Construction or Alteration.** Project applicants shall file Form 7460-1, Notice of Proposed Construction or Alteration, with the Federal Aviation Administration (FAA) for any proposed new structure and/or alterations to existing structures (including ancillary antennae, mechanical equipment, and other appurtenances) that would exceed the FAA notification height of 200 feet above ground level. Any project that would exceed the FAA notification height shall submit a copy of the findings of the FAA’s aeronautical study, or evidence demonstrating exemption from having to file FAA Form 7460-1, as part of the development permit application.
- B. **Maximum Compatible Building Height.** Building heights, including related roof-mounted equipment, stair/elevator towers, antennae, exhaust stacks, and other appurtenances, shall not exceed the maximum height limits permissible under either FAA regulations or the Critical Aeronautical Surfaces identified in SFO ALUCP. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height. Upon receiving any application for land use entitlement or building permit, the

Planning Division shall consult with SFO/CCAG to determine a proposed project's compliance with this requirement.

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

1. Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight.
2. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting.
3. Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight.
4. Sources of electrical/electronic interference with aircraft communications/navigation equipment.
5. Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including but not limited to FAA Order 5200.5A, Waste Disposal Site On or Near Airports and FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports and any successor or replacement orders or advisory circulars.

**PLANNED DEVELOPMENT STANDARDS
PLANNED DEVELOPMENT ZONE PD-~~57A57B~~
SERRAMONTE VIEWS CONDOMINIUMS AND HOTEL**

The purpose and intent of these Planned Development Standards is to establish a Planned Development Zoning District for PD-~~57A57B~~, which encompasses the entire project site.

I. GENERAL

1. When these planned development standards conflict with other sections of the Zoning Ordinance, these standards prevail only to the extent of the conflict. Where these planned development standards do not provide regulations, the Zoning Ordinance shall apply as to the most similar land use or standard.
2. Any modifications to plans approved by the City Council shall require an amendment of the original PD approval and shall be subject to separate approval by the Planning Commission and City Council. Minor changes of the approved plans due to code requirements or conditions of approval may be approved by the Planning Division.
3. All structures, landscape areas, required facilities and amenities shall be maintained in a neat, safe, and healthful condition, subject to improvement and upgrading of plans as required by this Planned Development approval.
4. CC&R's shall be prepared for PD-~~57A57B~~ for review and approval by the City Attorney.

II. PERMITTED USES

The following uses are permitted as part of Planned Development Zone PD-~~57A57B~~.

~~A. The following uses shall be permitted in the non-residential portion of PD-~~57A57B~~:~~

~~176-room extended stay hotel with associated parking facilities~~

B.A. The following uses may be permitted with a Use Permit in the nonresidential portion of PD-~~57A57B~~ zone:

Administrative, business and professional offices
Banks and savings and loan offices
Finance companies
Title Companies
Travel Agencies
Medical and dental clinics and laboratories
Prescription pharmacies
Public Uses

~~C.B.~~ The residential portion of Planned Development PD-57A57B shall be limited to three structures, Buildings A, B and C and a total of 281 condominium 323 units and associated parking and recreational facilities. 323 units shall be permitted upon approval of the City Council of a density bonus plus an additional 176 residential units up to a maximum density of 135 dwelling units per acre.

E. When a use is not specifically listed, it shall be assumed that when the unlisted use is similar to nor more objectionable than a permitted use, such use shall be permitted in the district to the same requirements of the most similarly listed use.

II. DEVELOPMENT STANDARDS

A. Parking

1. The property owners shall comply with and enforce a Parking Management Plan approved by the City. The Parking Management Plan shall be an appendix to and recorded as part of the Planned Development Standards for PD-~~57A~~57B and the CC&R's for PD-~~57A~~57B. The Parking Management Plan shall include the following:
 - a. Operable or inoperable vehicles shall be stored at the site for more than 24 hours.
 - b. No vehicles or trailers shall be advertised for sale or rent on the site and no vehicle sales, leasing or rentals shall be conducted at the site.
 - c. Residential parking spaces shall be designated in the plan.
 - d. Measures to manage the parking during the peak hours. The plan may include such measures as valet parking, and incentives to carpooling.
 - e. Lease documents of existing and future tenants shall incorporate compliance with the Parking Management Plan as a requirement of the lease. Lease documents shall be submitted to the Planning Division for approval.
 - f. Applicant will post signs, impose conditions upon tenant, and make every effort to restrict deliveries to the development from by large semi-trucks, refrigerated trucks, or trucks larger than a four wheel delivery van between the hours of 8:00 a.m. and 7:00 p.m.

seven days per week. Smaller delivery vehicles may make such deliveries.

- j. The total number of on-site parking spaces shall reflect the parking provision of the approved plans, i.e., 480 dedicated residential spaces and 149 dedicated hotel spaces, with the ability for up to 80 valet hotel spaces which could occur within the drive aisles on any of the hotel's four parking levels. The use of carousel parking system shall be permitted for up to 342 spaces. The project shall provide a minimum of 19 electric vehicle charging stations equipped with minimum level two chargers and 172 bicycle parking spaces.
- k. An office development will have to meet the parking standards as established in the Zoning Ordinance Chapter 17.34
- c. The parking areas shall conform to plans approved as part of the precise plan for PD-~~57A~~57B and shall be maintained in accordance with City standards.

B. Circulation

- I. All deliveries shall gain access to the project site by way of Serramonte Boulevard
 - a. Deliveries to the development by large semi-type trucks shall not take place before 8 a.m. or after 10 p.m. Smaller delivery vehicles may deliver at all hours.
 - b. The applicant shall implement a Congestion Management Plan, per the C/CAG Guidelines for Implementation of the Land Use Component of the Congestion Management Program, which will include but not be limited to, provisions for such programs as carpooling, preferential parking and use of the Hire Daly City First Program and encouraging a hiring preference for local residents.

D. Landscaping

- I. All landscaping improvements shall conform to the approved landscaping plan and with Section 17.41 (Landscaping) of the Zoning Ordinance.
 - a. Landscaping shall be installed in accordance with approved plans and maintained in a neat, clean and healthful condition.

- b. In general, all shrubs or any vegetation at points of ingress or egress shall be maintained at a height of no greater than 30 inches. Trees must be trimmed in a manner to maintain a site clearance underneath the branches of five feet from grade.
- c. Landscaping shall be planted at the base of any monument signs and shall be maintained in a healthy growing condition and be replaced as necessary. The plants shall include a variety of flowering evergreen shrubs and flowering ground cover.

D. Architecture/Site Design

- 1. Architectural design of all structures and facades, all materials and colors, and all landscaping shall comply with plans approved by a Design Review Committee.
 - b. Once approved, any major architectural modification shall be subject to approval by a Design Review Committee, except that minor changes may be approved administratively by the Planning Division.
 - c. All roof equipment shall be screened from view from the surrounding streets.
 - d. The Planning Division shall approve the design and location of all trash or storage enclosures and other proposed fencing or walls.
 - e. All visible elevations shall be provided with architectural treatment of the same quality and character as the front building elevations facing Serramonte Boulevard.
 - f. All ground mounted appurtenances, such as transformers or air conditioning units shall be undergrounded.

E. Maintenance

- 1. A maintenance plan for on-site litter control shall be submitted by the applicant and approved by the City. The litter control maintenance plan shall include provision for on-going maintenance required for the project use. The maintenance plan shall be incorporated into the CC&R's for the project and recorded as part of the PD-~~57A~~57B planned development standards. The maintenance plan shall include the following standards:

- b. The entire development area shall be maintained in a neat, safe, and healthful condition.
- c. A garbage disposal plan approved by the Planning Division and the Streets Division shall specify that:
- d. All trash shall be confined in approved receptacles and enclosures.
- e. All unenclosed materials, equipment and/or supplies of any kind shall be maintained within approved enclosure areas. Any stacked or stored items shall not exceed the height of the enclosure.
- f. All trash and storage enclosures shall be properly maintained in accordance with approved plans.
- g. The applicant shall prepare an agreement to implement a weekly litter cleanup plan for all open areas, planters and public sidewalks adjacent to the development. All waste materials generated by the development, such as cardboard boxes, skids, garbage, litter, etc., must be stored in the enclosure for disposal. No waste material shall be visible at anytime. All enclosures shall be designed to conceal the contents. All enclosures should be kept clean and free of odor at all times.

F. Lighting

- I. All exterior lighting shall be in accordance with precise plans and shall be adequately maintained according to approved standards.
 - a. Site lighting shall be directed downward to protect adjacent residential neighborhoods from glare.

G. Building Area Limitation

- 1. There shall be no additional square footage allowed in PD-~~57A~~57B beyond what is permitted through approval of the precise plan. Minor additions or alterations to square footage for any given designated use (+/- 2%) may be approved by the Planning Division if such changes are to meet specific code requirements and do not effect the overall mass of the building.
 - a. The residential portion of the project shall include 3 separate buildings, each with no more than 185,000 square feet of residential

floor area. Under each building, there shall be parking facilities. Each of the four buildings will have no more than 70,000 square feet of parking garage underneath. .

- b. The hotel development shall include up to 155,000 square feet hotel space and a three-level garage, with up to 130,000 square feet provided for parking.

H. Building Height Limitation

- I. The maximum height allowed for PD-~~57A~~57B is 250 feet, except that the maximum building height of the 15 additional feet may be permitted for elevator shafts and rooftop mechanical equipment. Building heights shall be subject to additional height limitations imposed by the SFO Airport Land Use Compatibility Plan.

**PLANNED DEVELOPMENT STANDARDS
PLANNED DEVELOPMENT ZONE PD-59A
LANDMARK PLAZA**

The purpose and intent of these Planned Development Standards is to establish a Planned Development Zoning District for PD-59A, which encompasses the entire project site.

I. GENERAL

1. When these planned development standards conflict with other sections of the Zoning Ordinance, these standards prevail only to the extent of the conflict. Where these planned development standards do not provide regulations, the Zoning Ordinance shall apply as to the most similar land use or standard.
2. Any modifications to plans approved by the City Council shall require an amendment of the original PD approval and shall be subject to separate approval by the Planning Commission and City Council. Minor changes of the approved plans due to code requirements or conditions of approval may be approved by the Planning Division.
3. All structures, landscape areas, required facilities and amenities shall be maintained in a neat, safe, and healthful condition, subject to improvement and upgrading of plans as required by this Planned Development approval.
4. CC&R's shall be prepared for PD-59A for review and approval by the City Attorney through the Major Subdivision and Use Permit Process.
5. The property owners of PD-59AA shall seek to provide a balanced mix of uses with compatible peak hours and parking needs.

II. PERMITTED USES

The following uses are permitted as part of Planned Development Zone PD-59A.

A. The following uses shall be permitted in the Phase I, non-residential portion, of PD-59A:

Art Studio
Bakery (retail)
Bank
Barber or Beauty shop
Book or stationary store
Business office
Candy store
Clothing store
Coffee shop
Drugstore

Retail household appliance sales and services
Florist
Gift shop
Ice cream store
Laundry or cleaning stores
Instruction studio (dance or martial arts)
Jewelry store
Medical/Dental clinic
Pet food store
Professional office
Photographic studio
Restaurant (excluding drive-through)
Shoe repair
Sporting goods
Tailor shop
Trade or business school
Toy Store
Travel agent
Variety store
Video rental

B. The following uses will be permitted with a Use Permit in the Phase I, nonresidential portion, of PD-59A zone:

Accessory buildings or use
Bar or Cocktail lounge
One health and fitness club
Outdoor sales
Pet shop
Businesses whose principal use is for the operation of amusement devices
Veterinary hospital or office

C. The following uses shall be permitted ~~in the~~ at the first floor of Phase II ~~office tower~~:

Administrative, business and professional offices
Banks and savings and loan offices
Finance companies
Title companies
Travel agencies
Medical and dental clinics and laboratories
Prescription pharmacies
Public Uses

Only residential uses shall be permitted on the remaining floors of Phase 2. Fifteen additional feet may be permitted for elevator shafts and rooftop mechanical equipment. The allowance of residential uses shall not be subject to discretionary approval and shall instead be subject to Objective Design Standards.

- D. The Phase 1 residential portion of PD-59A shall be limited to 95 condominium units. This numerical limitation shall not apply to Phase 2.**
- E.** When a use is not specifically listed, it shall be assumed that when the unlisted use is similar to nor more objectionable than a permitted use, such use shall be permitted in the district to the same requirements of the most similarly listed use.

II. DEVELOPMENT STANDARDS

A. Parking

1. The property owners shall comply with and enforce a Parking Management Plan approved by the City. The Parking Management Plan shall be an appendix to and recorded as part of the Planned Development Standards for PD-59A and the CC&R's for PD-59A. The Parking Management Plan shall include the following:
 - a. Operable or inoperable vehicles shall be stored at the site for more than 24 hours.
 - b. No vehicles or trailers shall be advertised for sale or rent on the site and no vehicle sales, leasing or rentals shall be conducted at the site.
 - c. Residential parking spaces shall be designated in the plan.
 - d. Measures to manage the parking during the peak hours. The plan may include such measures as valet parking, incentives to carpooling and disincentives to parking in the residential streets behind the development.
 - e. Lease documents of existing and future tenants shall incorporate compliance with the Parking Management Plan as a requirement of the lease. Lease documents shall be submitted to the Planning Division for approval.

- f. A provision to allow shared parking for patrons of all commercial uses and the War Memorial Community Center in PD-59A, with the exception that parking specifically designated for the residential users and the 15 designated spaces for exclusive use of the War Memorial Community Center.
- g. The precise plan shall show all required dimensions on back-up distance, fire access drives and parking stalls, including compact and handicap spaces. The plan shall indicate how the compact spaces shall be marked on the site.
- i. Applicant will post signs, impose conditions upon tenant, and make every effort to restrict deliveries to the development from by large semi-trucks, refrigerated trucks, or trucks larger than a four wheel delivery van between the hours of 8:00 a.m. and 7:00 p.m. seven days per week. Smaller delivery vehicles may make such deliveries.
- j. The total number of on-site parking spaces required for the Landmark Plaza development is 443.
- k. Total parking for Phase I and II will be 443 parking spaces contained in the parking garage and the parking platform accessible from Hillside Boulevard. Parking in this garage will be made available through a shared parking program for retail/commercial uses and War Memorial Community Center patrons.
- c. The parking areas shall conform to plans approved as part of the precise plan for PD-59A and shall be maintained in accordance with City standards.

B. Signage

- 1. All project site signage shall conform to the Master Sign Program (MSP) for PD-59A. All changes to the MSP shall be submitted to the Design Review Committee for approval, except that minor changes can be approved administratively by the Planning Division.
 - a. The Master Sign Program shall be an appendix to and recorded as part of the Planned Development Standards for PD-59A and the CC&R's for PD-59A.

C. Circulation

- I. All deliveries shall gain access to the project site by way of Mission Street.
 - a. Deliveries to the development by large semi-type trucks shall not take place before 8 a.m. or after 10 p.m. Smaller delivery vehicles may deliver at all hours.
 - b. The applicant shall implement a Congestion Management Plan, per the C/CAG Guidelines for Implementation of the Land Use Component of the Congestion Management Program, which will include but not be limited to, provisions for such programs as carpooling, preferential parking and use of the Hire Daly City First Program and encouraging a hiring preference for local residents.

D. Landscaping

- I. All landscaping improvements shall conform to the approved landscaping plan and with Section 17.41 (Landscaping) of the Zoning Ordinance.
 - a. Landscaping shall be installed in accordance with approved plans and maintained in a neat, clean and healthful condition.
 - b. In general, all shrubs or any vegetation at points of ingress or egress shall be maintained at a height of no greater than 30 inches. Trees must be trimmed in a manner to maintain a site clearance underneath the branches of five feet from grade.
 - c. Landscaping shall be planted at the base of any monument signs and shall be maintained in a healthy growing condition and be replaced as necessary. The plants shall include a variety of flowering evergreen shrubs and flowering ground cover.

D. Architecture/Site Design

- 1. Architectural design of all structures and facades, all materials and colors, and all landscaping shall comply with plans approved by a Design Review Committee.
 - b. Once approved, any major architectural modification shall be subject to approval by a Design Review Committee, except that minor changes may be approved administratively by the Planning Division.

- c. All roof equipment shall be screened from view from the surrounding streets.
- d. The Planning Division shall approve the design and location of all trash or storage enclosures and other proposed fencing or walls.
- e. All visible elevations shall be provided with architectural treatment of the same quality and character as the front building elevations facing Mission Street and Hillside Boulevard.
- f. All restaurants shall be provided with a state-of-the-art, low-noise, air filtration system to remove odors from air emissions caused by cooking.
- g. A landscaped plaza shall be provided at the north end of the office tower in PD-59A. No structures other than underground appurtenances, directional signs or other minor structures shall be constructed in this plaza. During the interim period after construction of Phase I and before construction of Phase II, a landscape area should be developed where the Phase II office tower will be built to prevent an unfinished appearance.
- h. All ground mounted appurtenances, such as transformers or air conditioning units shall be undergrounded.

E. Maintenance

- 1. A maintenance plan for on-site litter control shall be submitted by the applicant and approved by the City. The litter control maintenance plan shall include provision for on-going maintenance required for the project use. The maintenance plan shall be incorporated into the CC&R's for the project and recorded as part of the PD-59A planned development standards. The maintenance plan shall include the following standards:
 - b. The entire development area shall be maintained in a neat, safe, and healthful condition.
 - c. A garbage disposal plan approved by the Planning Division and the Streets Division shall specify that:
 - d. All trash shall be confined in approved receptacles and enclosures.

- e. All unenclosed materials, equipment and/or supplies of any kind shall be maintained within approved enclosure areas. Any stacked or stored items shall not exceed the height of the enclosure.
- f. All trash and storage enclosures shall be properly maintained in accordance with approved plans.
- g. The applicant shall prepare an agreement to implement a weekly litter cleanup plan for all open areas, planters and public sidewalks adjacent to the development. All waste materials generated by the development, such as cardboard boxes, skids, garbage, litter, etc., must be stored in the enclosure for disposal. No waste material shall be visible at anytime. All enclosures shall be designed to conceal the contents. All enclosures should be kept clean and free of odor at all times.

F. Lighting

- I. All exterior lighting shall be in accordance with precise plans and shall be adequately maintained according to approved standards.
 - a. Site lighting shall be directed downward to protect adjacent residential neighborhoods from glare.

G. Building Area Limitation

- 1. Aside from additional square feet allowed in Phase 2, there shall be no additional square footage allowed in PD-59A beyond what is permitted through approval of the precise plan. Minor additions or alterations to square footage for any given designated use (+/- 2%) may be approved by the Planning Division if such changes are to meet specific code requirements and do not effect the overall mass of the building.
 - a. Phase I shall include 17,050 (17,050) square feet commercial, 101,250 square feet residential, and 242,380 square feet for parking garage/podium structure.
 - b. ~~Phase II shall include 76,140 (55,080) square feet of office/commercial use.~~

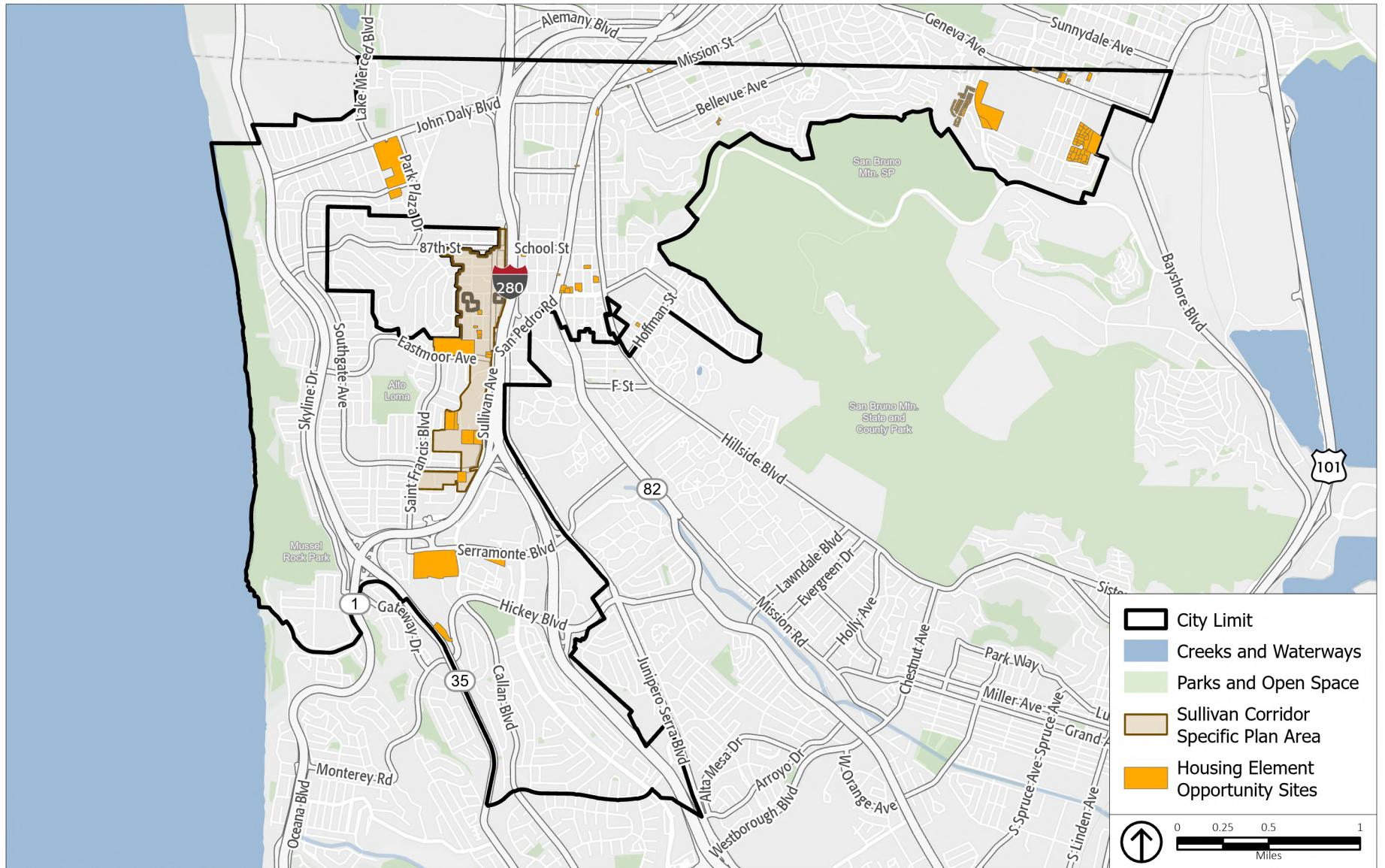
H. Building Height Limitation

- I. The maximum height allowed on Mission Street for PD-59A is 83 feet for Phase I and 150 feet for Phase II. The maximum allowed height on Hillside Boulevard for Phase I shall be 61 feet, is and 85 (65) for Phase II. Building heights shall be subject to additional height limitations imposed by the SFO Airport Land Use Compatibility Plan.

I. Hours of Operation

- I. The hours of retail store operation shall not be limited. However, if the store operation receives significant complaints due to noise or public nuisance, the issue of limiting store hours shall be brought before a Council Committee appointed by the Mayor for consideration.

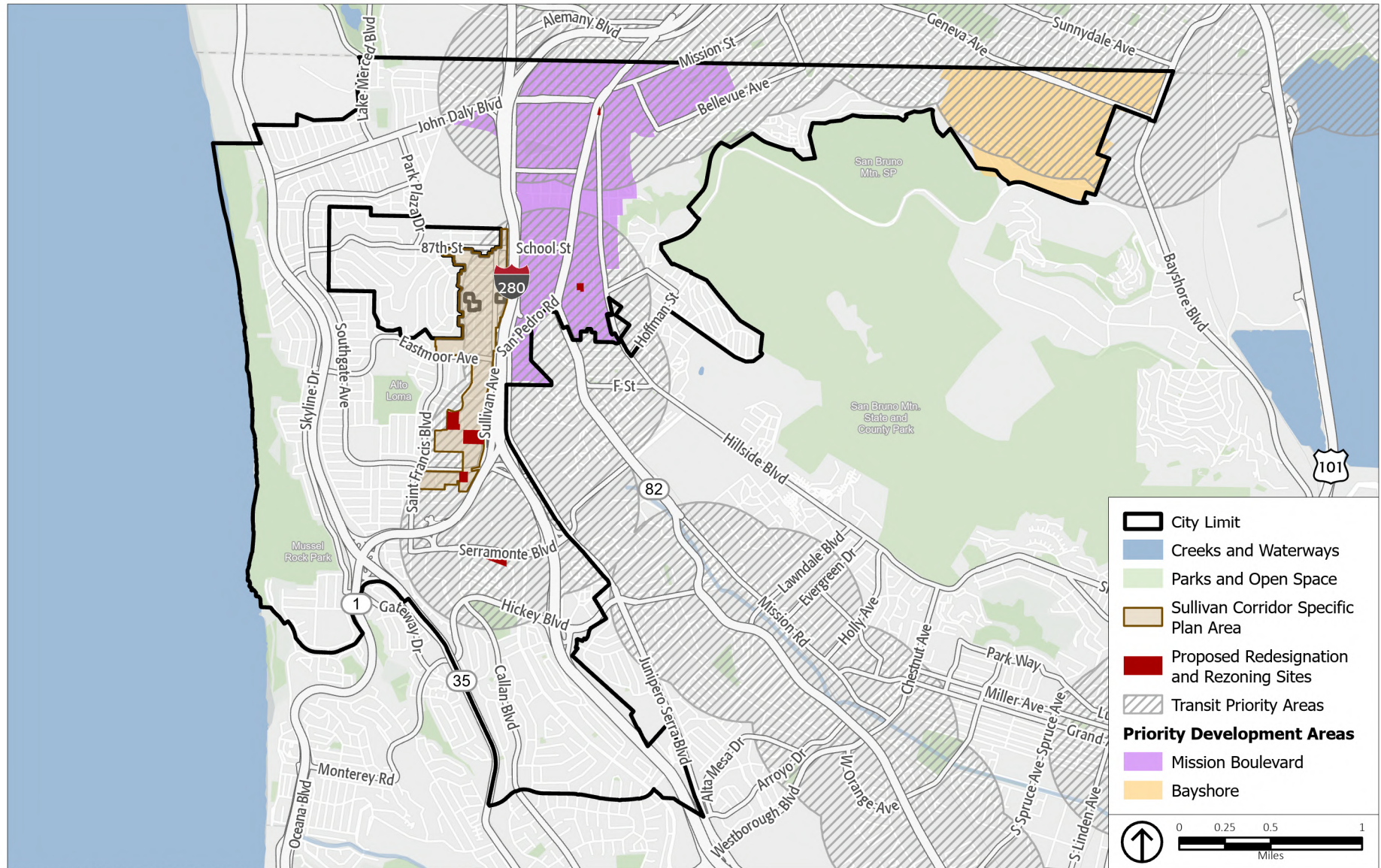
2. Project Description



Source: Daly City, 2023; PlaceWorks, 2023.

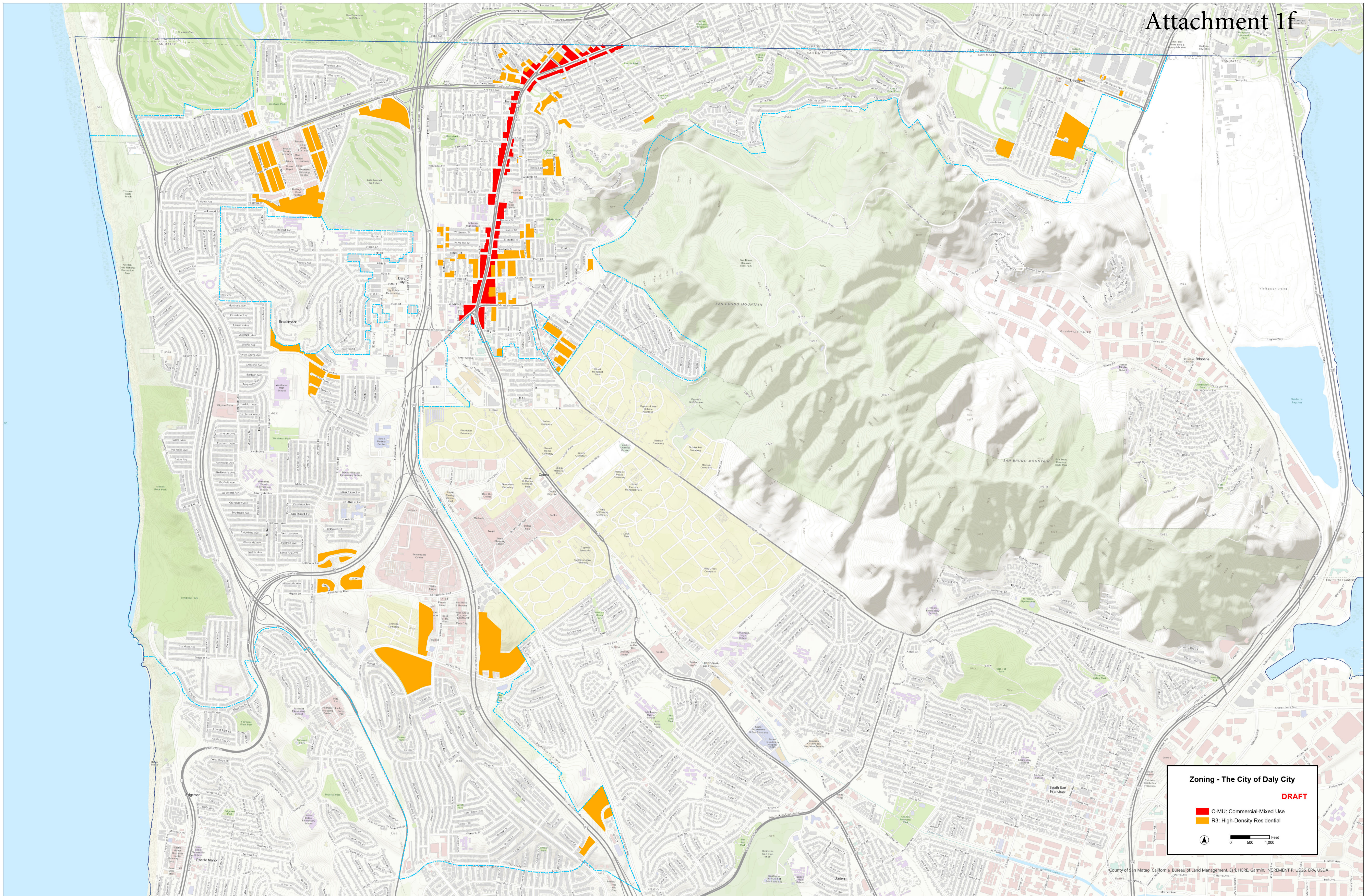
Figure 1
 2023-2031 Housing Element Opportunity Sites

2. Project Description



Source: Daly City, 2022; ABAG/MTC, 2023; PlaceWorks, 2023.

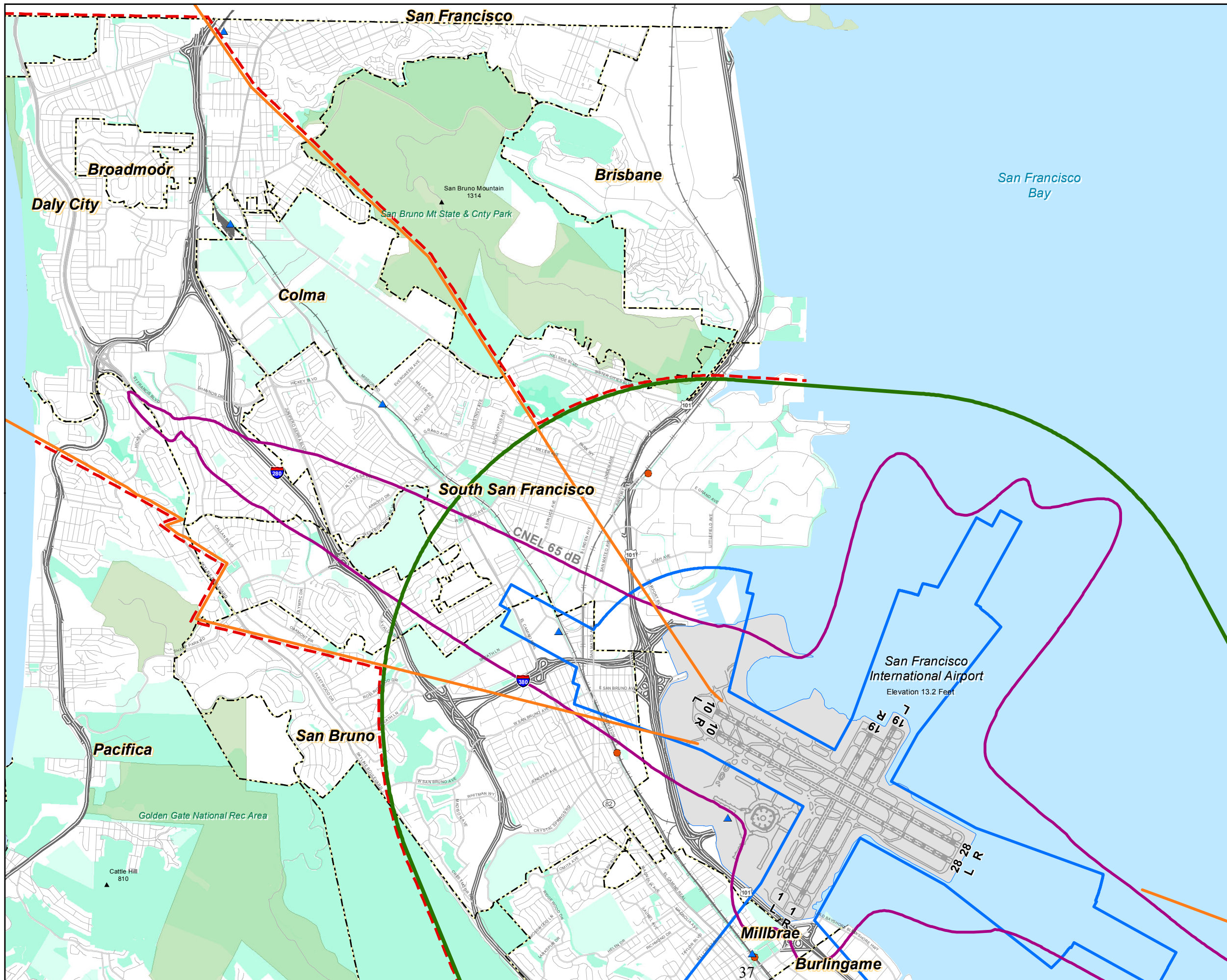
Figure 5
Proposed Redesignation and Rezoning Sites



Zoning - The City of Daly City
DRAFT

- C-MU: Commercial-Mixed Use
- R3: High-Density Residential

0 500 1,000 Feet



- 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

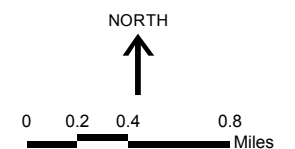
Sources:

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





San Francisco International Airport

February 20, 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 Comments on the City of Daly City'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 Daly City'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.

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 and zoning controls would be amended to allow residential uses on the following development sites:

Assessor's Parcel Number	Existing GP Land Use Designation	Proposed GP Land Use Designation	Existing Zoning	Proposed Zoning
006-252-080	Residential Medium Low Density (R-MLD)	Residential High Density (R-HD)	Planned Development (Permitting Office)	Planned Development (Permitting Residential)
008-104-110	Public Facilities (PF)	Residential High Density (R-HD)	Hospital (HOSP)	Multiple Family (R-3)
008-104-120	Public Facilities (PF)	Residential High Density (R-HD)	Hospital (HOSP)	Multiple Family (R-3)
008-520-180	Public Facilities (PF)	Residential High Density (R-HD)	Hospital (HOSP)	Multiple Family (R-3)
008-520-190	Public Facilities (PF)	Residential High Density (R-HD)	Hospital (HOSP)	Multiple Family (R-3)
008-521-110	Commercial Office (C-O)	Residential High Density (R-HD)	Office Commercial (C-O)	Multiple Family (R-3)
091-247-080	Commercial Mixed-Use (C-MU)	Residential High Density (R-HD)	Planned Development (Permitting Hotel)	Planned Development (Permitting Residential)

In addition to amending the General Plan land use designations and zoning controls as shown above, the height limit would also be increased to 120 feet on the five development sites being rezoned to Multiple Family (R-3).

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

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

JANE NATOLI

JOSE F. ALMANZA

MARK BUELL

IVAR C. SATERO
AIRPORT DIRECTOR

*Susy Kalkin, ALUC
February 20, 2024
Page 2 of 3*

SFO ALUCP AIRPORT INFLUENCE AREAS

The City is 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.

As depicted on Exhibit IV-1 of the SFO ALUCP, the entire City is within Area A. As depicted on Exhibit IV-2, most of the City is within Area B except for some portions north of San Bruno Mountain. The real estate disclosure requirements would apply to all of the development sites identified above, and any future projects that are within Area B would be subject to review by the ALUC.

SFO ALUCP NOISE COMPATIBILITY POLICIES

A small area of the City is within the Community Noise Equivalent Level (CNEL) 65 A-weighted decibel (dBA) noise contour (see **Attachment B**). Any future housing projects in this area would be conditionally compatible with the noise compatibility policies adopted in the SFO ALUCP, provided that such housing projects incorporate sound insulation to reduce interior noise levels from exterior sources to CNEL 45 dBA or lower and that an avigation easement is granted to the City and County of San Francisco as the operator of the Airport. Subject to these two conditions, the proposed rezoning would not appear to be inconsistent with the noise compatibility policies adopted in the SFO ALUCP.

Although the areas near Serramonte and Seton Medical Center are outside of the CNEL 65 dBA contour, many airport departure procedures are currently designed to ascend over these areas. New residential uses in these areas could experience noise disturbance from aircraft departures.

SFO ALUCP SAFETY COMPATIBILITY POLICIES

The entire City is outside of the safety compatibility zones. Therefore, the proposed rezoning would not appear to be inconsistent with the safety compatibility policies adopted in the SFO ALUCP.

SFO ALUCP AIRSPACE PROTECTION POLICIES

All proposed development within the City is subject to the airspace protection policies adopted in the SFO ALUCP (see **Attachment C**). Exhibit IV-17 of the SFO ALUCP shows the elevations of critical aeronautical surfaces throughout the City in feet above mean sea level as defined from the origin of the North American Vertical Datum of 1988.

The proposed rezoning would increase the height limit for the R-3 Zoning District to 120 feet. Depending on the specific locations of areas that are zoned R-3, 120-foot-tall buildings could exceed the elevations of the critical aeronautical surfaces given the City's hilly terrain. To avoid confusion, the proposed update should be amended to reflect that the maximum allowable height is the lower of 120 feet or the the critical aeronautical surfaces defined in the Airspace Protection Policies of the SFO ALUCP. As noted previously, land development proposals that are within Airport Influence Area B must be reviewed by the ALUC for consistency with the SFO ALUCP.

*Susy Kalkin, ALUC
February 20, 2024
Page 3 of 3*

In addition, for projects where 14 Code of Federal Regulations (CFR) Part 77 applies, a Determination of No Hazard to Air Navigation from the Federal Aviation Administration (FAA) is required for such proposals to be considered compatible with the SFO ALUCP. Project sponsors would be required to undergo FAA airspace review as described in 14 CFR Part 77 for both (1) the permanent structures and (2) any equipment taller than the permanent structures required to construct those structures.

Due to the proximity of the 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.

* * *

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

Attachments

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

cc: Audrey Park, SFO
Chris DiPrima, SFO



CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

June 24, 2024

Lisa Porras, Planning Manager
600 Elm Street
San Carlos, CA 94070

RE: Airport Land Use Committee Discussion – Proposed Childcare Facility at 1776 Laurel Street

Dear Lisa,

At its May 23, 2024 meeting, the Airport Land Use Committee (ALUC) considered a request from the City of San Carlos to review a proposed childcare center within an existing building at 1776 Laurel Street and make a recommendation regarding consistency with the Airport Land Use Compatibility Plan for San Carlos Airport (San Carlos ALUCP). While the Committee voted to forward a positive recommendation to the C/CAG Board/Airport Land Use Commission, which recommendation was subsequently adopted on June 13, 2024 via the attached resolution, it also requested that a letter be forwarded to San Carlos to outline the Committee’s overall discussion.

As a little 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, as shown on the attached exhibit. 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. The ALUC has prioritized addressment of this issue and will soon be convening a working group, consisting of ALUC members, city staff members from adjacent communities, San Carlos Airport staff and ALUC staff. This will allow for input from stakeholders to be considered and incorporated into recommendations that would then be considered by the Committee and subsequently amended into the ALUCP. However, due to statutory requirements the ALUC is required to act on a consistency determination request within 60 days, so as outlined in the attached staff report the recommendation was based on our best interpretation of the project specifics and guidance provided in the California Airport Land Use Planning Handbook. In general, the ALUC supported the proposal based on the following factors:

- The project area is a substantial distance from the runways (approx.. 1 mile). The site is two blocks away from the edge of the Safety Zone, in a busy commercial area in the heart of San Carlos’ downtown corridor, and therefore the more urban intensity standards are appropriate. Current buildings in the vicinity are 2-3 stories in height, and the adopted General Plan provides for much taller structures, with allowable heights of 50-75 feet.
- The entirety of San Carlos’ commercial area is within Safety Zone 6, and if the ALUC were to take the most strict policy interpretation, childcare facilities would be essentially precluded within the town.

It was also noted that in Santa Clara County there have been discussions among stakeholders about leaded aviation fuel and children. The San Mateo County Airports Manager noted that currently approximately 75% of the fuel sold at the San Carlos Airport is unleaded, and they are poised to phase it out as early as possible. However, she clarified that the FAA Reauthorization Act which was recently enacted restricts the ability to preclude sale of leaded fuel at airports until 2030, so the County is currently targeting that as a phase out date for leaded fuel.

The Airport Land Use Committee understands and respects the limitations of its purview but wanted to provide San Carlos decisionmakers with this additional perspective as they further deliberate on the matter.

Thank you for your consideration,

Sean Charpentier, C/CAG Executive Director

Attachment: ALUC Staff Report – May 23, 2024, including San Carlos ALUCP Safety Zone Exhibit
C/CAG Board Resolution 24-31

Cc: San Carlos City Council
San Carlos City Manager
Airport Land Use Committee

C/CAG AGENDA REPORT

Date: June 13, 2024

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sean Charpentier, Executive Director

Subject: Review and approval of Resolution 24-31 determining that a proposed childcare center within an existing building at 1776 Laurel Street, San Carlos, is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

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

RECOMMENDATION

That the C/CAG Board of Directors, acting as the San Mateo County Airport Land Use Commission, approve Resolution 24-31 determining that a proposed childcare center within an existing building at 1776 Laurel Street, San Carlos, is consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

BACKGROUND/PROJECT DESCRIPTION

The proposed project entails conversion of a former office building (approximately 8,000 sf) for use as a childcare center. The facility is designed to accommodate an estimated 97 childcare slots, with a maximum of 18 staff members on-site. In addition, the current parking lot would be converted to an outdoor playground.

The subject property is located within Safety Zone 6 as identified in the San Carlos ALUCP. Per the ALUCP Safety Compatibility Criteria (Table 4-4), commercial daycare is listed as conditionally permitted use in Safety Zone 6, so the City of San Carlos has referred the project to the ALUC for a determination of consistency with the San Carlos ALUCP.

DISCUSSION

ALUCP Consistency Evaluation

The San Carlos ALUCP contains policies and criteria to address four issues: (a) aircraft noise impacts; (b) safety compatibility criteria; (c) airspace protection; and (d) overflight notification. As the project site is not located within a noise impact contour and does not involve increased building heights, the consistency evaluation will focus on safety compatibility.

Safety Compatibility

The San Carlos ALUCP includes six safety zones and related land use compatibility policies and criteria. As shown on San Carlos ALUCP Exh. 4-3, **Attachment 3**, the project site is located within Safety Zone 6, the traffic pattern zone.

Commercial daycare is identified in San Carlos ALUCP Table 4-4 as a conditionally compatible use. Safety Policy 4 applies to review of “Land Uses of Particular Concern” – relevant discussion is cited below:

“Safety Compatibility Policy 4 - Land Uses of Particular Concern

Land uses which pose the greatest concern are those in which the occupants have reduced effective mobility or are unable to respond in emergency situations. Children’s schools, day care centers, hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped shall be prohibited within Zones 1 through 5. High capacity and medium capacity indoor assembly rooms shall be prohibited in Zones 1 through 5.

- a. For the purposes of these criteria, children’s schools include all grades through grade 12.
- b. Day care centers and family day care homes are defined by state law. Non-commercial daycare centers ancillary to a place of business are permitted in Zones 2 through 5 provided that the overall use of the property meets the intensity criteria indicated in Table 4-4. Family day care homes are permitted in any location where residential development is permitted and the intensity of the day care home is ≤ 14 people. Commercial day care centers are conditionally compatible in Zone 6.
- ...
- h. Generally no limit is placed on the intensity of new nonresidential uses within Safety Zone 6. Exceptions to these criteria should be considered on a case-by-case basis by the C/CAG Board when it performs consistency reviews for development proposals that involve schools, day care centers, hospitals, indoor assembly facilities, outdoor assembly facilities, and correctional facilities. Large indoor or outdoor assembly facilities (greater than 1,000 people) should be avoided in Safety Zone 6.”

As noted above, while daycare uses are listed as conditional in the San Carlos ALUCP within Safety Zone 6, 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. As a result, to assist in this determination, last year staff requested our on-call ALUC consultants review the 2011 California Airport Land Use Planning Handbook as well as ALUCPs from comparable airports to provide additional guidance.

A review of seven ALUCPs revealed that there is not a consistent approach in how childcare uses are addressed within Safety Zone 6 – some plans identify childcare as a compatible use in Safety Zone 6; some find the use incompatible but provide an opportunity for increases to existing facilities (up to 50 additional children); and others identify them as conditionally compatible subject to intensity limits ranging from 300-450 people per acre. The consultant’s review also noted the following:

- The 2011 Handbook specifically recommends limiting large day care centers in Safety Zone 6 and a maximum intensity of 200 to 300 people per acre when occurring in a suburban setting. However, if the airport environs are more urbanized, then no maximum intensity is recommended as a condition.
- Safety Zone 6 typically encompasses the area underlying a general aviation airport’s traffic pattern, generally away from the runway ends and extended runway centerline where aircraft accidents tend to be concentrated. The risks associated with potential aviation accidents are considered relatively low in these areas, and the more densely developed the airport environs, the lower a community’s potential occurrences of available sites outside the traffic pattern.

For this reason, the most restrictive conditions on childcare facilities may not be appropriate for the San Carlos Airport environs.

Given this overall guidance, the following analysis of the proposed childcare facility is provided:

The project site encompasses 13,000 sf, with maximum occupancy anticipated to be 115 (97 children and 18 staff), resulting in an intensity of 385 people/acre. This intensity is within the maximum range of 300-450 people/acre identified within other ALUCPs, as noted above.

$$\begin{aligned} 13,000 \text{ sf site}/43,560 &= .30 \text{ acres} \\ 115 \text{ people}/.30 &= 383 \text{ people per acre} \end{aligned}$$

The site is located along Laurel Street, an established commercial corridor, one block from El Camino Real. Also, as shown on **Attachment 3**, the site is located on the outer edges of the safety zone boundary. While currently buildings in the immediate area are generally not more than 2-3 stories, the San Carlos General Plan and Zoning Ordinance support and anticipate much denser urban development along Laurel and El Camino Real, with allowable heights of 50-75 feet. Given this commercial/urban setting, and location on the outer edge of the safety zone boundary, it is recommended that the ALUC determine that the intensity of the proposed childcare facility at this location is consistent with the Safety Policies and criteria of the San Carlos ALUCP and with guidance found in the 2011 California Airport Land Use Handbook.

Airport Land Use Committee Meeting

The Airport Land Use Committee considered this application at its May 23, 2024 meeting, and recommended that it be determined consistent with the policies of the SFO ALUCP, subject to the conditions discussed above. Additionally, while acknowledging the issue was outside of ALUC purview, the Committee further discussed the topic of leaded fuel and directed that a letter be sent to San Carlos outlining the discussion.

EQUITY IMPACTS AND CONSIDERATIONS

The C/CAG Board of Directors is the designated Airport Land Use Commission for San Mateo County, which is mandated by State law to develop and administer ALUCPs for each airport in its jurisdiction. The overall purpose of developing ALUCP policies and procedures, and the companion ALUCP consistency review process, is to minimize the public's exposure to excessive noise and safety hazards while providing for the orderly expansion of airports. This planning effort is applied to all areas located within a geographic sphere known as the Airport Influence Area (AIA).

ATTACHMENTS

1. Resolution 24-31

The following attachments are available on the C/CAG website (See "Additional Agenda Materials" for the relevant Board meeting) at: <https://ccag.ca.gov/committees/board-of-directors-2/>

2. ALUCP application, together with related project description and exhibits
3. San Carlos ALUCP Exh. 4-3 – Safety Zones



SOURCE: ESRI, 2014; ESA Airports, 2014

San Carlos Airport ALUCP . 130753

Exhibit 2
San Carlos Airport Safety Zones

RESOLUTION 24-31

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT A PROPOSED CHILDCARE CENTER WITHIN AN EXISTING BUILDING AT 1776 LAUREL STREET, SAN CARLOS, IS CONDITIONALLY CONSISTENT WITH THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN CARLOS AIRPORT.

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), in its capacity as the San Mateo County Airport Land Use Commission, that,

WHEREAS, San Carlos is processing an application to allow conversion of an 8,000 square foot office building and associated parking lot at 1776 Laurel Street for use as a childcare center; and

WHEREAS, San Carlos has referred the project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP) since the subject property is located within Safety Zone 6, where commercial daycare is a conditionally permitted use; and

WHEREAS, the project site is not located within a noise impact contour and the use will be contained within an existing structure; therefore the consistency determination focuses on Safety Compatibility, as discussed below:

Safety Policy Consistency – The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. Per San Carlos ALUCP Exhibit 4-3, the project site is located within Safety Zone 6. Commercial daycare is identified in the ALUCP as a conditionally compatible use in Safety Zone 6, with no specific criteria identified, so the following factors were considered:

- A review of seven ALUCPs from similarly situated airports revealed that there is not a consistent approach in how childcare uses are addressed within Safety Zone 6 – some plans identify childcare as a compatible use in Safety Zone 6; some find the use incompatible but provide an opportunity for increases to existing facilities (up to 50 additional children); and others identify them as conditionally compatible subject to intensity limits ranging from 300-450 people per acre.
- The 2011 California Airport Land Use Planning Handbook recommends a maximum intensity of 200 to 300 people per acre for childcare centers within Safety Zone 6 when occurring in a suburban setting; the Handbook does not include an intensity range for more urbanized settings.
- The project site encompasses 13,000 sf, with maximum occupancy anticipated to be 115 (97 children and 18 staff), resulting in an intensity of 385 people/acre.


- The site is located along Laurel Street, an established commercial corridor, one block from El Camino Real, and is located on the outer edges of the safety zone boundary. The San Carlos General Plan and Zoning Ordinance support and anticipate denser urban development along Laurel and El Camino Real, with allowable heights of 50-75 feet, so the area is considered more urban than suburban.

The intensity of the childcare center is consistent with the Safety criteria of the ALUCP and with guidance found in the 2011 California Airport Land Use Handbook given that the project site is in a more urban environment and situated on the outer edge of the safety zone. Additionally, the intensity is within the maximum range of 300-450 people/acre identified within other ALUCPs that were reviewed.

WHEREAS, at its May 23, 2024 meeting, based on the factors listed above, the Airport Land Use Committee recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the project be found consistent with the policies and criteria of the San Carlos ALUCP.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that the proposed childcare center within an existing building at 1776 Laurel Street, San Carlos, is determined to be consistent with the policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

PASSED, APPROVED, AND ADOPTED, THIS 13TH DAY OF JUNE 2024.



Adam Rak, Chair