C/CAG

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AIRPORT LAND USE COMMITTEE (ALUC)

AGENDA

Date: Thursday, June 26, 2025 **Time:** 4:30 p.m. **Location:** Burlingame Community Center 850 Burlingame Avenue Burlingame, CA	**Join by Zoom Webinar:** https://us02web.zoom.us/j/81335481228?pwd=eEQ2cmI4VzUrRHk0Nk4ybkZ4cWtDUT09 **Webinar ID:** 813 3548 1228 **Passcode:** 839437 **Join by Phone:** (669) 900-6833

*****HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE*****

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

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 22, 2025 meeting.	Action (O'Connell)	Page 1
4.	San Francisco International Airport Land Use Compatibility Plan Consistency Review – Tanforan Planned Development, a 44-acre transit-oriented, mixed-use redevelopment plan for the Tanforan Shopping Center in San Bruno.	Action (Kalkin)	Page 4

5.	Review and recommend action on proposed amendments to the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport to define criteria for childcare facilities within Safety Zone 6.	Action (Kalkin)	Page 49
6.	Member Comments/Announcements	Information	
7.	Items from Staff	Information	Page 76
	▪ Correspondence - Comment letter on DEIR for RADP dated June 2, 2025		
8.	Adjournment – *Next regular meeting – July 24, 2025*		

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.

<u>In Person Participation</u>

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 C/CAG staff who will distribute the information to the Committee members.
2. Public comment is limited to two minutes per speaker.

<u>Remote Participation</u>

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 22, 2025

1. Call to Order/Roll Call

Chair O'Connell called the meeting to order at 4:33 pm. The attendance sheet is attached.

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

3. Minutes of the April 24, 2025 Meeting

Motion: Member Rainaldi moved, and Member Sullivan seconded, approval of the April 24, 2025 minutes. Motion carried (6-0-1) by the following voice vote: AYE - Members Sullivan, DiGiovanni, Rainaldi, Hamilton, Nicolas, and Chair O'Connell. NO – none. ABSTAIN – Nagengast.

4. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – General plan, specific plan and zoning map amendments related to a proposed office/life science campus at 131 Terminal Ct., and redesignation of five additional sites along Terminal Ct. and Produce Ave. in South San Francisco.

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

Member Nagengast asked for clarification as to whether there was any concern about a small portion of the site being situated within the Noise Impact area. Staff responded that the noise compatibility policies stipulate that office and research type uses are acceptable within the CNEL 65 dB contour, so there would be no conflict.

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

5. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Amendments to the Genentech Master Plan, South San Francisco General Plan and Zoning Map to incorporate additional properties totaling approximately 18 acres into the 207-acre Genentech campus in South San Francisco.

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

Motion: Member Rainaldi moved, and Member Sullivan seconded, approval of the staff recommendation. Motion carried (10-0-0) by the following voice vote: AYE - Members DiGiovanni, Sullivan, Nagengast, Rainaldi, Sturken, Hamilton, Nicolas, Ford, Vice-chair Pappajohn and Chair O'Connell. NO – none. ABSTAIN – none.

6. Overview and status update on the SFO Recommendwed Airport Development Plan (ADP) presented by SFO Airport Planning & Environmental Affairs.

Christopher DiPrima, Acting SFO Airport Planning Manager, gave a PowerPoint presentation providing a general overview of the ADP, noting that it is a long-range plan intended to guide development at SFO through 2045, and represents an update to the 1989 SFO Master Plan. He described various projects including new boarding areas at existing terminals, redevelopment of the central parking garage, improvements to the rental car center and expansion of the AirTrain system. He stressed that plans do not include runway expansions or any change to runway capacity.

C/CAG Executive Dir. Charpentier noted that this item is informational only and that comments on the DEIR related to the ADP need to be submitted through the official channels noted in the Notice of Availability (NOA) which was included in the packet materials. He further noted that the ADP forecasts maximum annual flight operations at approximately 506K per year versus the SFO ALUCP forecast of 482K operations per year, and that C/CAG will be submitting comments asking for clarification on these forecasts and what implications they might present for the need to update the ALUCP.

Committee members offered a number of comments including: traffic concerns on the surrounding roadway system due to the significant projected increase in passengers; implications about increased rideshare and autonomous vehicle usage; and impacts due to sea level rise.

Ann Schneider, resident of Millbrae, expressed several concerns about the ADP's impacts on San Mateo County, and Millbrae specifically, including the following: the projected increase from 52 million to 71 million annual passengers means bigger planes and more noise impacts; traffic from this increase will greatly impact neighboring communities; land in Millbrae is to be used for heavy equipment storage related to construction until at least 2035; SFO should share revenues with neighboring jurisdictions that bear the brunt of the impacts.

7. Member Comments/Announcements

Chair O'Connell made a general comment about the limited purview of the ALUC, clarifying that the committee is narrowly focused on specific areas of ALUCP consistency.

Member Sturken noted that some of the comments that were offered about ridesharing and autonomous vehicles at SFO might be better directed to a Commute.org meeting for discussion.

8. Items from Staff

C/CAG Executive Director Charpentier reminded the Committee that public comments on the Draft EIR for the ADP are due on June 2, 2025.

9. Adjournment

The meeting was adjourned at 5:25 pm.

2025 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Apr	May							
Terry O'Connell	City of Brisbane	X	X							
Andrea Pappajohn	City of Burlingame	X	X[arrived 4:40]							
Pamela DiGiovanni	City of Daly City		X							
Patrick Sullivan	City of Foster City	X	X							
Patric Jonsson	City of Half Moon Bay		Y							
Stephen Rainaldi	City of Millbrae	X	X							
Christopher Sturken	City of Redwood City		X							
Tom Hamilton	City of San Bruno	X	X							
Pranita Venkatesh	City of San Carlos									
Ray Mueller	County of San Mateo & Aviation Rep.		X[arrived 4:45]							
Flor Nicolas	City of South San Francisco		X							
Carol Ford	Aviation Rep.	X	X[arrived 4:40]							
Chistopher Yakabe	Half Moon Bay Pilots Assn.	Y								

X - Committee Member Attended

Y - Designated Alternate Attended

Staff and guests in attendance for the May 22, 2025 meeting: Susy Kalkin and Sean Charpentier C/CAG staff; Christopher DiPrima, SFO Planning; Billy Gross, South San Francisco staff; Ann Schneider, Millbrae resident.

Item 4

C/CAG AGENDA REPORT

Date: June 26, 2025

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Land Use Compatibility Plan Consistency Review – Tanforan Planned Development, a 44-acre transit-oriented, mixed-use redevelopment plan for the Tanforan Shopping Center in San Bruno.

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

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed Tanforan Planned Development plan in San Bruno is inconsistent with the noise compatibility policies of the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP).

BACKGROUND

In November 2022, the ALUC reviewed the City of San Bruno Draft 2023-2031 Housing Element Update (Draft Housing Element) and adopted Resolution 22-96 determining it to be inconsistent with the noise compatibility policies of the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP) due to its inclusion of housing opportunity sites located within the CNEL 70 dB aircraft noise contour, in conflict with SFO ALUCP noise compatibility policies. (Some of these sites are located within the Tanforan Shopping Center.) In January 2023, the City of San Bruno adopted a resolution overriding the ALUC determination.

Following on the earlier action, in March 2024, the ALUC reviewed proposed changes to San Bruno's General Plan and Zoning Ordinance to redesignate/rezone several parcels to allow for residential use, including sites within the Tanforan Shopping Center which are located within the CNEL 70 dB airport noise contour. The ALUC adopted Resolution 24-11 determining this action inconsistent with the noise compatibility policies of the SFO ALUCP, and San Bruno subsequently adopted a resolution overriding that determination.

San Bruno has now received an application for a Zoning Amendment to establish a Planned Development (PD) for the Tanforan Shopping Center, intended to guide redevelopment of the 44-acre Tanforan Shopping Center (plus an additional parcel north of Sneath Lane), into a transit-oriented, mixed-use development including housing, retail uses, life-science laboratory uses, office uses, and potentially a hotel. The PD application outlines permitted uses; development standards, including maximum heights, residential densities, maximum square footage, parking requirements, setbacks, and lot coverage; and allowable interim uses.

The PD also includes a section entitled, "Airport Land Use Compatibility", which acknowledges that the development is situated in SFO Airport Influence Areas A and B, lies within both the CNEL 70 dB airport noise contour and Safety Compatibility Zone 4, and is also within the FAA Regulation Part 77 sphere of influence. It establishes that:

> "All future development shall conform with the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the Comprehensive Airport Land Use Compatibility Plan for the environs of San Francisco International Airport, with the exception of projects deemed appropriate by the City Council, and to the extent necessary, approved through the Local Agency Override process, consistent with the Public Utilities Code Section 21675.1 (d)."

More specifically, this section includes the real estate disclosure requirements outlined in the SFO ALUCP; identifies requirements to ensure future residential development would achieve a 45 dB interior noise level; requires the granting of an avigation easement to the City and County of San Francisco, as proprietor of SFO, as a condition of approval of any conditionally compatible noise sensitive uses; and addresses airspace protection policies for both structure height and "other flight hazards".

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

DISCUSSION

I. SFO ALUCP Consistency Evaluation

Four airport / land use compatibility factors are addressed in the SFO ALUCP that relate to the proposed PD Zoning Amendment. These include policies for: (a) noise compatibility, (b) safety compatibility, (c) airspace compatibility and (d) real estate disclosure requirements. The following sections address each factor.

(a) Noise Compatibility

As shown on **Attachment 1E,** the entire site is located within the CNEL 70 dB aircraft noise contour. SFO ALUCP Table IV-1 - *Noise/Land Use Compatibility Criteria,* **Attachment 2,** identifies uses that are either compatible, conditionally compatible, or not compatible within various aircraft noise contours.

The proposed PD would permit residential use on many of the parcels, all of which are in the CNEL 70 dB aircraft noise contour. Per Table IV-1, residential use is deemed "not compatible" in the CNEL 70-75 dB noise exposure contour range. (The only exception applies to existing lots of record zoned for residential use as of the effective date of the SFO ALUCP (November 8, 2012), which does not apply to the subject proposal.) In addition, SFO ALUCP Policy NP-4.4 clearly states: "The rezoning of land for residential use within the CNEL 70 dB contour shall be considered incompatible and inconsistent with this ALUCP."

Therefore, the proposed PD, which allows for residential development within the CNEL 70 dB contour, is determined to be inconsistent with the noise policies of the SFO ALUCP.

The PD also identifies several uses that are identified as conditionally consistent within the CNEL 70 dB noise contour, including lodging (hotels/motels), auditoriums, and libraries. Per the ALUCP, these uses can be allowed subject to the requirements that 1) they be sound insulated to reduce interior noise levels to 45 dB, and 2) that an avigation easement be granted to the City/County of San Francisco as operator of the airport. The PD includes these requirements as footnotes in the Use Table, and also includes the following text in the "Noise Impact Reduction" section of its Airport Land Use Compatibility Chapter:

1. Building materials shall be selected, including sound-rated windows, doors and walls, and residential units be designed such that interior noise levels be below 45 dBA CNEL.
2. Project applicants shall retain an acoustical engineer to conduct a noise analysis and generate a Noise Reduction Plan that determines the treatments and measures necessary to ensure interior noise levels (attributable to exterior sources) in any habitable room associated with a residence be 45 dBA or less.
3. Approval of new residential development or introduction of other conditionally compatible noise sensitive uses, as identified in the Comprehensive Airport Land Use Compatibility Plan for the environs of San Francisco International Airport (SFO ALUCP) Table IV-1, in areas situated within the CNEL 65 dB aircraft noise contour as depicted in the SFO ALUCP shall be required to grant an avigation easement to the City and County of San Francisco, as proprietor of SFO, prior to issuance of either a building or occupancy permit.

(b) Safety Compatibility

Attachment 1D depicts the Safety Compatibility Zones, and demonstrates that most of the PD site, aside from a portion of Block 2 located in the southwest corner of the project area, is located with Safety Zone 4 (Outer Approach / Departure Zone). SFO ALUCP Table IV-2, *Safety Compatibility Criteria*, **Attachment 3**, identifies uses that should either be avoided or are incompatible within Safety Zone 4.

Incompatible uses include Biosafety Level 3 & 4 facilities, children's schools, large childcare centers (more than 14 children), hospitals, nursing homes, stadiums and arenas. To ensure consistency, all uses identified in the PD Permitted Land Use Table that could be construed to include an incompatible use (ex. "Research and Development", "Utilities, major", "Community Facilities", and "Parks and Recreation") include a footnote to clarify that these uses must comply with the ALUCP Safety Compatibility Policies.

Per Table IV-2, uses to avoid in Safety Compatibility Zone 4 include hazardous uses other than Biosafety Level 3 & 4 facilities, and critical public utilities. Hazardous Uses, such as Biosafety level 2 uses (which encompasses the "Research and Development" use included in the PD's list of permitted uses) are determined to be "not incompatible", but are classified as uses that should be avoided "unless no feasible alternative is available". In addition, the safety compatibility criteria state that where such use is allowed, habitable structures need to be provided with at least 50% more exits than required by codes. The provision for these additional exits is included in the PD. However, to ensure ALUCP consistency, it is recommended that in its deliberations on the PD approval that the City of San Bruno make a specific determination as to whether there are feasible alternatives to the proposed Biosafety level 2 use. Accordingly, the following condition is recommended:

- *Prior to approval, the San Bruno City Council shall make a specific finding that there is no feasible alternative for the proposed inclusion of Biosafety level 2 use within the Planned Development.*

Subject to the above noted condition, the proposed PD is consistent with the SFO ALUCP safety policies.

(c) Airspace Compatibility

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

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

As shown on Exhibit IV-17 of the SFO ALUCP, **Attachment 1F,** the elevations of the critical aeronautical surfaces over the PD sites range from approximately 125 to 145 feet above mean sea level (AMSL). Additionally, per Exhibit IV-11, **Attachment 4**, development projects on any of these sites exceeding 30 ft. in height would require the filing of Form 7460-1 with the FAA and subsequent issuance of a Determination of No Hazard to Air Navigation.

Heights in the PD generally are limited to a maximum of 79'7" or lower, depending on ALUCP height conformance requirements. The PD includes the following language to ensure that building heights will adhere to the requirements of the ALUCP:

> "In no case may any building, or any portion of any building, exceed any height limits imposed by the Federal Aviation Administration (FAA) and SFO ALUCP Land Use Compatibility Plan. To ensure heights are compatible with the ALUCP, all structures, including rooftop appurtenances, must be the lower of 1) the height shown on the SFO critical aeronautical surfaces map or 2) the maximum height determined not to be a "hazard to air

navigation" by the FAA. In addition to FAA review, City Staff shall work in consultation with C/CAG to verify conformance of all buildings with the critical aeronautical surfaces."

While this language addresses the overall height concern, the requirements to file Form 7460-1 with the FAA are not clearly identified in the PD, so it is recommended that the following wording be included:

- *Prior to issuance of a building permit, project sponsors shall file Form 7460-1 with the FAA and present evidence to the City either of a determination by the FAA that the project is exempt from such filing, or a determination that the project will result in "no hazard to air navigation.*

<u>Other Hazards</u>

Within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per Airspace Protection Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations, including sources of glare, distracting lights, sources of dust, sources of electrical interference, uses that produce thermal plumes, and uses that may attract wildlife, particularly large flocks of birds. The PD addresses this policy by including provisions to prohibit design features that would conflict with ALUCP Policy AP-4.

Adherence to these requirements will ensure that future projects will comply with applicable Airspace Protection policies.

(d) Real Estate Disclosure

Consistent with the requirements of the SFO ALUCP, the PD includes a requirement that all new developments shall comply with the real estate disclosure requirements of California Business and Professions Code Section 11010(b(13). The following statement must be included in the notice of intention to offer the property for sale:

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

II. Requirements for Override of Determination of Inconsistency with ALUCP

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

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

2. The local agency's governing body must make specific findings that the proposed local action is consistent with the purposes of the airport land use commission statutes;

3. The local agency's governing body must approve the override action by a two-thirds vote; the override action must include adoption of the specific findings identified in Step 2, above.

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

1. The proposed land use action may proceed, subject to local agency review and permitting processes, as if it had been found consistent with the SFO ALUCP by the Board.

2. If a city or county overrides a decision of the airport land use commission relating to a publicly owned airport that is not operated by that city or county, the agency operating the airport "shall be immune from liability for damages to property or personal injury caused by or resulting directly or indirectly from the public agency's decision to override the commission's action or recommendation."

III. Mitigation in Case of City of San Bruno Override

If the City overrides the Board determination of inconsistency with the SFO ALUCP, it is recommended that the City of San Bruno require compliance with the following conditions:

- *Prior to approval, the San Bruno City Council shall make a specific finding that there is no feasible alternative for the proposed inclusion of Biosafety level 2 use in the Planned Development.*

- *Prior to issuance of a building permit, project sponsors shall file Form 7460-1 with the FAA and present evidence to the City either of a determination by the FAA that the project is exempt from such filing, or a determination that the project will result in "no hazard to air navigation.*

San Francisco International Airport (SFO) Staff Comment Letter

SFO Planning and Environmental Affairs staff provided comments on the Tanforan Planned Development, included as **Attachment 5**. They note their on-going concern that residential use within this noise contour is incompatible with the SFO ALUCP policies. They urge San Bruno to abandon plans to introduce housing within the CNEL 70 dB contour, noting "Developing residential uses within the CNEL 70 dBA contour would expose residents to persistent noise from aircraft operations. This noise exposure is not mitigable for residential uses due to the nature of that development type, which is characterized by operable windows, access to open space, and other design elements which preclude effective mitigation".

ATTACHMENTS

1. Application Materials
   A: Proposed Land Use Plan
   B: Master Site Plan
   C: Existing Site Plan
   D: SFO ALUCP Exh. IV-8 – Safety Compatibility Zones
   E: SFO ALUCP Exh. IV-6 – Noise Contours
   F: SFO ALUCP Exhibit IV-17 – Critical Aeronautical Surfaces
   G: Building Height Exhibits
   H: Site Elevations
   I: Grading Plan
2. SFO ALUCP Table IV-1 – Noise/Land Use Compatibility Criteria
3. SFO Table IV-2 – Safety Compatibility Criteria
4. SFO ALUCP Exh. IV-11 – FAA Notification Area
5. SFO Comment letter dated June 20, 2025

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

APPLICANT INFORMATION		
Agency: City of San Bruno Community and Economic Development Department		
Project Name: Tanforan Redevelopment		
Address: 1122, 1150, 1178 and 1188 El Camino Real; 1292 Huntington Ave	APN: 014316330; 014316300; 014316060; 014316080; 014316310; 014316360	
City: San Bruno	State: CA	ZIP Code: 94066
Staff Contact: Ralph Robinson	Phone: 650-229-8535	Email: rrobinson-pt@sanbruno.ca.gov

PROJECT DESCRIPTION

ARE-San Francisco No.96, LLC (project applicant) proposes to redevelop the 44-acre Shops at Tanforan Shopping Center (also referred to locally as the Tanforan Mall) including a parcel north of Sneath Lane (project site) with a transit-oriented, mixed-use development including housing; retail uses; life-science laboratory uses; office uses; private and publicly-accessible, privately-owned open space; and potentially a hotel.

REQUIRED PROJECT INFORMATION

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

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

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

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

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

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

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

   c) Airspace Protection:

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

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

2. Real Estate Disclosure requirements related to airport proximity

3. Any related environmental documentation (electronic copy preferred)

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

Additional information For Development Projects:

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

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

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

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

Re: Tanforan Redevelopment Project

Application Requirements:

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.

Please see Attachment 1, Page 2 for site location relative to SFO noise contours.

The project site falls within the 70 decibel (dB) Community Noise Equivalent Level (CNEL) for San Francisco International Airport (SFO). Residential uses are incompatible with noise levels above 70 dB per the ALUCP per Policy NP-4.

The Noise and Vibration Assessment for the City of San Bruno Housing Element Update stated that future residential development at this site would be able to achieve a 45 dB CNEL interior noise level. In addition, compliance with the City's general plan policies and California Title 24 would prohibit the issuance of occupancy permits for residential development that would expose future residents to an interior noise level of greater than 45 dB CNEL. The San Bruno City Council then, through adoption of the Housing Element, has found housing at the project site to be conditionally acceptable with appropriate noise controls.

Per Mitigation Measure NOI-3 of the project Draft Environmental Impact Report (DEIR), building materials would be required to be selected and residential units be designed such that interior noise levels would be below 45 dBA CNEL. Mitigation Measure NOI-1-C would then require the project applicant to retain an acoustical engineer to conduct a noise analysis and generate a Noise Reduction Plan that determines the treatments and measures necessary to ensure interior noise levels (attributable to exterior sources) in any habitable room associated with project residences would be 45 dBA CNEL, or less, for at least 10 years from the time of building permit application. The use of sound-rated windows, doors, and walls would be required.

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.

Please see Attachment 1, Page 1 for site location relative to the boundary of safety compatibility zone 4.

The majority of the project site falls within safety compatibility zone 4 for San Francisco International Airport (SFO), the Outer Approach/Departure Zone. Policy SP-2 defines incompatible land uses within each Safety Compatibility Zone. Incompatible uses within Safety Zone 4 include large child day care centers, Biosafety level (BSL) 3 and 4 facilities, and children's schools. Incompatible uses are not compatible in the safety zone and should not be permitted. Uses to be avoided, including hazardous uses other than BSL 3 and 4 facilities and critical public utilities, should not be allowed in the safety zone unless no feasible alternative is available, as determined by the city. The incompatible uses for Safety Zone 4 would not be permitted as part of the project within the portion of the site located within Safety Zone 4.

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.

Please see Attachment 1, Pages 3-5 for exhibits on ALUCP critical heights compared to proposed building heights.

The applicant has been advised to submit Form 7460-1.

As identified in the ALUCP, the project site is located within the Federal Aviation Regulation Part 77 sphere of influence, which is the boundary established to regulate obstructions to airspace navigation, including building heights. Based on these requirements, the ALUCP establishes height restrictions within specific contours of airport facilities throughout Area A and Area B in which the project site is located; specifically, as shown in Figure IV-17 in the ALUCP, the project site falls within a range of 125 to 145 feet above mean sea level (AMSL) as defined by the North American Vertical Datum of 1998 (NAVD88) on the airport's critical aeronautical surfaces.

Since ground elevation at the project site ranges from 36 to 66 feet AMSL NAVD88 and assuming ground elevation would not change, the heights of the proposed buildings could be no higher than approximately 55 and 90 feet above ground level, depending on horizontal location, to be compatible with the Airspace Protection Policies of the SFO ALUCP. Such compatibility would also be contingent on the issuance of a Determination of No Hazard from the FAA for any proposed structures and determinations from C/CAG as the designated ALUC.

2. *Real Estate Disclosure requirements related to airport proximity*

City of San Bruno Housing Element policy HS-37 requires that the applicant record a notice of Fair Disclosure, regarding the proximity of the proposed development to San Francisco International Airport and of the potential impacts of aircraft operation, including noise impacts, per City Ordinance 1646 and AB 2776.

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

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

Attachment 1: SFO ALUCP Exhibits
Attachment 2: Draft PD Plan
Attachment 3: Draft PD Site Plans

Additional information For Development Projects:

1. *Latitude and longitude of development site*

See Attachment 1, Page 6, Elevation Exhibit

2. *Building heights relative to mean sea level (MSL)*

See Attachment 1, Page 6, Elevation Exhibit

ORDINANCE NO. __

AN ORDINANCE OF THE CITY OF SAN BRUNO APPROVING THE TANFORAN PLANNED DEVELOPMENT ZONING AMENDMENT

RECITALS

WHEREAS, Alexandria Real Estate Equities, Inc., filed an application for approval of a Planned Development Zoning Amendment for the Tanforan Mixed Use Development located at APNs 014-316-080, 014-316-300, 014-316-310, 014-316-360, 014-316-330, and 014-316-060) at the addresses 1122, 1150, 1178, 1188 El Camino Real and 300 Tanforan Shopping Center in San Bruno, San Bruno, California.

WHEREAS, by Resolution ___, adopted on ___, the Planning Commission recommended that the City Council certify the Environmental Impact Report ("EIR") for the Project and adopt the findings and Mitigation Monitoring and Reporting Plan pursuant to the California Environmental Quality Act (CEQA) for the implementation of the mitigation measures outlined in the EIR; and

WHEREAS, by Resolution ___, adopted on ___, the Planning Commission recommended that the City Council adopt the Planned Development (PD) Zoning and approve the Land Use Plan as included as Figure 1 to this Ordinance; and

WHEREAS, the City Council of the City of San Bruno held a duly noticed public hearing on ___2025, to consider the EIR, Mitigation Monitoring and Reporting Plan, the proposed Land Use Plan and the proposed Planned Development Zoning regulations; and

WHEREAS, by Resolution 2025__, adopted on ___, 2025, the City Council certified the EIR and adopted findings and the Mitigation Monitoring and Reporting Plan pursuant to the CEQA for the implementation of the mitigation measures outlined in the EIR.

NOW, THEREFORE BE IT ORDAINED by the City Council of the City of San Bruno as follows:

SECTION 1: That the City Council hereby adopts the Land Use Plan ("Plan") and shown on the plan included hereto as Figure 1. The Plan indicates the location of the proposed buildings, the size of the buildings, and the parking to be provided. The following development standards shall govern the site:

I. Land Use

Table 1 - Permitted Land Uses – Tanforan Planned Development, identifies primary land uses permitted in the Tanforan P-D zoning district as depicted in **Figure 1, Proposed Land Use Plan**. Accessory uses to such primary land uses are allowed pursuant to Section 12.80.015. The regulations for each zone within the district are established by letter designations as follows:
"P" designates permitted land uses
"C" designates Use Permit required as set forth in Chapter 12.112
"-" designates land uses that are not allowed

Use types are defined in Chapter 12.80, Definitions, or in Section I of the PD Plan where not defined in Chapter 12.80. If a specific land use or activity is not defined, the community development director shall assign the land use or activity to a use type that is substantially similar in character. Use types not listed in the table or not substantially similar to the uses below are prohibited unless the community development director makes a written determination that an unlisted proposed use is equivalent to a permitted or conditionally listed use and is either permitted or conditionally permitted if all of the following findings can be made.

1. The use is no greater in density or intensity than other uses in the PD Plan;
2. The use is compatible with permitted or conditionally permitted uses in the PD Plan;
3. The use is consistent with the purpose and intent of the PD Plan;
4. The use is consistent with applicable goals and policies of the General Plan and PD Plan;
5. The use will not be detrimental to public health, safety, or welfare.

Table 1 - Permitted Land Uses – Tanforan Planned Development

	Residential Zone	**R&D/Life Science/ Office Zone**	**Retail Zone**	**Flex Zone**
Residential Uses				
Duplex Homes, Mobile Home Parks, Single-Family Homes	-	-	-	-
Boarding House	-	-	-	-
Accessory Dwelling Unit	P [A]	-	-	P [A]
Community Apartment	P [A]	-	-	P [A]
Condominium	P [A]	-	-	P [A]
Live/Work	P [A]	-	-	P [A]
Multifamily Homes	P (up to 1014 units) [A]	-	-	P (up to 500 additional units) [A]
Residential Care Facilities, Large	-	-	-	-
Residential Care Facilities, Small	-	-	-	-

Table 1 - Permitted Land Uses – Tanforan Planned Development				
	Residential Zone	**R&D/Life Science/ Office Zone**	**Retail Zone**	**Flex Zone**
Transitional and Supportive Housing	P [A]	-	-	P [A]
Single Room Occupancy (SRO)	P [A]	-	-	P [A]
Employee Housing	P [A]	-	-	P [A]
Public and Quasi-Public Uses				
Cemeteries	-	-	-	-
Colleges and Universities; Trade and Vocational Schools	-	C [1]	C [1]	C [1]
Schools	-	-	-	-
Community Facilities, Private	C [3] [A]	C [3] [A]	C [3] [A]	C [3] [A]
Community Facilities, Public	C [3] [A]	C [3] [A]	C [3] [A]	C [3] [A]
Child Nursery	-	-	-	-
Community Garden	C	-	-	C
Day Care Center	-	-	-	-
Ancillary Child Care	P [2]	P [2]	P [2]	P [2]
Emergency Shelters	-	-	-	-
Hospitals	-	-	-	-
Nursing and Convalescent Homes	-	-	-	-
Parks and Recreational Facilities (Public)	P [3]	P [3]	P [3]	P [3]
Parks and Recreational Facilities (Private)	C [3]	C [3]	C [3]	C [3]
Places of Worship	-	-	-	-
Public Safety Facilities	C	C	C	C
Public Maintenance Facilities	-	-	-	-
Social Services and Charitable Institutions	C [1]	C [1]	C [1]	C [1]
Low Barrier Navigation Center	-	-	-	-
Commercial Uses				
Adult Businesses	-	-	-	-
Amusement Game Centers	C	-	C	C
Banks and Other Financial	P	P [1]	P	P
Bars, Nightclubs and Lounges	C [4]	C [4]	C [4]	C [4]
Business Services	P	P	P	P
Cannabis Retailer	-	-	-	-
Cardroom	-	-	-	-

Table 1 - Permitted Land Uses – Tanforan Planned Development				
	Residential Zone	**R&D/Life Science/ Office Zone**	**Retail Zone**	**Flex Zone**
Check Cashing Establishments	-	-	-	-
Commercial Recreation and Entertainment	C [3]	C [3]	C [3]	C [3]
Drive-Through Facilities	-	-	-	-
Firearm Dealers	-	-	-	-
Food Hall	C	C	P	P
Gambling Club	-	-	-	-
Gas and Service Stations	-	-	-	-
Health and Exercise Clubs	P	P	P	P
Hotels and Motels	-	P [A]	P [A]	P [A]
Massage Establishments	-	-	-	-
Office [5]	P	P	P	P
Outdoor Dining	P [6]	P [6]	P [6]	P [6]
Personal Services, Downtown Focus	P	P	P	P
Personal Services, Instructional Focus	P	P	P	P
Personal Services, General	P	P	P	P
Personal Storage	-	-	-	-
Pet Boarding Overnight	C	-	C	C
Pet Day Care Facility	C	-	P	C
Research and Development [5]	-	P/C [7][8]	-	P/C [7][8]
Restaurants	P	P	P	P
Retail Sales and Services	P	P	P	P
Vehicle Sales and Rental	-	-	C [1]	C [1]
Vehicle Repair and Maintenance	-	-	-	-
Veterinarian	-	-	-	-
Industrial Uses				
Construction, Maintenance, and Repair Services; Heavy Equipment Sales and Rental; Junkyards; Lumberyards; Manufacturing and Processing (General and Light); Warehousing, Wholesaling, and Distribution	-	-	-	-
Transportation, Communication, and Utilities				
Alternative Energy Structures	C	C	C	C

Table 1 - Permitted Land Uses – Tanforan Planned Development				
	Residential Zone	**R&D/Life Science/ Office Zone**	**Retail Zone**	**Flex Zone**
Ground Transportation Provider	-	-	-	-
Parking Lots, Commercial	-	-	-	-
Parking Structures, Commercial	-	C	C	C
Recycling Collection Facilities	-	-	C	C
Recycling Processing Facilities	-	-	-	-
Telecommunication Facility	P	P	P	P
Transportation Terminals	-	-	-	-
Utilities, Major	C [9]	C [9]	C [9]	C [9]
Utility, Minor	P	P	P	P

[1] Limited to 20,000 square feet.
[2] Limited to 14 or less children.
[3] Uses identified as incompatible per ALUCP Tables IV-I and IV-2 are prohibited. See Section II, Land Use Restrictions.
[4] Requires planning commission action.
[5] Office and Research and Development uses may include accessory amenity spaces located within the same or separate structures.
[6] Permitted only as an ancillary use to the main use.
[7] Biosafety Level 3 facilities may only be approved with a use permit if located outside of ALUCP Safety Compatibility Zone 4. Biosafety Level 4 facilities are prohibited.
[8] Shall comply with FAA egress requirements for Biosafety Level 2
[9] Critical Public Utilities prohibited, including electrical power generation plants, electrical substations, wastewater treatment plants, and public water treatment facilities.
[A] Avigation easement required for the following uses: Residential Uses; Libraries; Hotels and Motels

II. Airport Land Use Compatibility

State law requires Airport Land Use Commissions (ALUCs) to prepare and adopt an Airport Land Use Compatibility Plan (ALUCP) for each public use and military airport within their jurisdiction. San Francisco International Airport (SFO) runway is approximately 0.7-mile (3,500 feet) east of the PD site. Per the ALUCP for SFO, the PD is situated within the following influence, noise and safety contours for the airport.

1. The PD falls within the boundaries of Airport Influence Area A and B of the SFO Airport Land Use Compatibility Plan (ALUCP).

2. The PD falls within the 70 decibel (dB) Community Noise Equivalent Level (CNEL) (Exhibit E).
3. The PD falls within safety compatibility zone 4 for San Francisco International Airport (SFO), the Outer Approach/Departure Zone (Exhibit D).
4. The PD is located within the Federal Aviation Regulation Part 77 sphere of influence, which is the boundary established to regulate obstructions to airspace navigation, including building heights.

The ALUCP includes four primary areas of concern:

1. Aircraft Noise Impact Reduction – To reduce the potential number of future airport area residents who could be exposed to noise impacts from airport and aircraft operations.
2. Safety of Persons on the Ground and in Aircraft in Flight – To minimize the potential number of future residents and land use occupants exposed to hazards related to aircraft operations and accidents.
3. Height Restrictions/Airspace Protection – To protect the navigable airspace around the Airport for the safe and efficient operation of aircraft in flight.
4. Overflight Notification – To establish an area within which aircraft flights to and from the Airport occur frequently enough and at a low enough altitude to be noticeable by sensitive residents. Within this area, real estate disclosure notices shall be required, pursuant to state law.

All future development shall conform with the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the Comprehensive Airport Land Use Compatibility Plan for the environs of San Francisco International Airport, with the exception of projects deemed appropriate by the City Council, and to the extent necessary, approved through the Local Agency Override process, consistent with the Public Utilities Code Section 21675.1 (d).

All projects within the PD shall be subject to the following requirements.

Real Estate Disclosure

All new development shall comply with the real estate disclosure requirements of California Business and Professions Code Section 11010(b(13). The following statement must be included in the notice of intention to offer the property for sale:

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

Noise Impact Reduction

The Noise and Vibration Assessment for the City of San Bruno Housing Element Update stated that future residential development at this site would be able to achieve a 45 decibel (dBA) Community Noise Equivalent Level (CNEL) interior noise level.

Compliance with the City's general plan policies and California Title 24 prohibits the issuance of occupancy permits for residential development that would expose future residents to an interior noise level of greater than 45 dBA CNEL. The following shall apply:

1. Building materials shall be selected, including sound-rated windows, doors and walls, and residential units be designed such that interior noise levels be below 45 dBA CNEL.
2. Project applicants shall retain an acoustical engineer to conduct a noise analysis and generate a Noise Reduction Plan that determines the treatments and measures necessary to ensure interior noise levels (attributable to exterior sources) in any habitable room associated with a residence be 45 dBA or less.
3. Approval of new residential development or introduction of other conditionally compatible noise sensitive uses, as identified in the Comprehensive Airport Land Use Compatibility Plan for the environs of San Francisco International Airport (SFO ALUCP) Table IV-1, in areas situated within the CNEL 65 dB aircraft noise contour as depicted in the SFO ALUCP shall be required to grant an avigation easement to the City and County of San Francisco, as proprietor of SFO, prior to issuance of either a building or occupancy permit.

Land Use Restrictions

The following uses shall not be permitted within the PD.

- Children's Schools: Public and private schools serving preschool through grade 12, excluding commercial services.
- Large Child Day Care Centers: Commercial facilities defined in accordance with Health and Safety Code, Section 1596.70, et seq., and licensed to serve 15 or more children. Family day care homes and noncommercial employer-sponsored facilities ancillary to place of business are allowed.
- Hazardous Uses: Uses involving the manufacture, storage, or processing of flammable, explosive, or toxic materials that would substantially aggravate the consequences of an aircraft accident. Such uses include:
    - Medical and biological research facilities involving the storage and processing of extremely toxic or infectious agents. All Biosafety 4 facilities are prohibited. Biosafety Level 3 may be conditionally approved if located outside of ALUCP Safety Compatibility Zone 4.
    - Aboveground fuel storage with capacities greater than 10,000 gallons of any substance containing at least 5 percent petroleum.
    - Facilities where toxic substances are manufactured, processed or stored. Proposed land use projects involving the manufacture or storage of toxic substances may be allowed if the amounts of the substances do not exceed the threshold planning

quantities for hazardous and extremely hazardous substances specified by the EPA.12

  - Explosives and fireworks manufacturing and storage — Proposed land use projects involving the manufacture or storage of explosive materials may be allowed in safety zones only in compliance with the applicable regulations of the California Division of Occupational Safety and Health (Section 5252, Table EX-1). Project sponsors must provide evidence of compliance with applicable state regulations prior to the issuance of any development permits.

- Critical Public Utilities: Facilities that, if disabled by an aircraft accident, could lead to public safety or health emergencies. They include the following: electrical power generation plants, electrical substations, wastewater treatment plants, and public water treatment facilities.
- Hospitals
- Nursing Homes
- Stadiums and Arenas
- Places of public assembly, including places of worship; outdoor music shells, amphitheater, etc.

Additional Design Requirements

The following characteristics that may create hazards to aircraft in flight are prohibited per ALUCP Policy AP-4.

a) Sources of glare, such as highly reflective buildings or building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots making approaches to the Airport.
b) Distracting lights that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting.
c) Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.
d) Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.
e) Land uses that, as a regular byproduct of their operations, produce thermal plumes with the potential to rise high enough and at sufficient velocities to interfere with the control of aircraft in flight. Upward velocities of 4.3 meters (14.1 feet) per second at altitudes above 200 feet above the ground shall be considered as potentially interfering with the control of aircraft in flight.17
f) 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 Sites On or Near Airports, FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports, and any successor or replacement orders or advisory circulars. Exceptions to this policy are acceptable for wetlands or other environmental mitigation projects required by ordinance, statute, court order, or Record of Decision issued by a federal agency under the National Environmental Policy Act.

Maximum Building Heights

Maximum height limits in the PD are in accordance with the FAA and SFO ALUCP Land Use Compatibility Plan requirements; maximum heights would depend on the applicable height contours under these regulations. See Section III. Maximum Heights.

III. Maximum Heights

Building Height Limits

In no case may any building, or any portion of any building, exceed any height limits imposed by the Federal Aviation Administration (FAA) and SFO ALUCP Land Use Compatibility Plan. To ensure heights are compatible with the ALUCP, all structures, including rooftop appurtenances, must be the lower of 1) the height shown on the SFO critical aeronautical surfaces map or 2) the maximum height determined not to be a “hazard to air navigation" by the FAA. In addition to FAA review, City Staff shall work in consultation with C/CAG to verify conformance of all buildings with the critical aeronautical surfaces.

As identified in the ALUCP, the project site is located within the Federal Aviation Regulation Part 77 sphere of influence, which is the boundary established to regulate obstructions to airspace navigation, including building heights. Based on these requirements, the ALUCP establishes height restrictions within specific contours of airport facilities throughout Area A and Area B in which the project site is located; specifically, as shown in Figure IV-17 in the ALUCP, the project site falls within a range of 125 to 145 feet above mean sea level (AMSL) as defined by the North American Vertical Datum of 1998 (NAVD88) on the airport’s critical aeronautical surfaces (Exhibit F).

The ground elevation at the PD site ranges from 36 to 66 feet AMSL NAVD88 (Exhibit H). The height limits of the buildings themselves are then established by the difference in elevation between the ground surface and the SFO ALUCP Critical Aeronautical Surfaces (equivalent to 125 to 145 feet AMSL). Proposed building locations are diagrammed with the ground elevations and Critical Aeronautical Surfaces to demonstrate the approximate height limits within Exhibit G.

Such compatibility would be contingent on the issuance of a Determination of No Hazard from the FAA for any proposed structures and determinations from C/CAG as the designated ALUC.

Where FAA and SFO ALUCP height limits allow for building heights up to the maximums allowed by City standards, the height limits provided in Table 2 shall apply.

Table 2 – City of San Bruno Building Height Limits	
Zone	**Building Height Limit [3]**
Retail Zones	79’7” [1]
Residential Zones (North of Sneath Lane)	65’ [2]

Residential Zone (South of Sneath Lane)	79’7”
R&D/Life Science/Office Zone	79’7”
Flex Zone	79’7”

[1] Established by Ordinance 1446
[2] Height in the Residential Zone North of Sneath Lane is governed by 2014’s Measure N, which shall control the method of height measurement in that Residential Zone.
[3] No portion of any building, including all rooftop appurtenances, may exceed any height limits imposed by the FAA and SFO ALUCP

Measuring Building Height

Building heights within the District shall be measured from the Reference Datum below.

Reference Datum: Selected by either of the following, whichever yields a greater height of building.

1. The elevation of the highest adjoining sidewalk or ground surface within a 5-foot horizontal distance of the exterior wall of the building when such sidewalk or ground surface is not more than 10 feet above lowest grade.

2. An elevation 10 feet higher than the lowest grade when the sidewalk or ground surface described in Item 1 above is more than 10 feet above lowest grade.

Building Height: The vertical distance above the Reference Datum measured to the highest point of the coping of a flat roof, to the deck line of a mansard roof, to the average height of the highest gable of a pitched or hipped roof, or to the highest point of any rooftop appurtenances.

The height of a stepped or terraced building is the maximum height of any segment of the building.

No portion of any building, including all rooftop appurtenances, may exceed any height limits imposed by the FAA and SFO ALUCP.

IV. Density – Residential Uses

Table 3 - Residential Density, controls the density of residential uses as depicted in **Figure 2, Illustrative Master Plan Site Plan**.

Table 3 – Residential Density					
	Blocks				
	Block 1 (Flex 1)	Block 7 (Flex 2)	Block 3	Block 5	Block 8

Maximum Density	500 units	500 units	175 du/acre	100 du/acre	140 du/acre

Notes:
For purposes of residential density, each Block's acreage shall be measured from the back of the Block's sidewalk.

At full buildout, the project site shall include at least 1,000 units and no more than 1,514 units.

Each Flex Zone block (Blocks 1 and 7) may have up to 500 units, but the total of both Flex Zone blocks may not include more than a combined total of 500 units.

V. Maximum Square Footage – Nonresidential Uses

Table 4 – Maximum Square Footage – Nonresidential Uses, controls the density of nonresidential uses as depicted in **Figure 2, Illustrative Master Plan Site Plan**.

Table 4 – Maximum Square Footage - Nonresidential Uses							
	Blocks						
	Block 1 (Flex 1) and Block 7 (Flex 2) Combined	**Block 2 (Lab 4, 5, 6, Parking 2, FH 2)**	**Block 3 (Resi 1, Retail)**	**Block 4 (Retail to south of Zone 3/Resi 1)**	**Block 5 (Resi 2)**	**Block 6 (Target, Cinema, Retail)**	**Block 8 (Resi 3)**
Use							
Retail [1]	100,000 sf	0	13,000 sf	45,000 sf	0	315,000 sf [2]	0
R&D/Office and Amenity [3]	1,025,000 sf	775,000 sf	0	0	0	0	0
Hotel	125,000 sf	0	0	0 [4]	0	0	0

Notes:
[1] Minor/incidental Retail up to XXX square feet may be included in the Zones where Retail square footage is shown as 0. If more than 1,500,000 sf of R&D/Office is built within the PD – Tanforan District, then no more than 380,000 sf of Retail shall be permitted within the PD – Tanforan District.
[2] Approximately 265,000 sf of this Retail area consists of the existing Target and Cinema, both of which are expected to be preserved and incorporated into the Project.
[3] No more than a total of 1,800,000 sf of R&D/Office and Amenity shall be permitted within the PD – Tanforan District.
[4] Hotel is a conditional use within the Retail Zone. The allowed square footage will be determined through the conditional use permit process, including compliance with any environmental review under CEQA.

VI. Parking

<u>Table 5 – Maximum Off-Street Parking Spaces</u> controls the maximum number of off-street parking spaces permitted for uses within the PD – Tanforan District.

Table 5 – Maximum Off-Street Parking Spaces	
Use	**Maximum Number of Off-Street Parking Spaces**
Residential	1.1 spaces per unit
Office	1 space per 300 sf of floor area [1]
Life Science	1 space per 500 sf of floor area [1]
Retail	1 space per 300 sf of floor area [1]
Hotel	1 space per hotel room [1]

<u>Notes</u>:
[1] There may be no more than 5,161 spaces collectively serving all non-residential uses (Office, Life Science, Retail, and/or Hotel) within the PD – Tanforan District.

VII. Setbacks

No setbacks are required within the PD – Tanforan District.

VIII. Lot Coverage

<u>Table 6 – Maximum Lot Coverage</u> controls the maximum lot coverage for permanent structures on the various Blocks within the PD – Tanforan District.

Table 6 – Maximum Lot Coverage								
	Block							
	Block 1 (Flex 1)	**Block 2 (Lab 4, 5, 6, Parking 2, FH 2)**	**Block 3 (Resi 1, Retail)**	**Block 4 (Retail)**	**Block 5 (Resi 2)**	**Block 6 (Target, Cinema, Retail)**	**Block 7 (Flex 2)**	**Block 8 (Resi 3)**
Maximum Lot Coverage	80%	80%	No maximum	60%	No maximum	No maximum	80%	No maximum

<u>Notes</u>:
For purposes of Maximum Lot Coverage, each Block's area shall be all site area measured from the back of the Block's sidewalk.

IX. Interim Uses

Prior to completion of development within the PD – Tanforan District, the Community Development Director (the "Director") may approve an Interim Use without a public hearing or any other approval, for a period not to exceed 15 years, if the Director finds that such Interim Use will not impede orderly development consistent with the PD Plan, the Design Standards and Guidelines, the ALUCP and the Development Agreement. Such Interim Use may be extended with a new application and approval. Interim Uses may include, but are not limited to, the following uses and any similar uses:

A. Retail activities, which may include the on-site assembly, production or sale of food, beverages and goods, the operation of restaurants or other retail food service in temporary structures, food trucks, and food carts, with associated indoor or outdoor seating;
B. Recreational facilities and uses (such as play and climbing structures and indoor or outdoor fitness facility and classes);
C. Motor vehicle and bicycle parking accessory to permitted or Interim Uses;
D. On-site assembly and production of goods in enclosed or unenclosed temporary structures;
E. Site management service, administrative functions, and customer amenities, and associated loading;
F. Rental or sales offices incidental to new development; and,
G. Entertainment uses, both unenclosed and enclosed, which may include temporary art installations, exhibits, and sales.

X. Exhibits

Exhibit A: Proposed Land Use Plan

Exhibit B: Master Site Plan

Exhibit C: Existing Site Plan

Exhibit D: Safety Compatibility Zones

Exhibit E: Noise Contour Zones

Exhibit F: Critical Aeronautical Surfaces

Exhibit G: Building Height Exhibits

Exhibit H: Site Elevations

Exhibit I: Grading Plan

SITE PLANS | PROPOSED LAND USE PLAN

SITE AREA **43.99 AC**

- LIFE SCIENCE/OFFICE
- RESIDENTIAL
- RETAIL

- **FLEX ZONE**

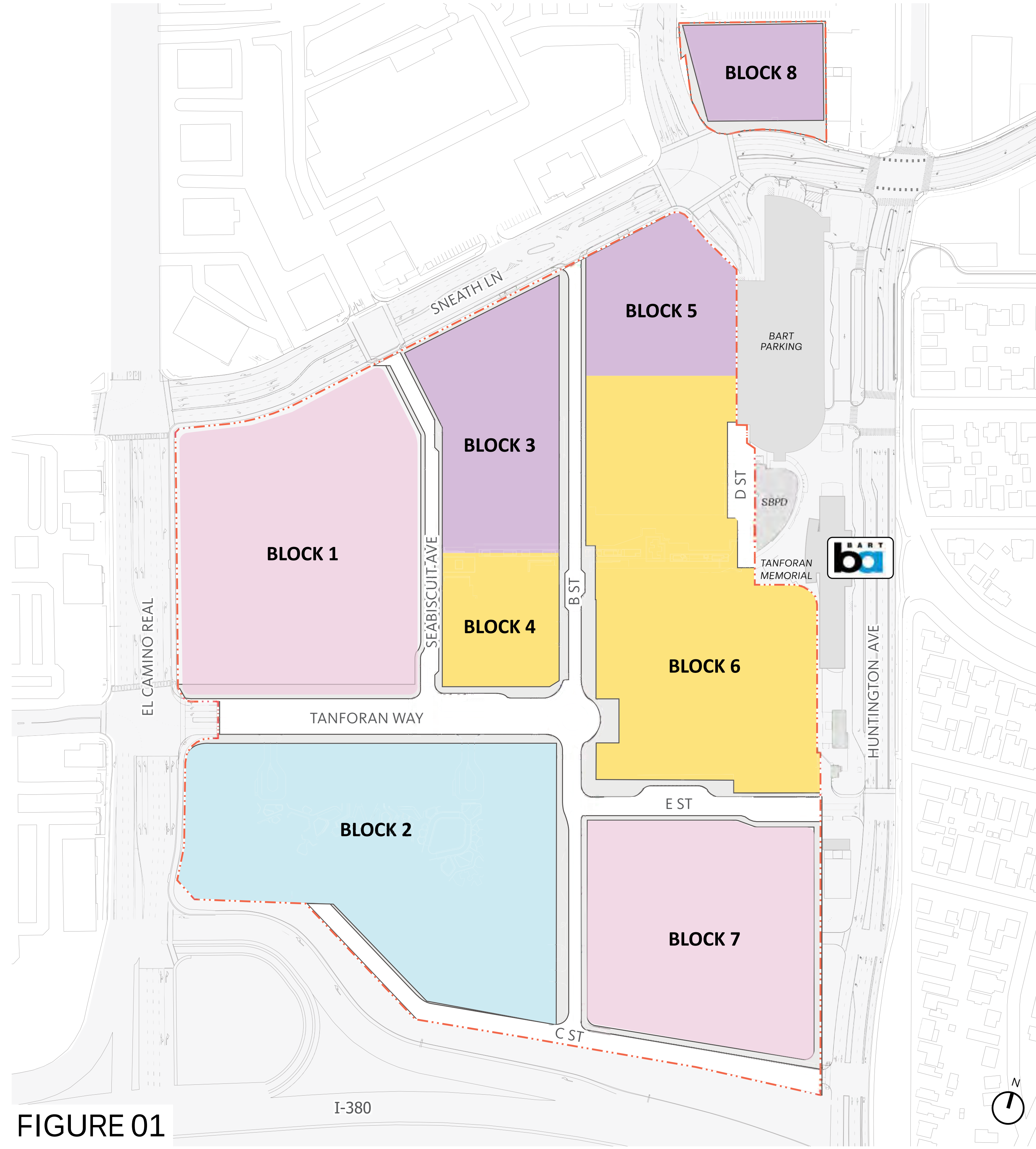


FIGURE 01

SITE PLANS | ILLUSTRATIVE MASTER PLAN SITE PLAN

PROGRAM AREA	*Proposed Maximums*
LIFE SCIENCE/OFFICE	759,000 GSF
RESIDENTIAL	1,050,000 GSF (1,014 DWELLING UNITS)
RETAIL	377,321 GSF
a. (E) TARGET	189,571 GSF
b. (E) CINEMA	81,500 GSF
c. IN-LINE RETAIL	106,250 GSF

PARKING	*Proposed Maximum Ratios*
LIFE SCIENCE	2/1,000 GSF
OFFICE	3.3/1000 GSF
RESIDENTIAL	1.1/DU
RETAIL	3.33/1,000 GSF*
HOTEL	1/KEY

*1293 EXISTING RETAIL STALLS TO REMAIN AND REUSED ON SITE

FLEX ZONE

The two "flex zones" would allow a broader range of potential uses including: life science, office, residential, hotel/hospitality, and retail.

The purpose of these flex zones is to allow flexibility in a multi-year project to respond to changing market conditions while remaining committed to the core imperatives of creating a mixed-use transit village.

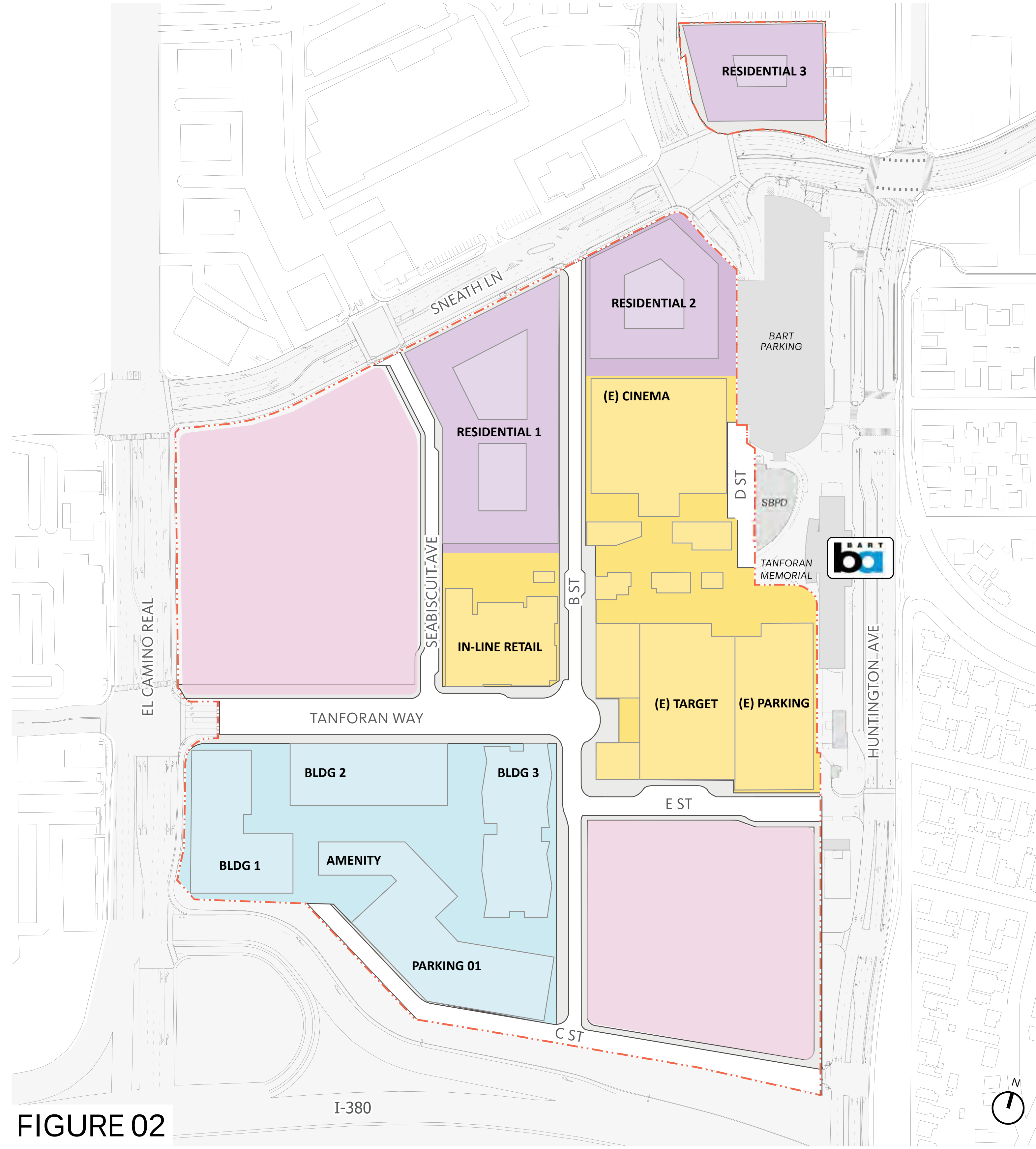
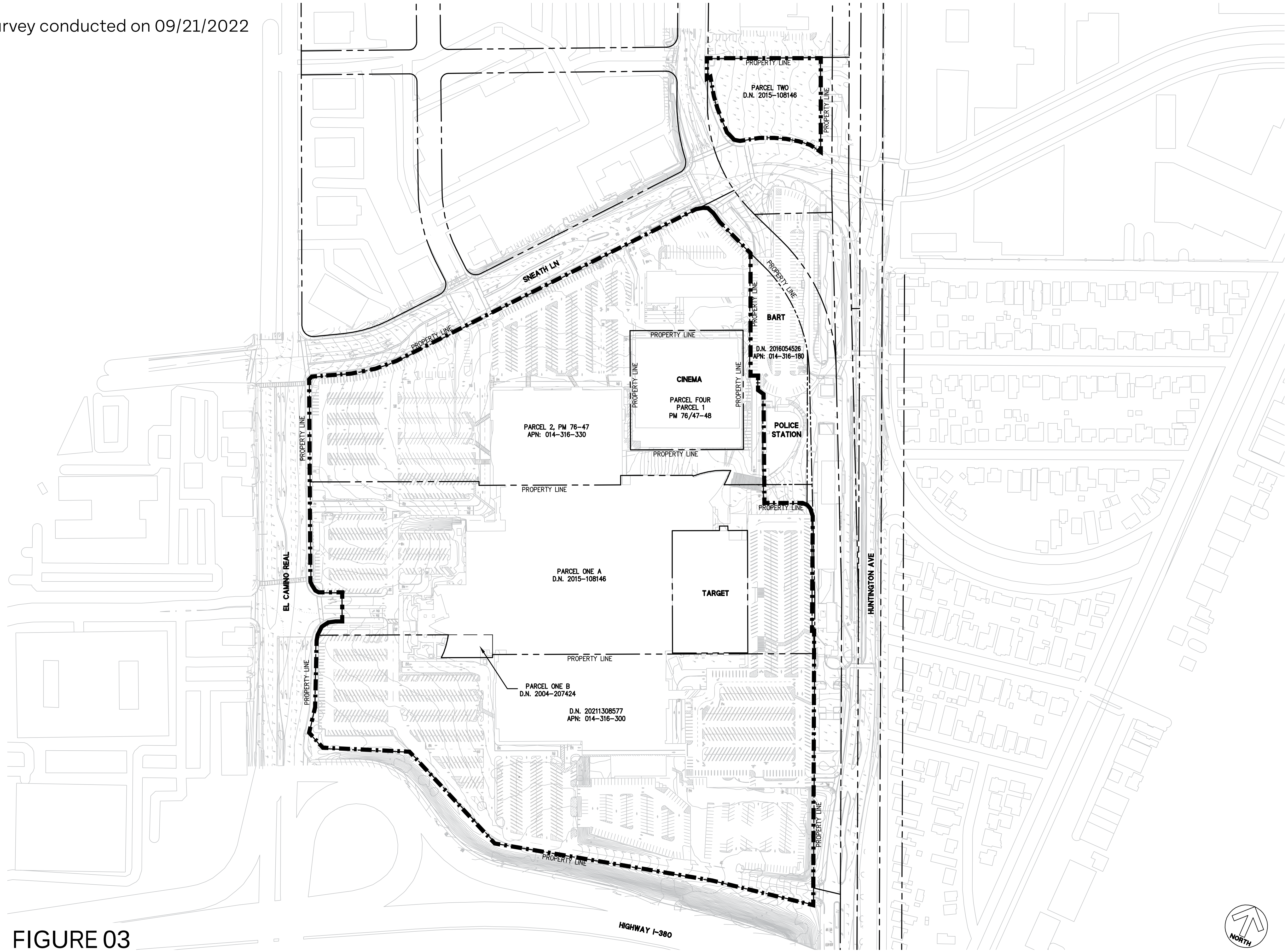


FIGURE 02

* Metrics represent program area totals, exclusive of structured parking
** Internal street names to be finalized at a later date

SITE PLANS | EXISTING SITE PLAN

NOTE: Per BKF Engineers, survey conducted on 09/21/2022



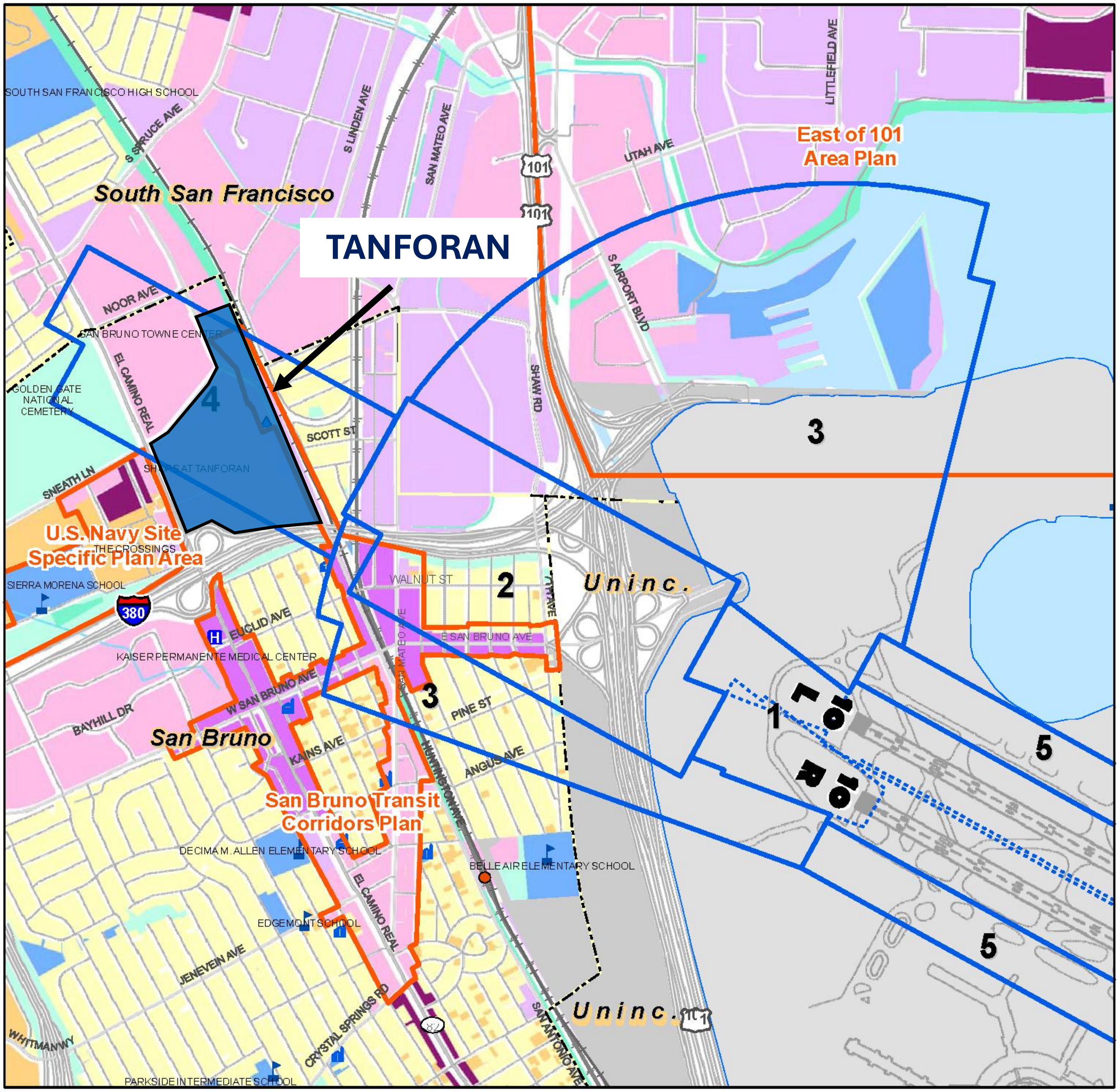
PROPERTY LINE

FIGURE 03

NORTH

ALEXANDRIA. Gensler

EXHIBIT D



LEGEND

Safety Compatibility Zones

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

Planned Land Use Per General Plans

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

NORTH

0 0.125 0.25 0.5 Miles

Sources:

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

Exhibit IV-8

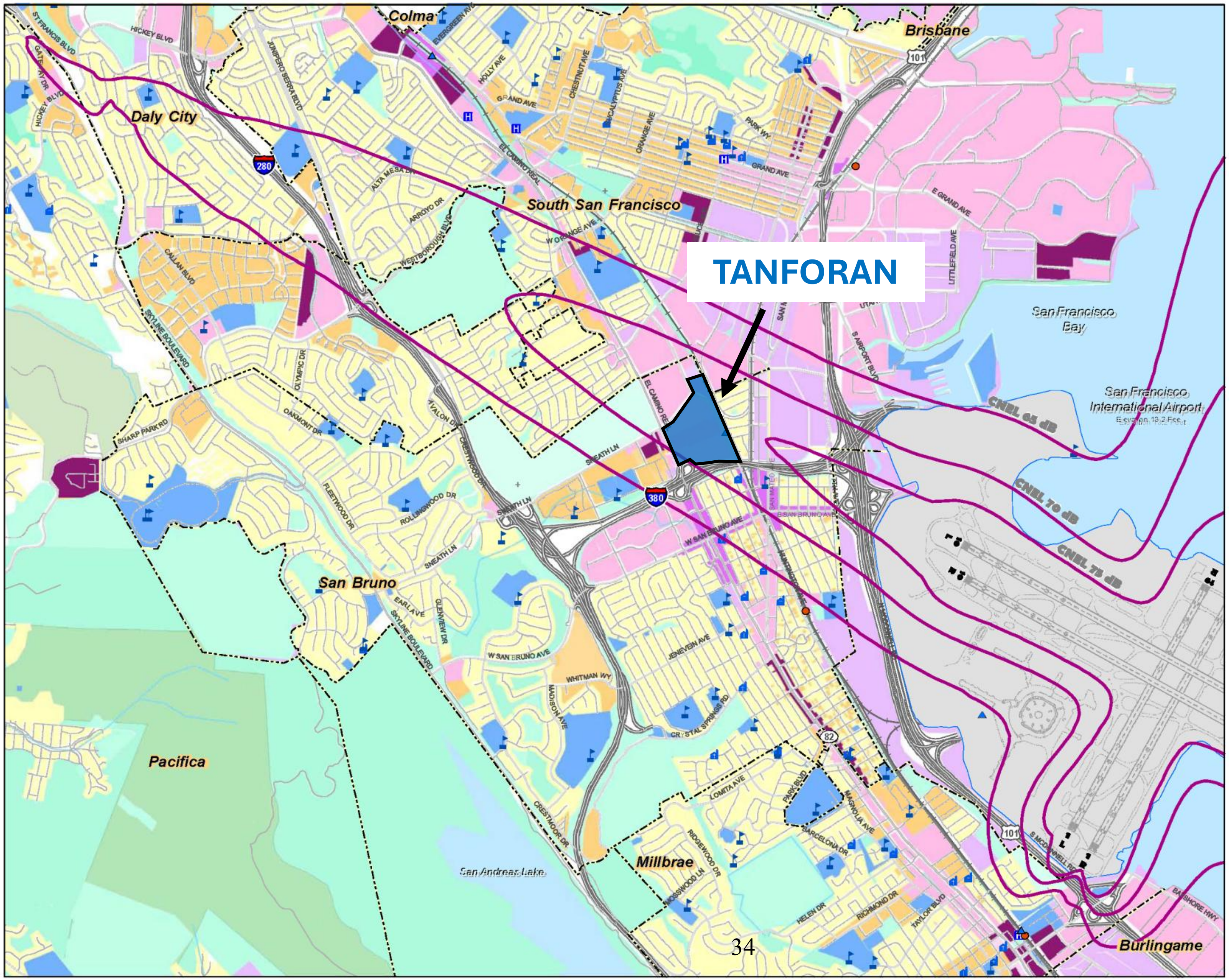
SAFETY COMPATIBILITY ZONES IN THE CITIES OF SOUTH SAN FRANCISCO AND SAN BRUNO

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

C/CAG

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

EXHIBIT E



LEGEND

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

Planned Land Use Per General Plans:

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

Sources:

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

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

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

NORTH

0 0.1 0.2 0.4 Miles

Exhibit IV-6

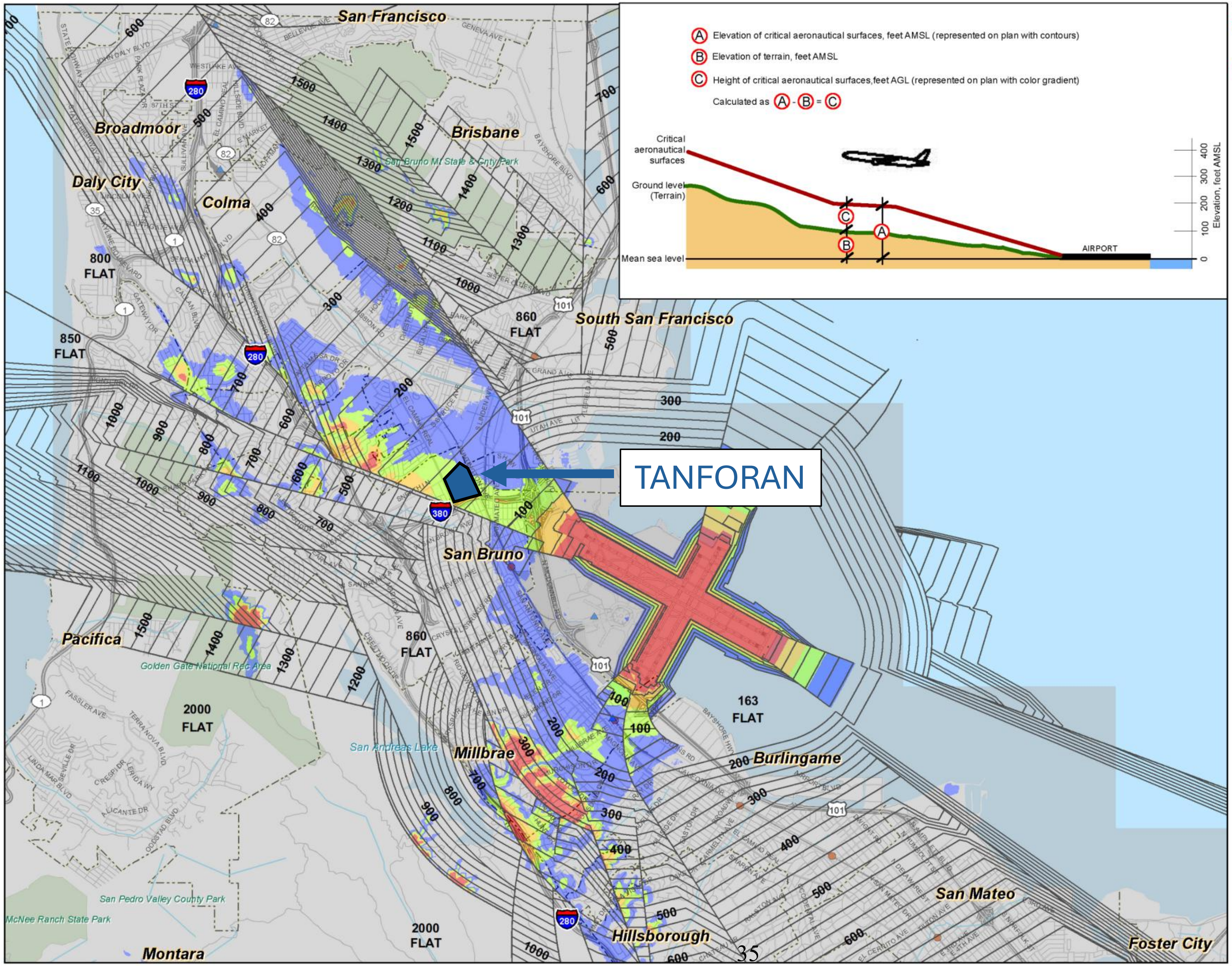
NOISE COMPATIBILITY ZONES -- DETAIL

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

C/CAG

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

EXHIBIT F



LEGEND

Ⓐ —100— Elevation of critical aeronautical surfaces, feet Above Mean Sea Level (AMSL), North American Vertical Datum of 1988 (NAVD88)

Ⓒ **Height of Critical Aeronautical Surfaces, Feet Above Ground Level (AGL)**

- 35 and lower
- 35- 65
- 65 - 100
- 100 - 150
- 150 and more
- Airport Property
- BART Station
- CALTRAIN Station
- Regional Park or Recreation Area
- Municipal Boundary
- Railroad
- Freeway
- Road

Notes:

1. This map is intended for informational and conceptual planning purposes, generally representing the aeronautical surfaces considered most critical by San Francisco International Airport (SFO) and its constituent airlines. It does not represent actual survey data, nor should it be used as the sole source of information regarding compatibility with airspace clearance requirements in the development of data for an FAA Form 7460-1, Notice of Proposed Construction or Alteration. SFO does not certify its accuracy, information, or title to the properties contained in this plan. SFO does make any warrants of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.

2. This map does not replace the FAA's obstruction evaluation / airport airspace analysis (OE/AAA) review process. Proposing construction at elevations and heights that are lower than the critical aeronautical surfaces shown on this map, (a) does not relieve the construction sponsor of the obligation to file an FAA Form 7460-1, and (b) does not ensure that the proposal will be acceptable to the FAA, SFO, air carriers, or other agencies or stakeholders. SFO, San Mateo County, and local authorities having jurisdiction reserve the right to re-assess, review, and seek modifications to projects that may be consistent with this critical aeronautical surfaces map but that through the FAA OE/AAA process are found to have unexpected impacts to the safety or efficiency of operations at SFO.

Sources: San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009

NORTH

0 0.25 0.5 1 Miles

Exhibit IV-17

CRITICAL AERONAUTICAL SURFACES -- NORTHWEST SIDE

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

C/CAG

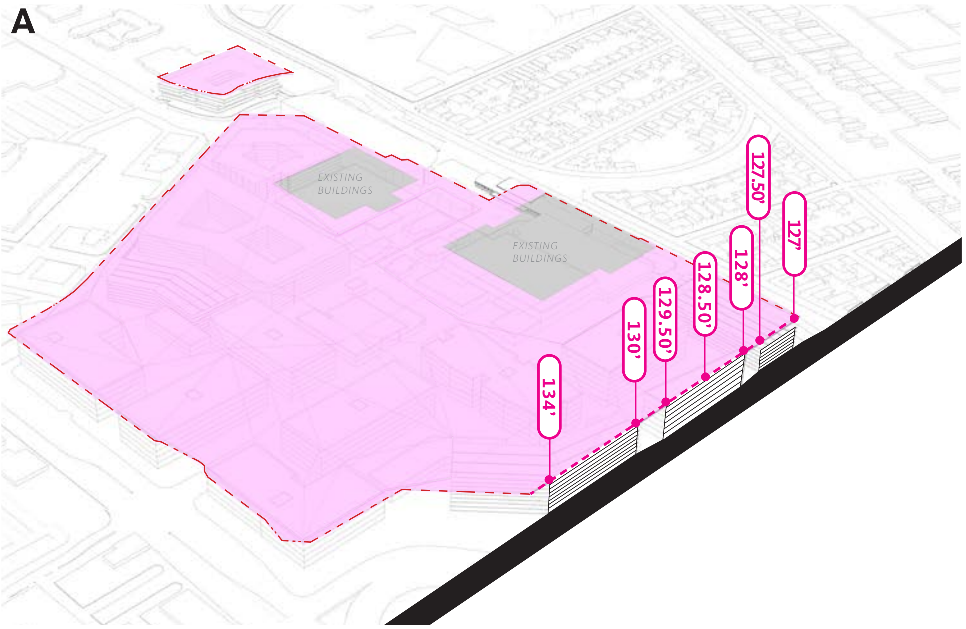
City/County Association of Governments of San Mateo County, California

EXHIBIT G

TANFORAN SFO ALUCP EXHIBITS | HEIGHT EXHIBIT SHOWING SFO - ALUCP CRITICAL HEIGHTS AND PROPOSED BUILDING HEIGHTS

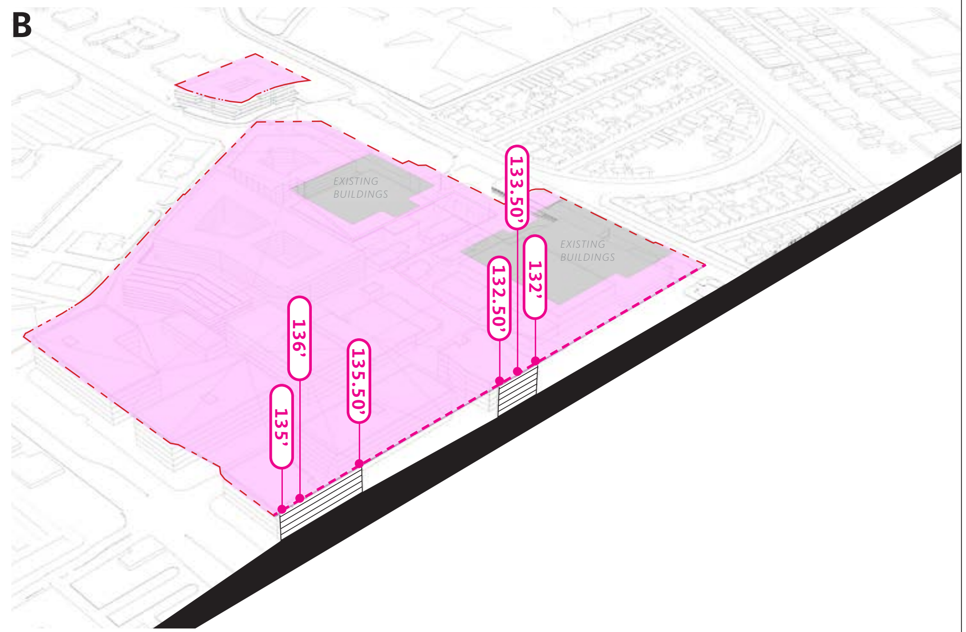
- SFO ALUCP MAX ALLOWABLE BUILDING HEIGHT ELEVATION (FEET) FROM AMSL
- SFO ALUCP MAX ALLOWABLE BUILDING HEIGHT MAP
- SFO ALUCP MAX ALLOWABLE BUILDING HEIGHT MAP SECTION CUT
- PROPERTY LINE
- EXISTING BUILDING ZONE

A

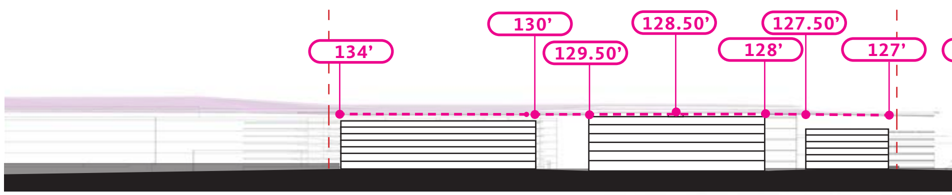


SECTION PERSPECTIVE AT CUT A

B



SECTION PERSPECTIVE AT CUT B



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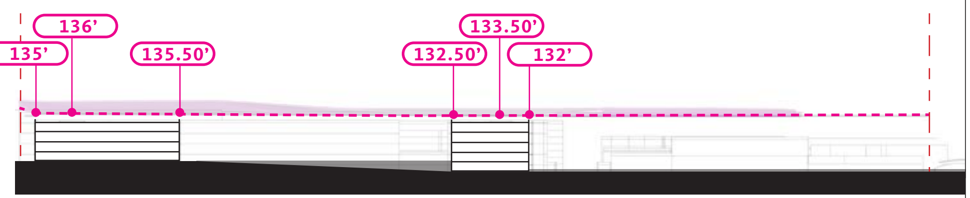
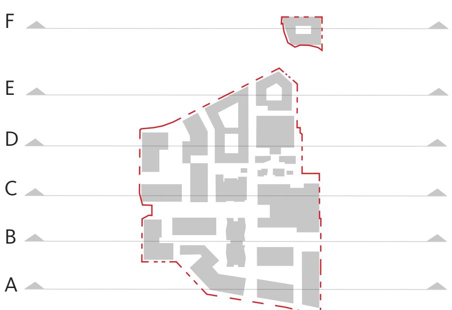


SECTION AT CUT B

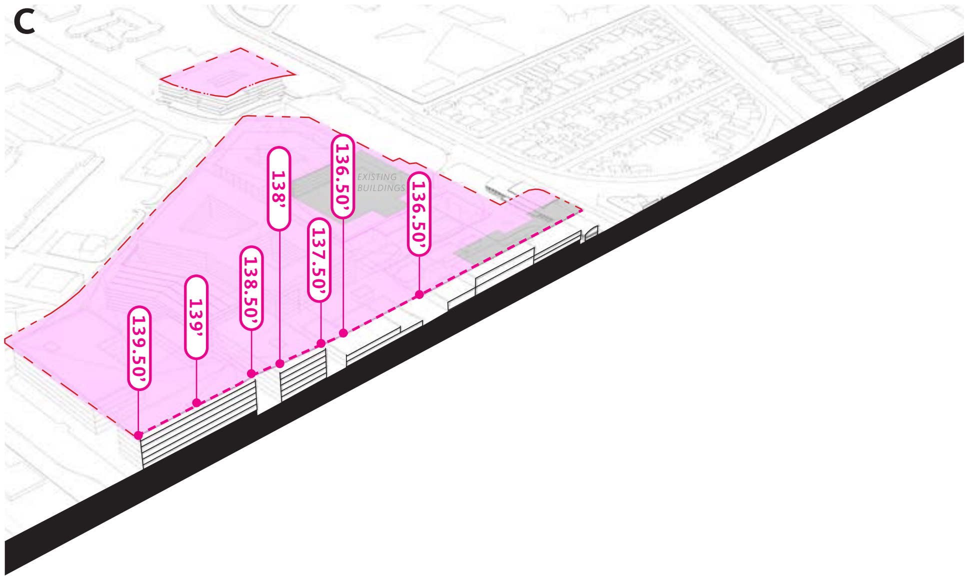


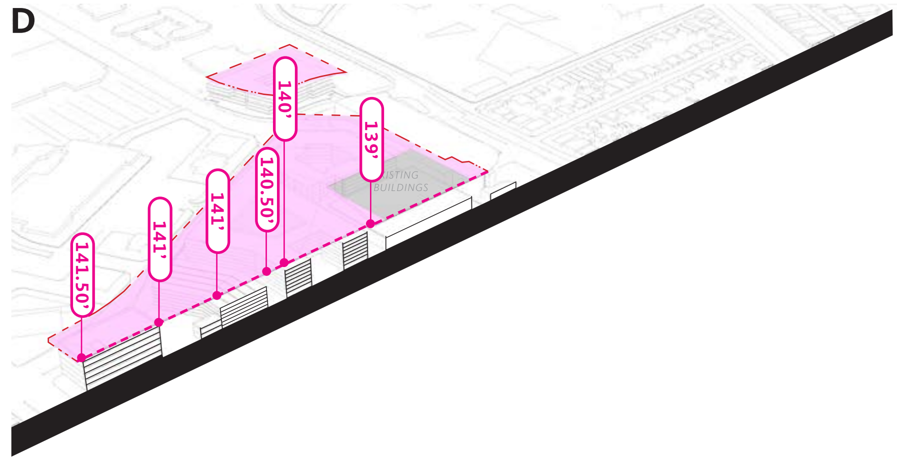
KEY PLAN

*NOTE As per drawings provided by BKF, survey conducted on 03/03/2025

TANFORAN SFO ALUCP EXHIBITS | HEIGHT EXHIBIT SHOWING SFO - ALUCP CRITICAL HEIGHTS AND PROPOSED BUILDING HEIGHTS

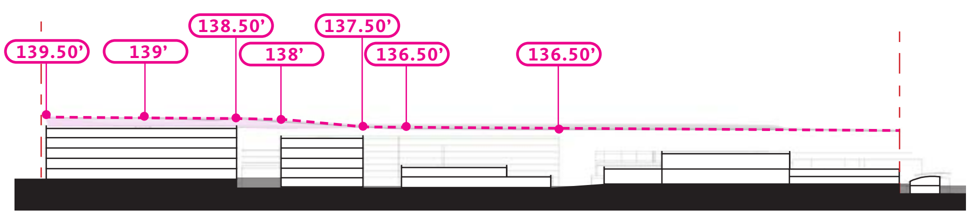
SFO ALUCP MAX ALLOWABLE BUILDING HEIGHT ELEVATION (FEET) FROM AMSL
SFO ALUCP MAX ALLOWABLE BUILDING HEIGHT MAP
SFO ALUCP MAX ALLOWABLE BUILDING HEIGHT MAP SECTION CUT
PROPERTY LINE
EXISTING BUILDING ZONE



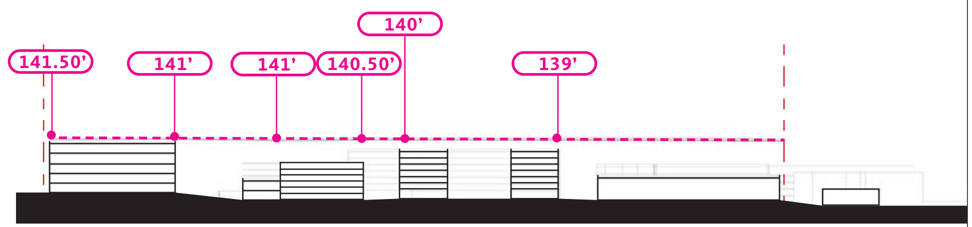


SECTION PERSPECTIVE AT CUT C

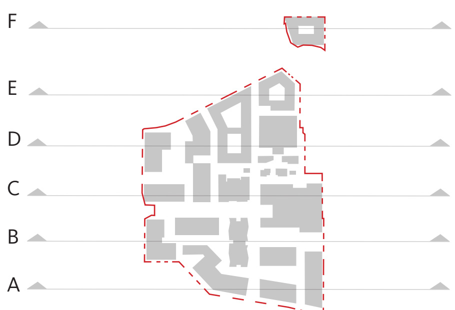
SECTION PERSPECTIVE AT CUT D



SECTION AT CUT C



SECTION AT CUT D



KEY PLAN

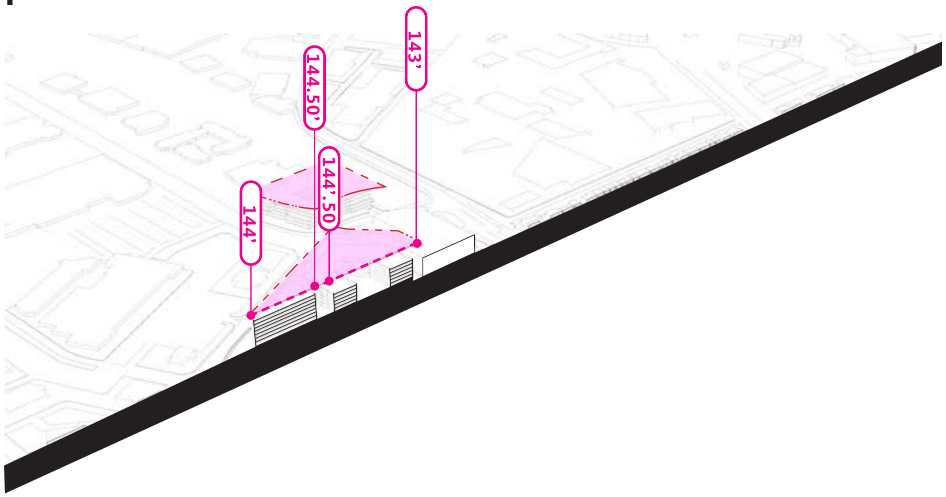
*NOTE As per drawings provided by BKF, survey conducted on 03/03/2025

EXHIBIT G

TANFORAN SFO ALUCP EXHIBITS | HEIGHT EXHIBIT SHOWING SFO - ALUCP CRITICAL HEIGHTS AND PROPOSED BUILDING HEIGHTS

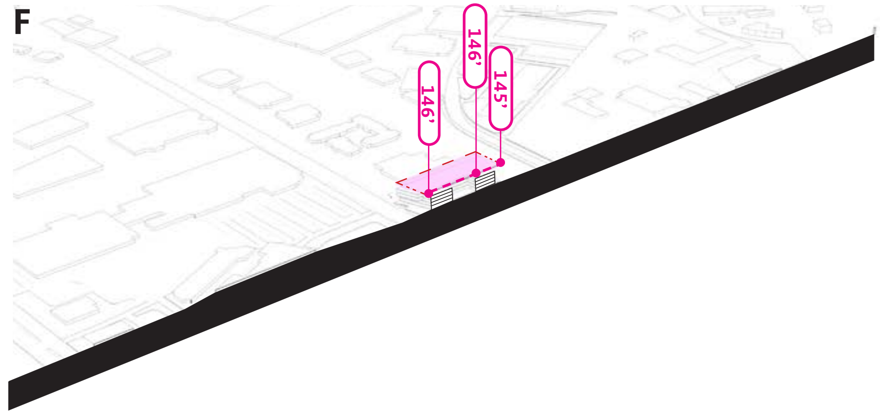
- SFO ALUCP MAX ALLOWABLE BUILDING HEIGHT ELEVATION (FEET) FROM AMSL
- SFO ALUCP MAX ALLOWABLE BUILDING HEIGHT MAP
- SFO ALUCP MAX ALLOWABLE BUILDING HEIGHT MAP SECTION CUT
- PROPERTY LINE
- EXISTING BUILDING ZONE

F

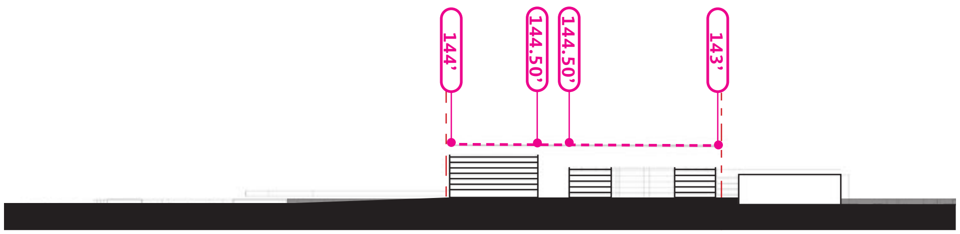


SECTION PERSPECTIVE AT CUT E

F

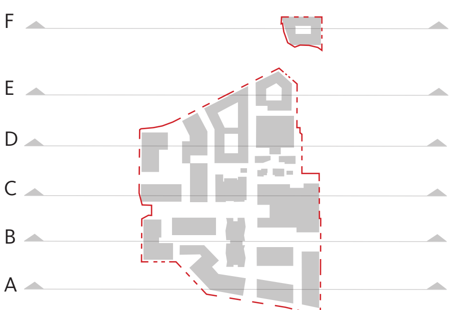


SECTION PERSPECTIVE AT CUT F



SECTION AT CUT E

SECTION AT CUT F

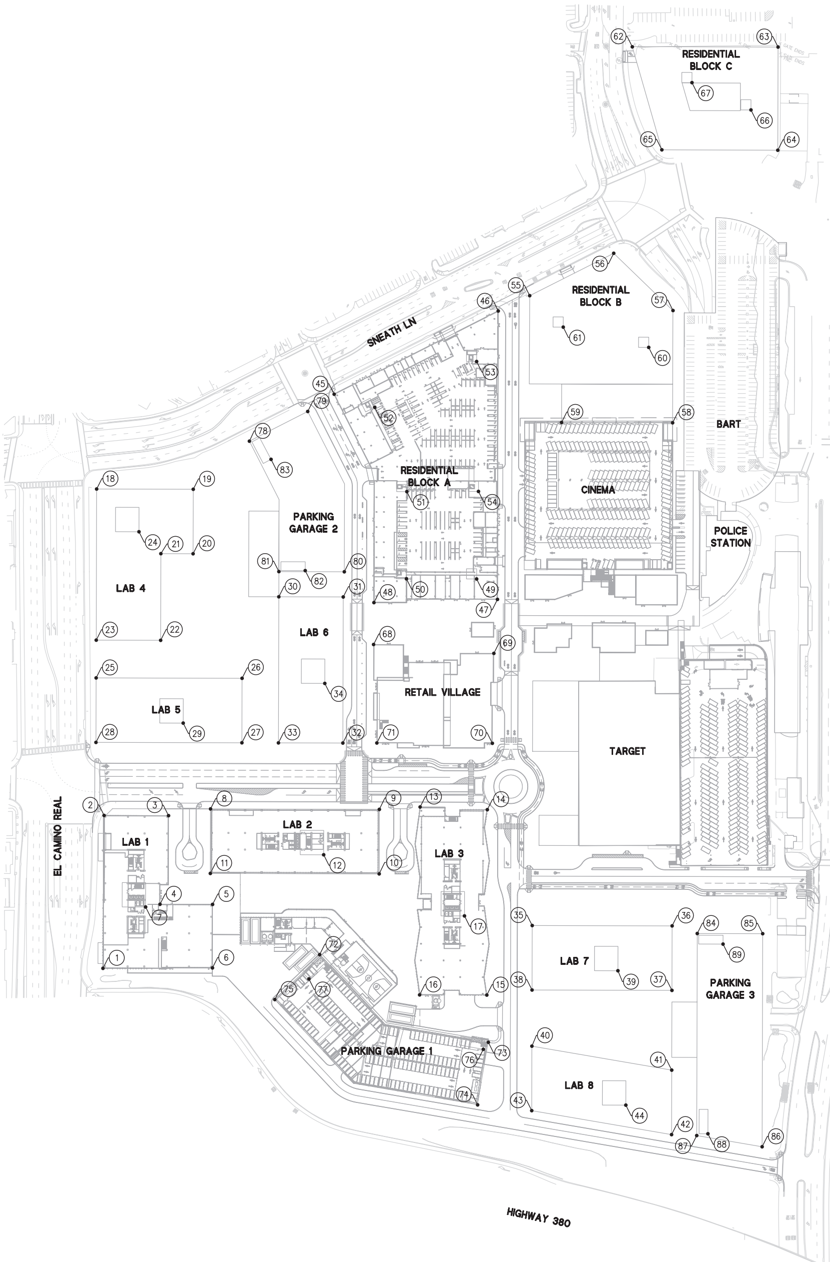


KEY PLAN

*NOTE As per drawings provided by BKF, survey conducted on 03/03/2025

EXHIBIT H

APPENDIX | BKF ELEVATION EXHIBIT FROM 03/25/2025



BUILDING CORNERS

BUILDING	BUILDING POINT	LATITUDE	LONGITUDE	EXISTING GRADE ELEVATION (FEET)	TOP OF BUILDING ELEVATION (FEET)	SFO ALUCP MAX ALLOWABLE BUILDING HEIGHT ELEVATION (FEET)
1	1	37° 38' 3.8820"	122° 25' 10.4539"	61.00	131.00	135.00
	2	37° 38' 6.6140"	122° 25' 12.0144"	61.00	131.00	138.00
	3	37° 38' 7.1431"	122° 25' 10.5688"	61.00	131.00	137.50
	4	37° 38' 5.4941"	122° 25' 9.8403"	61.00	131.00	136.00
	5	37° 38' 5.9261"	122° 25' 8.6601"	61.00	131.00	135.50
	6	37° 38' 4.7947"	122° 25' 8.0044"	45.00	131.00	134.50
	7*	37° 38' 5.3268"	122° 25' 10.1345"	61.00	135.00	136.00
2	8	37° 38' 7.6093"	122° 25' 9.6970"	61.00	125.00	137.50
	9	37° 38' 8.9960"	122° 25' 5.9079"	45.00	125.00	136.00
	10	37° 38' 7.8464"	122° 25' 5.2426"	45.00	125.00	135.00
	11	37° 38' 6.4596"	122° 25' 9.0317"	61.00	125.00	136.00
	12*	37° 38' 7.7278"	122° 25' 6.6850"	45.00	135.00	135.50
3	13	37° 38' 9.3758"	122° 25' 5.0190"	45.00	125.00	135.50
	14	37° 38' 9.8827"	122° 25' 3.4853"	45.00	125.00	135.00
	15	37° 38' 6.5775"	122° 25' 1.5726"	45.00	125.00	132.00
	16	37° 38' 6.0256"	122° 25' 3.0804"	45.00	125.00	132.50
	17*	37° 38' 7.8024"	122° 25' 2.8944"	45.00	133.50	133.50
4	18	37° 38' 12.3656"	122° 25' 15.5703"	57.00	127.00	144.00
	19	37° 38' 13.1593"	122° 25' 13.4019"	57.00	127.00	143.50
	20	37° 38' 12.0097"	122° 25' 12.7365"	57.00	127.00	142.00
	21	37° 38' 11.7451"	122° 25' 13.4593"	57.00	127.00	142.50
	22	37° 38' 10.2004"	122° 25' 12.5652"	57.00	127.00	141.00
	23	37° 38' 9.6712"	122° 25' 14.0108"	57.00	127.00	141.50
	24*	37° 38' 11.9545"	122° 25' 14.1778"	57.00	135.00	143.00
5	25	37° 38' 8.9976"	122° 25' 13.6209"	61.00	131.00	140.50
	26	37° 38' 10.1964"	122° 25' 10.3458"	45.00	131.00	139.50
	27	37° 38' 9.0468"	122° 25' 9.6804"	45.00	131.00	138.50
	28	37° 38' 7.8480"	122° 25' 12.9555"	61.00	131.00	139.50
	29*	37° 38' 8.9122"	122° 25' 11.2005"	45.00	135.00	139.00
6	30	37° 38' 11.9516"	122° 25' 10.3679"	45.00	125.00	140.50
	31	37° 38' 12.4807"	122° 25' 8.9223"	45.00	125.00	140.00
	32	37° 38' 9.8761"	122° 25' 7.4148"	45.00	125.00	137.50
	33	37° 38' 9.3470"	122° 25' 8.8604"	45.00	125.00	138.00
	34*	37° 38' 10.7890"	122° 25' 8.4387"	45.00	135.00	138.50
7	35	37° 38' 8.1908"	122° 25' 1.2762"	43.50	123.50	132.50
	36	37° 38' 9.3400"	122° 24' 58.1365"	43.50	123.50	131.50
	37	37° 38' 8.1903"	122° 24' 57.4712"	43.50	123.50	137.50
	38	37° 38' 7.0412"	122° 25' 0.6109"	43.50	123.50	131.50
	39*	37° 38' 8.0935"	122° 24' 58.8860"	43.50	129.00	131.00
8	40	37° 38' 6.0401"	122° 25' 0.0315"	43.50	123.50	130.50
	41	37° 38' 6.7684"	122° 24' 56.6483"	43.50	123.50	129.00
	42	37° 38' 5.6184"	122° 24' 55.9828"	43.50	123.50	128.00
	43	37° 38' 4.8901"	122° 24' 59.3660"	43.50	123.50	129.50
	44*	37° 38' 5.7656"	122° 24' 57.3137"	43.50	128.50	128.50

*BUILDING POINT LOCATION IS BASED ON PRELIMINARY LOCATIONS OF THE BUILDING PENTHOUSE/OVERRUN.

BUILDING CORNERS

BUILDING	BUILDING POINT	LATITUDE	LONGITUDE	EXISTING GRADE ELEVATION (FEET)	TOP OF BUILDING ELEVATION (FEET)	SFO ALUCP MAX ALLOWABLE BUILDING HEIGHT ELEVATION (FEET)
RESIDENTIAL BLOCK A	45	37° 38' 16.0163"	122° 25' 11.2328"	47.00	127.00	144.00
	46	37° 38' 18.8541"	122° 25' 8.4160"	47.00	127.00	144.50
	47	37° 38' 13.7117"	122° 25' 5.4399"	47.00	127.00	139.00
	48	37° 38' 12.6340"	122° 25' 8.1756"	47.00	127.00	140.00
	49*	37° 38' 13.9030"	122° 25' 6.1186"	47.00	135.00	139.50
	50*	37° 38' 13.3265"	122° 25' 7.6944"	47.00	135.00	140.00
	51*	37° 38' 14.8824"	122° 25' 8.5899"	47.00	135.00	141.50
	52*	37° 38' 16.1181"	122° 25' 10.1846"	47.00	135.00	143.50
	53*	37° 38' 17.7757"	122° 25' 8.3757"	47.00	135.00	143.50
	54*	37° 38' 15.4773"	122° 25' 6.9862"	47.00	135.00	141.00
RESIDENTIAL BLOCK B	55	37° 38' 19.3868"	122° 25' 7.8697"	46.00	126.00	144.50
	56	37° 38' 20.8358"	122° 25' 6.4264"	46.00	126.00	144.50
	57	37° 38' 20.3060"	122° 25' 4.5027"	46.00	126.00	143.00
	58	37° 38' 18.3036"	122° 25' 3.3470"	46.00	126.00	141.50
	59	37° 38' 17.3914"	122° 25' 5.8394"	46.00	126.00	142.50
	60*	37° 38' 19.4489"	122° 25' 4.6651"	46.00	135.00	142.50
	61*	37° 38' 19.1039"	122° 25' 6.7916"	46.00	135.00	143.50
RESIDENTIAL BLOCK C	62	37° 38' 24.6660"	122° 25' 8.1522"	43.00	108.00	148.00
	63	37° 38' 25.8659"	122° 25' 4.8824"	43.00	108.00	147.00
	64	37° 38' 24.0268"	122° 25' 3.8179"	43.00	108.00	145.00
	65	37° 38' 23.0761"	122° 25' 6.4210"	43.00	108.00	146.00
	66*	37° 38' 24.5224"	122° 25' 4.8373"	43.00	115.00	146.00
	67*	37° 38' 24.5217"	122° 25' 6.4434"	43.00	115.00	147.00
RETAIL	68	37° 38' 11.8850"	122° 25' 7.7485"	45.00	70.00	139.00
	69	37° 38' 12.7202"	122° 25' 4.9609"	45.00	65.00	138.00
	70	37° 38' 11.1067"	122° 25' 4.0614"	45.00	65.00	136.50
	71	37° 38' 10.1581"	122° 25' 6.6533"	45.00	75.00	137.00
PARKING GARAGE 1	72	37° 38' 5.9164"	122° 25' 5.7392"	45.00	110.00	134.00
	73	37° 38' 5.7485"	122° 25' 1.0481"	45.00	110.00	131.00
	74	37° 38' 4.5459"	122° 25' 0.6389"	45.00	110.00	130.00
	75	37° 38' 4.7458"	122° 25' 6.2773"	45.00	110.00	133.50
	76*	37° 38' 5.5820"	122° 25' 1.0879"	45.00	120.00	131.00
	77*	37° 38' 5.3949"	122° 25' 5.7276"	45.00	120.00	133.50
PARKING GARAGE 2	78	37° 38' 14.4800"	122° 25' 12.6423"	47.00	112.00	143.50
	79	37° 38' 15.4905"	122° 25' 11.6435"	47.00	112.00	144.00
	80	37° 38' 12.9380"	122° 25' 9.1596"	47.00	112.00	140.50
	81	37° 38' 12.4006"	122° 25' 10.6278"	47.00	112.00	141.00
	82*	37° 38' 12.6358"	122° 25' 10.0479"	47.00	122.00	141.00
	83*	37° 38' 14.3351"	122° 25' 11.9688"	47.00	122.00	143.50
PARKING GARAGE 3	84	37° 38' 9.4120"	122° 24' 57.4937"	43.50	108.50	131.50
	85	37° 38' 9.9493"	122° 24' 56.0255"	43.50	108.50	131.00
	86	37° 38' 6.1501"	122° 24' 53.8269"	43.50	108.50	127.00
	87	37° 38' 5.8096"	122° 24' 55.4090"	43.50	108.50	127.50
	88*	37° 38' 5.9337"	122° 24' 55.1766"	43.50	118.00	127.50
	89*	37° 38' 9.4365"	122° 24' 56.8063"	43.50	118.00	131.00

*BUILDING POINT LOCATION IS BASED ON PRELIMINARY LOCATIONS OF THE BUILDING PENTHOUSE/OVERRUN.

I CERTIFY THAT THE COORDINATES AND SITE ELEVATIONS ARE ACCURATE TO WITHIN +/- 0.5 FEET HORIZONTAL AND +/- 0.1 FEET VERTICALLY. THE HORIZONTAL DATUM (COORDINATES) ARE IN TERMS OF THE NORTH AMERICAN DATUM OF 1983 (NAD83) AND ARE EXPRESSED IN DEGREES, MINUTES, AND SECONDS. THE VERTICAL DATUM (HEIGHTS) ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE DETERMINED TO THE NEAREST FOOT.

BENJAMIN SANTOS
P.L.S. NO. 9251
BKF ENGINEERS

PROFESSIONAL LAND SURVEYOR BENJAMIN H. SANTOS No. 9251 STATE OF CALIFORNIA

04/04/2025
DATE

NORTH

GRAPHIC SCALE
120 0 120 240

255 SHORELINE DRIVE
SUITE 200
REDWOOD CITY, CA 94065
(650) 482-6300
www.bkf.com

BKF

TANFORAN REDEVELOPMENT
SFO-ALUCP BUILDING ELEVATION EXHIBIT

SAN BRUNO SAN MATEO COUNTY CALIFORNIA

Revisions
No.

Date 04/04/2025
Scale 1" = 120'
Design JP
Drawn JP
Approved JT
Job No 20211695
Drawing Number:
OF

ALEXANDRIA SAN BRUNO
TANFORAN - SFO ALUCP EXHIBITS
04.08.2025
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APPENDIX | BKF GRADING PLAN

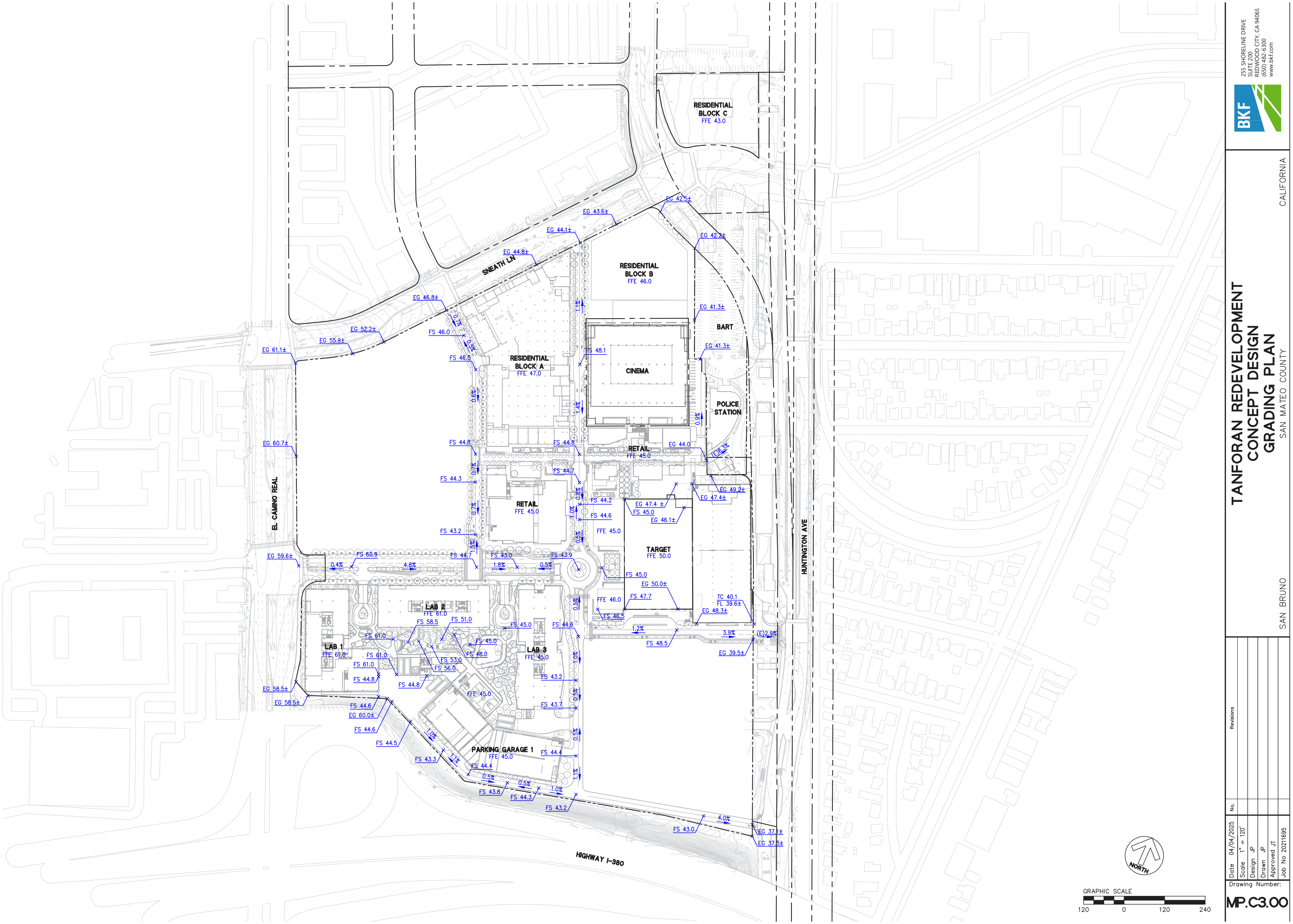


Table IV-1 Noise/Land Use Compatibility Criteria

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

Notes:

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

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

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

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

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

(b) Residential buildings must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources.

(c) Accessory dwelling units are not compatible.

SOURCES: Jacobs Consultancy Team 2010. Based on State of California General Plan Guidelines for noise elements of general plans; California Code of Regulations, Title 21, Division 2.5, Chapter 6, Section 5006; and 14 CFR Part 150, Appendix A, Table 1.

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

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

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

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

Notes:

1/ *Avoid:* Use is not fully compatible and should not be permitted unless no feasible alternative is available. Where use is allowed, habitable structures shall be provided with at least 50 percent more exits than required by applicable codes. Where the 50-percent factor results in a fraction, the number of additional exits shall be rounded to the next highest whole number.

Incompatible Use is not compatible in the indicated zones and cannot be permitted.

2/ Definitions

- *Biosafety Level 3 and 4 facilities:* Medical and biological research facilities involving the storage and processing of extremely toxic or infectious agents. See Policy SP-3 for additional detail.
- *Children's schools:* Public and private schools serving preschool through grade 12, excluding commercial services.
- *Controlled Activity Area: The lateral edges of the RPZ, outside the Runway Safety Area (RSA) and the extension of the RSA, which extends to the outer edge of the RPZ. See FAA Advisory Circular 150/5300-13, Airport Design, Section 212a.(1)(b).*
- *Critical public utilities:* Facilities that, if disabled by an aircraft accident, could lead to public safety or health emergencies. They include the following: electrical power generation plants, electrical substations, wastewater treatment plants, and public water treatment facilities.
- *Hazardous uses:* Uses involving the manufacture, storage, or processing of flammable, explosive ,or toxic materials that would substantially aggravate the consequences of an aircraft accident. See Policy SP-3 for additional detail.
- *Large child day care centers:* Commercial facilities defined in accordance with Health and Safety Code, Section 1596.70, et seq., and licensed to serve 15 or more children. Family day care homes and noncommercial employer-sponsored facilities ancillary to place of business are allowed.

3/ Structures serving specific aeronautical functions are allowed, in compliance with applicable FAA design standards.

4/ Examples include parking lots and outdoor equipment storage.

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

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

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

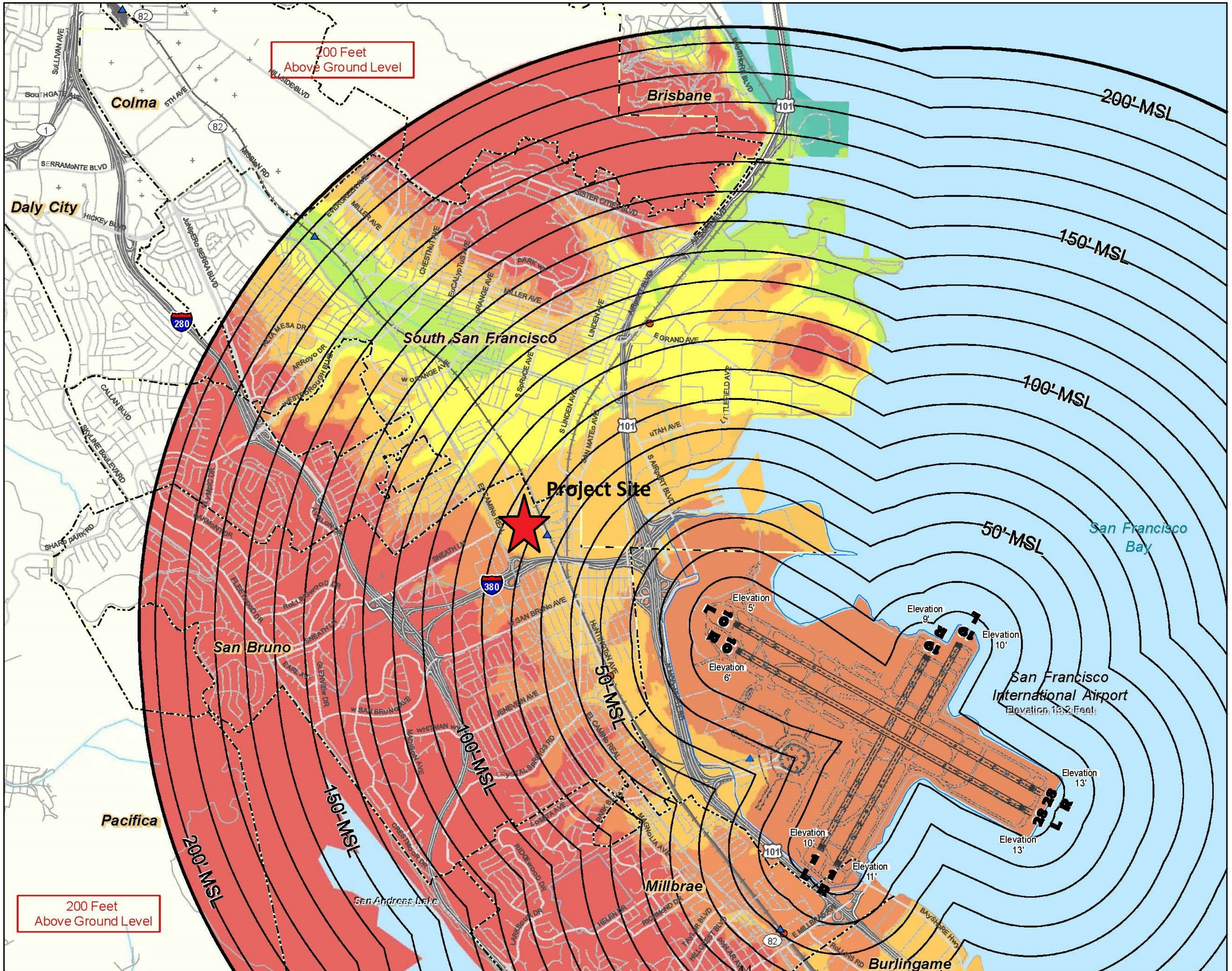
ZONE 3 -- INNER TURNING ZONE (ITZ)

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

ZONE 4 - OUTER APPROACH/DEPARTURE ZONE (OADZ)

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

Attachment 4



FAA NOTIFICATION REQUIREMENTS

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

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

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

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

Heights of 100:1 Surface Above Ground (AGL)

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

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

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

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

LEGEND

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

Note:

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

Source:

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

NoRTH

0 0.15 0.3 0.6 Miles

Exhibit IV-11

FAA NOTIFICATION FORM 7460-1
FILING REQUIREMENTS -- NORTH SIDE

Comprehensive Airport Land use plan
for the Environs of San Francisco International Airport

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

SAN FRANCISCO INTERNATIONAL AIRPORT

June 20, 2025

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 Land Use Consistency Determination for the Tanforan Redevelopment**

Dear Susy:

Thank you for notifying San Francisco International Airport (SFO or the Airport) regarding the Airport Land Use Commission's (ALUC) land use consistency determination for the Tanforan Redevelopment (the Proposed Project) within the City of San Bruno (City). We appreciate this opportunity to coordinate with the Airport Land Use Commission (ALUC) in evaluating the Proposed Project.

According to the application, the Proposed Project would redevelop the 44-acre site consisting of six parcels at 1122, 1150, 1178, 1188 El Camino Real and 300 Tanforan Shopping Center (Assessor's Parcel Numbers 014-316-080, 014-316-300, 014-316-310, 014-316-360, 014-316-330, and 014-311-060) with transit-oriented, mixed-use development including housing, retail uses, life-science laboratory uses, office uses, private and publicly accessible, privately-owned open space, and potentially a hotel. The site is generally bounded by Sneath Lane to the north, Huntington Avenue to the east, Interstate 380 to the south, and El Camino Real to the west.

As the Airport stated in previous letters sent to the City on May 6, 2022, December 16, 2022, and January 17, 2024, the proposal to redevelop the Proposed Project site with residential uses is incompatible with the noise compatibility policies of the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP). The Airport remains concerned with the development of high-density residential uses on the Proposed Project site.

SFO ALUCP AIRPORT INFLUENCE AREAS

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

SFO ALUCP POLICIES

The Proposed Project site is within the 70 decibel Community Noise Equivalent Level (dB CNEL) noise contour. As shown in Table IV-1 of the SFO ALUCP, residential uses are not compatible within the CNEL 70 dBA contour. This differs from the CNEL 65 dBA contour, where acoustical treatments are capable of reducing interior noise levels and making residential developments conditionally compatible. Developing residential uses within the CNEL 70 dBA contour would expose residents to persistent noise from aircraft operations. This noise exposure is not mitigable for residential uses due to the nature of that development type, which is characterized by operable windows, access to open space, and other design elements which preclude effective mitigation. The Proposed Project includes two flex zone options that could accommodate up to 1,514 residential units on the site, resulting in residents being exposed to extreme and persistent noise from aircraft operations.

The Airport recognizes that the Noise and Vibration Assessment states that future residential development at this site would be able to achieve a 45 dB CNEL interior noise level and furthermore that the San Bruno City Council has found the project site to be conditionally acceptable with appropriate noise controls. However, the Airport maintains that all development actions related to residential uses within the CNEL 70 dBA contour, including rezoning of a site from nonresidential use to residential use, are determined to be incompatible under Noise Compatibility Policy NP-4 of the SFO ALUCP.

Developing residential uses within the CNEL 70 dBA contour would result in a significant effect on future residents and is identified under research-based federal and state regulations as incompatible. Interior insulation would fail to address noise in outdoor amenity spaces often provided alongside housing. Furthermore, the simple act of opening a window would compromise the efficacy of even the best noise insulation.

Through the Airport’s Noise Insulation Program (NIP), millions of FAA and SFO funds have been expended to achieve land use compatibility within the CNEL 65 dBA contour by providing noise insulation improvements to homes, places of worship, and schools to be consistent with federal and state land use compatibility regulations. Redevelopment of the Proposed Project site to include high-density residential units would undermine decades of scientifically informed land use planning and millions of dollars expended to safeguard public health and safety.

For these reasons, the Airport finds the Proposed Project would be incompatible with the noise protection requirements of the SFO ALUCP, and therefore, the Proposed Project is incompatible with that document.

ALUCP Policy SP-2 defines incompatible uses within each Safety Compatibility Zone. The majority of the Proposed Project site is within Safety Zone 4. Incompatible uses within Safety Zone 4 include large child day care centers, Biosafety level 3 and 4 facilities, and children's schools. Table 1 of the application indicates that Ancillary Child Care, limited to 14 children or less, would be permitted within Safety Zone 4. Table 1 also indicates that "Biosafety Level 3 facilities may only be approved with a use permit provided that such facilities are located outside Safety Zone 4," and that "Biosafety Level 4 facilities are prohibited." The Airport notes that this leaves a small portion of Block 2 as available for potential Biosafety Level 3 uses.

Uses to be avoided, such as critical public utilities, should not be allowed in the Safety Zone unless no feasible alternative is available, as determined by the City. Where these uses are allowed, habitable structures shall be provided with at least 50 percent more exits than required by applicable codes.

As the application incorporates the requirements of the SFO ALUCP, the Proposed Project would not appear to be incompatible with the safety compatibility criteria of the SFO ALUCP.

As described in Exhibit IV-17 of the SFO ALUCP, the elevations of the critical aeronautical surfaces at the Tanforan site range from approximately 125 to 145 feet above mean sea level (AMSL), as defined from the 0' origin of the North American Vertical Datum of 1988 (NAVD88). Given that the ground elevation at the Tanforan site ranges from 36 to 66 feet AMSL NAVD88 and assuming that the Proposed Project does not change the ground elevation, the heights of the buildings would need to be no higher than approximately 55 and 90 feet above ground level, depending on horizontal location, to be compatible with the Airspace Protection Policies of the SFO ALUCP. Therefore, the Proposed Amendment would not appear to be inconsistent with the Airspace Protection Policy AP-3 (Maximum Compatible Building Height) of the SFO ALUCP, subject to the issuance of a Determination of No Hazard to Air Navigation from the Federal Aviation Administration (see below) for any proposed structures.

The Airport notes that several of the illustrative elevations provided in the application are less than one foot below the critical aeronautical surfaces, and in one case (Point 17), less than two inches separate the point elevation from those surfaces. This leaves virtually no margin for survey or construction error. The Airport emphasizes that no portion of the permanent structures, including any antennas, appurtenances, davits, or architectural parapets, may penetrate the critical aeronautical surfaces.

This evaluation does not waive the requirement for any developments which result from the Proposed Project to undergo Federal Aviation Administration (FAA) airspace review as described in 14 Code of Federal Regulations Part 77 and in Exhibit IV-10 of the SFO ALUCP (see **Attachment C**) for both (1) the permanent structures and (2) any equipment taller than the permanent structures required to construct those structures.

While not germane to SFO ALUCP compatibility, the Airport would like to call attention to the tight tolerances between the buildings and the critical aeronautical surfaces. Based on our experience with similarly situated developments, the FAA may place restrictions on cranes and other equipment needed to construct the Proposed Project. The Airport requests that the Proposed Project's sponsor be aware of potential limitations on construction processes.

* * *

The Airport urges the City to re-evaluate its plans to introduce incompatible residential land uses into the CNEL 70 dBA contour. As the Airport has noted in its prior letters to the City, there are alternative locations outside of the CNEL 70 dBA contour for developing housing to meet its Regional Housing Needs Allocation of 3,165 units by the year 2031, and the Airport encourages the City to take advantage of these resources rather than subjecting its future residents to unmitigable noise exposure.

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

Sincerely,

DocuSigned by:
Nupur Sinha
7D552AE6A4CE495...

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

cc: E. Choi, SFO
C. DiPrima, SFO

C/CAG AGENDA REPORT

Date: June 26, 2025

To: Airport Land Use Committee

From: Susy Kalkin

Subject: Review and recommend action on proposed amendments to the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport to define criteria for childcare facilities within Safety Zone 6.

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

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, acting as the Airport Land Use Commission, approval of proposed amendments to the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport to define criteria for childcare facilities within Safety Zone 6.

BACKGROUND/DISCUSSION

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 San Carlos and Redwood City, and Belmont to a lesser degree. While commercial daycare is listed as a conditionally permitted use within this area, the plan does not provide guidance as to what factors to consider in determining consistency, nor does it detail the types of conditions that should be imposed.

To address this issue, a working group was convened to review options and develop recommendations for consideration of an ALUCP amendment to better define appropriate criteria. The Working Group was comprised of ALUC members, local jurisdiction planning staff members, and the manager of the San Carlos Airport, with support of C/CAG staff and consultants from ESA Airports.

Working Group Meetings

The Working Group met three times over the course of several months, with focus on the following:

- **Existing Conditions** – Develop an accurate understanding of the existing conditions in Safety Zone 6
- **Safety Zone 6 Risks** – Develop a general understanding of the nature of the risks associated with Safety Zone 6
- **Handbook Guidance** – Identify applicable guidance in the Caltrans Airport Land Use Planning Handbook ("Handbook")
- **Other Considerations** – Consider where safety policy criteria relating to childcare facilities in Safety Zone 6 might be tightened/loosened depending on the existing urban character and degree of relative risk.

As part of this effort, a variety of sources were reviewed, including:

- Caltrans Handbook– The Caltrans Airport Land Use Planning Handbook (the "Handbook") provides guidelines for development of Airport Land Use Compatibility Plans (ALUCPs). As related to safety issues, the Handbook outlines how the six safety zones are defined and provides generalized criteria to address specific land uses of concern: uses with large number of people within confined spaces (auditoriums, large conference facilities, stadiums, theaters, etc.); uses serving vulnerable populations (hospitals, schools, care facilities, childcare centers, etc.); and uses handling hazardous materials (above ground fuel storages, biotech uses involving hazardous agents, explosives or fireworks manufacturing, etc.)

    - Safety Zone 6 is identified as the Traffic Pattern Zone, the area over which "[a]ircraft within a regular traffic pattern and pattern entry routes" fly[1]. Altitudes at which these aircraft fly typically range from 1,000 to 1,500 feet above the runway. Accidents which occur in the Traffic Pattern Zone are typically pattern accidents in proximity of an airport and emergency landings by aircraft on departure. The Handbook indicates the risk level in Safety Zone 6 is low. Thus, compatibility policies associated with Safety Zone 6 are relatively permissive compared to other safety zones.

    - The Handbook identifies "Childcare" use as "Limit" within Safety Zone 6
        - "Limit" means the use is acceptable with limitations on density or intensity, which vary based on suburban vs. urban character of surroundings.
            - Suburban – Areas characterized by low-rise (1-2 story) development and surface parking lots.
            - Urban – Areas characterized by mid-rise (up to 5-stories) development, generally surface vehicle parking, but potentially some parking structures.
        - Density limits
            - Suburban density – 200-300 people per gross acre
            - Urban density – No limit

- City development plans
    - Cities provided their local plans which generally indicate an expectation of relatively intense (urban) development on both east and west sides of US101.

- Childcare facility locations and sizes in study area
    - At least a dozen childcare facilities exist within Safety Zone 6, including stand-alone facilities, public school sites, places of worship and ancillary facilities (within commercial developments)
    - Facilities vary in size and intensity – no common site size/capacity pattern

1 California Department of Transportation, California Airport Land Use Planning Handbook, October 2011, p. 4-25.

- State licensing requirements
  - The State has extensive licensing requirements for childcare facilities. While this is not within the ALUC's purview, these requirements were provided to the Working Group to demonstrate existing regulations, particularly with regard to emergency evacuation and facility operations plan requirements.

- Childcare needs assessment in San Mateo County, report attached
  - The report identified an existing shortage of 17,000 childcare slots in San Mateo County, with a 22,000 slot deficit projected by 2032.

- Meeting with Caltrans staff
  - Staff and the consultant met with several members of Caltrans Div. of Aeronautics staff to discuss this issue. While Caltrans staff was supportive of our efforts to develop appropriate criteria, no additional guidance was offered other than what is already in the Handbook.

After thoughtful discussion, the Working Group generally agreed to the following factors:

- The areas west of US 101 qualify as "urban" in character, while the east side is generally less developed or developed at lower intensities, qualifying more as "suburban" in character.
- The flight tracks are generally concentrated over the east of US 101 area.
- Childcare facilities ancillary to a commercial use (ex. within a business park) can be subject to different standards than standalone facilities due to the presence of additional adults available to assist in case of an emergency.

Based on these factors, the Working Group recommended the following amendments, as shown more specifically in Attachment 1:

- Permit childcare uses in the areas west of US 101 based on Handbook criteria for "Urban" areas.
- Conditionally permit childcare uses in areas east of US 101 as follows:
  - Limit the intensity of standalone childcare centers to 300 people per acre, consistent with the Handbook criteria for "Suburban" areas.
  - Permit childcare centers that are ancillary to a place of business.

ATTACHMENTS

1. Proposed Amendments to the San Carlos ALUCP re. Childcare in Safety Zone 6
2. Safety Zone 6 Exhibit
3. List & map of childcare facilities within general Study Area
4. California State Requirements for Child Care – Summary
5. San Mateo County Child Care Needs Assessment 2022 and 2032: Supply and Demand Summary
6. Nonresidential Intensity memo

Proposed Amendments to the San Carlos ALUCP to address Childcare Use within Safety Compatibility Zone 6

Proposed changes shown in red/double underline

- Amend Chapter 3, Section 3.1 Definitions to include "Ancillary Use"
  - **Ancillary Use:** A use that is customarily associated with, and is incidental and subordinate to, the primary use and located on the same lot as the primary use and occupies not more than thirty percent (30%) of the gross floor area.
- Amend Chapter 4, Section 4.2.2 Safety Compatibility Policy 4 – Land Uses of Particular Concern as follows:

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 day care 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.

   1. Southwest of US 101 (west side of US101): Commercial day care centers are permitted within Safety Compatibility Zone 6.
   2. Northeast of US101 (east side of US 101):
      i. Standalone commercial day care centers are permitted within Safety Compatibility Zone 6 subject to a maximum intensity of 300 people per gross acre.
      ii. Commercial day care centers ancillary to a place of business, as defined in Chapter 3 ("Ancillary Use"), are permitted.

(Renumber remaining subsections c-h accordingly.)

SOURCE: ESRI, 2014; ESA Airports, 2014

San Carlos Airport ALUCP . 130753

Exhibit 4-3

San Carlos Airport Safety Zones

Licensed Child Care Facilities in Belmont, Redwood City and San Carlos			
Belmont	**Address**	**Capacity**	**Type**
Belmont Community Learning Ctr/Park & Rec	1835 Belburn Dr., Belmont	75	Daycare
Challenge school/Belmont	580 Masonic Way, Belmont	60	Daycare
Footsteps @ Nesbit Puma Cubs (infant toddler)	500 Biddulph Belmont	44 15	Daycare Infant Ctr
Footsteps@Cipriani	2525 Buena Vista Ave., Belmont	180	School Age
Footsteps@Nesbit	500 Biddulph Way, Belmont	160	School Age
Happy Campers at Carlmont	1400 Alameda de las Pulgas, Belmont	36 24	Daycare Infant Ctr
Holy Cross Preschool	900 Alameda de las Pulgas, Belmont	48	Daycare
Immaculate Heart of Mary Preschool	1000 Alameda de las Pulgas, Belmont	36	Daycare
Merry Moppet Nursery School	2200 Carlmont Dr., Belmont	237	Daycare
Notre Dame Preschool	1200 Notre Dame Ave., Belmont	30	Daycare
San Carlos-Belmont After School	3100 St. James Rd, Belmont	150	School Age
San Carlos-Belmont After School - Central	525 Middle Rd., Belmont	105	School Age
		Capacity Range: 30-180	

Redwood City	Address	Capacity	Type
Beresford Montessori/Redwood City	178 Clinton Avenue, Redwood City	45	Daycare
Building Kidz of Redwood City	907 Roosevelt Avenue, Redwood City	124 16	Day Care Infant Ctr
Casa dei Bambini School Inc.	1835 Valota Rd., Redwood City	57	Day Care
Catalyst Kids/Henry Ford	2498 Massachusetts Ave., Redwood City	36 70	Day Care School Age
Catalyst Kids - Orion	590 Myrtle St., Redwood City	26	School Age
Champions at Sandpiper	797 Redwood Shores, Redwood City	40 75	Day Care School Age
Congregation Beth Jacob Preschool	1550 Alameda de las Pulgas, Redwood City	44	Day Care
Creative Learning Center	815 Allerton St., Redwood City	30	Day Care
EA Childcare Ctr – Bright Horizons	211 Redwood Shores Pkwy, Redwood City	57	Day Care
EA Childcare Ctr – Bright Horizons	250 Shoreline Dr., Redwood City	42	Infant Ctr
Edison Montessori	303 Twin Dolphin Dr. #104	45	Day Care
Footsteps@ Redwood Creek	715 Bradford St. Redwood City	60 18	Day Care Infant Ctr
Footsteps@Shores	225 Shearwater Pkwy, Redwood City	160	School Age
Harper School	3150 Granger Way, Redwood City	110	Day Care
Kids Konnect/Redwood City	1968 Old County Road, Redwood City	21 24	Day Care Infant Ctr
L'Academy Preschool/Redwood City	2336 El Camino Real, Redwood City	48 14	Day Care Infant Ctr
Marin Day School (SMC)	403 Winslow St., Redwood City	64	Day Care

		28	Infant Ctr
Neighborhood Kid's Corner	3790 Oak Way, Redwood City	120	School Age
Neighborhood Kid's Corner	225 Clifford Avenue, Redwood City	120	School Age
Nitty Gritty Preschool at Acton SV	233 Topaz St., Redwood City	48	Day Care
Odyssey Preschool	590 Myrtle St., Redwood City	24	Day Care
Open Gate Nursery School	2124 Brewster, Redwood City	25	Day Care
Our Lady of Mount Carmel School	601 Katherine Ave, Redwood City	30	Day Care
Peninsula Covenant Preschool & Aftercare	3560 Farm Hill Blvd., Redwood City	55 140	Day Care School Age
Pine Cone Children's Center	900 Barron Ave., Redwood City	102 46	Day Care Infant Ctr
Rainbow Preschool	2223 Vera Ave., Redwood City	22	Day Care
RCSD Child Dev Services – Hawes Child Development Center	909 Roosevelt Ave., Rm 1, Redwood City	24	Day Care
RCSD Child Dev Services – Hoover Child Development Center	701 Charter St. Port 1, 2, 3 &4, Redwood City	105	Day Care
RCSD Child Dev Services – Roosevelt (PEC) Center	2434 McGarvey Way, Redwood City	72	Day Care
RCSD Child Dev Services – Taft CDC	903 10th Avenue, Redwood City	18	Day Care
RSCD – Orion Child Development Ctr	555 Avenue del Oro, Redwood City	24	Day Care
Redwood Children's Center/Pen Preschools	1445 Hudson St., Redwood City	46	Day Care

Redwood Church Preschool & Afterschool Care	901 Madison Ave., Redwood City	82 20	Day Care School Age
Redwood City Child Development Program	2600 Middlefield Rd., Redwood City	66 20	Day Care Infant Ctr
Redwood International Montessori House of Children	2000 Woodside Rd., Redwood City	48	Day Care
Roots N Wings Montessori School	2323 Euclid Ave., Redwood City	40	Day Care
Safari Kid	1709 Woodside Rd., Redwood City	97 12	Day Care Infant Ctr
Sequoia Children's Center/Brewster	1234 Brewster Ave., Redwood City	75 16	Day Care Infant Ctr
Shores Child Development Center	1050 Twin Dolphin Dr., Redwood City	158 112	Day Care Infant Ctr
St. Matthias Preschool	533 Canyon Rd., Redwood City	90	Day Care
St.Michael Preschool & Infant Center	401 Hudson St., Redwood City	101 33	Day Care Infant Ctr
St. Pius Preschool	1100 Woodside Rd., Redwood City	36	Day Care
Thumbelina Nursery School	20 Horgan Ave., Redwood City	45	Day Care
		Capacity Range: 18-270	

San Carlos	Address	Capacity	Type
Afterschool Care Enrichment (ACE) @ Arroyo	1710 Arroyo Ave., San Carlos	75	School Age
ACE @ Mariposa	750 Dartmouth Ave., San Carlos	95	School Age
Happy Campers Infant/Toddler Center	300 El Camino Real, San Carlos	44	Infant Ctr
Little Learners Preschool	785 Walnut St., San Carlos	24	Day Care
San Carlos School District (SCSD) Arundel Preschool & ACE	200 Arundel Rd., San Carlos	72 90	Day Care School Age
SCSD Brittan Acres Preschool & ACE	2000 Belle Ave., San Carlos	84 75	Day Care School Age
SCSD Heather Preschool & ACE	2757 Melendy Dr., San Carlos	60 75	Day Care School Age
SCSD White Oaks Preschool & ACE	1901 White Oak Way, San Carlos	48 60	Day Care School Age
San Carlos-Belmont After School – Brittain Acres	2000 Belle Ave., Rm F, San Carlos	90	School Age
San Carlos-Belmont After School – Arundel Site	200 Arundel Rd., San Carlos	110	School Age
San Carlos-Belmont After School – Heather site	2757 Melendy Dr., San Carlos	105	School Age
San Carlos-Belmont After School – White Oaks site	1901 White Oak Way, San Carlos	90	School Age
Shu Academy San Carlos	1601 Laurel St., San Carlos	55	Day Care
Sora Intnl Preschool of San Carlos	356 El Camino Real, San Carlos	30	Day Care
The Children's Place	1336 Arroyo Ave., San Carlos	36	Day Care

Trinity Presbyterian Preschool	1106 Alameda de las Pulgas, San Carlos	64	Day Care
Wonder Years San Carlos – Bright Horizons	2851 San Carlos Ave., San Carlos	79	Day Care
		Capacity Range: 24-110	

Daycare – Child Care Center/Preschool (ages 2-5)

Infant Ctr – Under 2

School Age – 5+

Located within Safety Zone 6

Sources:

https://www.ccld.dss.ca.gov/carefacilitysearch/Search/ChildCare

https://sanmateo4cs.org/child-care-programs/

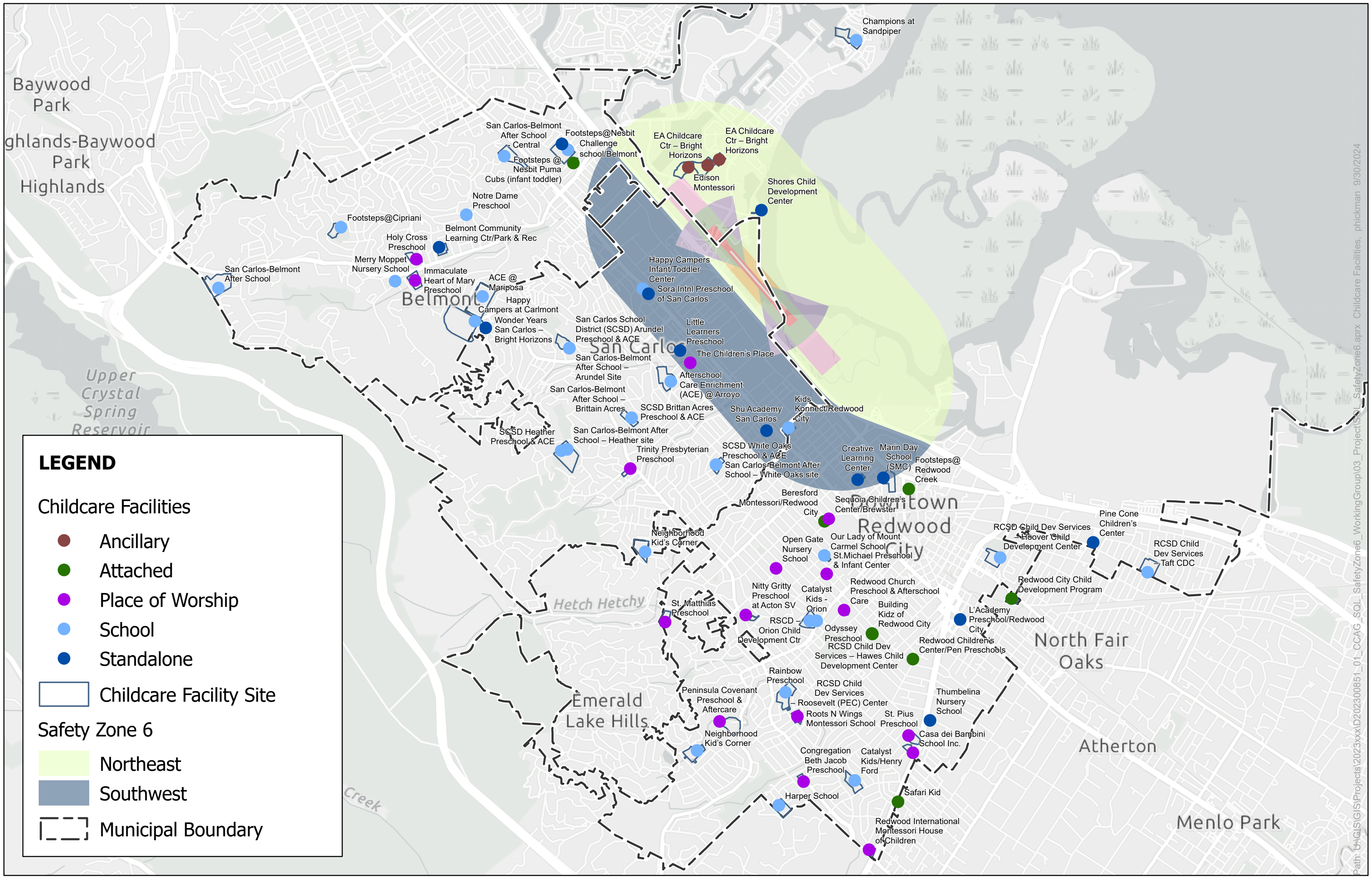


Figure 1
Childcare Facility Locations
San Carlos Airport Environs

California State Requirements for Child Care – Summary

(from CCR Title 22, Div 12)

Capacity Determination

- Indoor Activity Space Requirements – 35 sf/child (not including bathrooms, halls, kitchen space, etc.)
- Outdoor Space Requirements – 75 sf/child
- Staff to infant ratios – 1:4
- Teacher child ratios – 1:12

Disaster and Mass Casualty Plan

(a) Each licensee shall have a disaster and mass casualty plan of action. The plan shall be in writing and shall be readily available.

(b) The plan shall be subject to review by the Department and shall include:

(1) Designation of administrative authority and staff assignments.

(2) Contingency plans for action during fires, floods and earthquakes including, but not limited to, the following:

(A) Fire safety plan.

(B) Means of exiting.

(C) Transportation arrangements.

(D) Relocation sites that are equipped to provide safe temporary accommodations for children.

(E) Supervision of children during evacuation or relocation, and contact after relocation to ensure that relocation has been completed as planned.

(F) Means of contacting local agencies, including but not limited to the fire department, law enforcement agencies, and civil defense and other disaster authorities.

(3) Any special methods and procedures necessary for the evacuation and relocation of nonambulatory children.

(c) The licensee shall instruct all children, age and abilities permitting, and all child care personnel, including volunteers, in their duties and responsibilities under the plan.

(d) Disaster drills shall be conducted at least every six months.

Fire Clearance

(a) All child care centers shall secure and maintain a fire clearance approved by the city or county fire department, the district providing fire protection services, or the State Fire Marshal.

(1) The request for fire clearance shall be made through and maintained by the Department.

(b) The applicant shall notify the Department if the child care center plans to enroll children who are nonambulatory as defined in Section 101152 n.(1), so that an appropriate fire clearance approved by the city or county fire department, the district providing fire protection services, or the State Fire Marshal can be obtained prior to the acceptance of such children.

Plan of Operation

(a) Each licensee shall have and keep on file a current written, definitive plan of operation. A copy of the plan shall be submitted to the Department with the license application.

(b) The plan and related materials shall contain the following:

(1) Statement of purposes, and program methods and goals.

(2) Statement of admission policies and procedures.

(3) A copy of the admission agreement.

(4) Administrative organization, if applicable.

(5) Staffing plan, qualifications and duties, if applicable.

(6) Plan for in-service education of staff if required by regulations governing the specific child care center category.

(7) A sketch of the building(s) to be occupied, including a floor plan that describes the capacities of the buildings and the uses intended, the room dimensions, and the rooms to be used for nonambulatory children; and a sketch of the grounds that shows buildings, driveways, fences, storage areas, pools, gardens, recreation areas and other space used by the children. All sketches shall show dimensions.

(8) Sample menus and a schedule for one calendar week indicating the time of day that meals and snacks are to be served.

(9) Transportation arrangements provided by the applicant/licensee for children who do not have independent arrangements.

(10) Rate-setting policy including, but not limited to, a policy on refunds.

(11) Consultant and community resources to be utilized by the child care center as part of its program.

(c) Any proposed changes in the plan of operation that affect services to children shall be subject to departmental approval prior to implementation and shall be reported as specified in Section 101212.

(d) The child care center shall operate in accordance with the terms specified in the plan of operation.

Brion Economics INC.

Final Report:

SNAPSHOT OF FINDINGS

San Mateo County

Child Care Needs Assessment 2022 and 2032:

Supply and Demand Summary

Prepared for

San Mateo County Child Care Partnership Council,

San Mateo County Office of Education, and San Mateo County Superintendent of Schools

San Mateo
Child Care Partnership Council
County

Prepared by
Brion Economics, Inc.

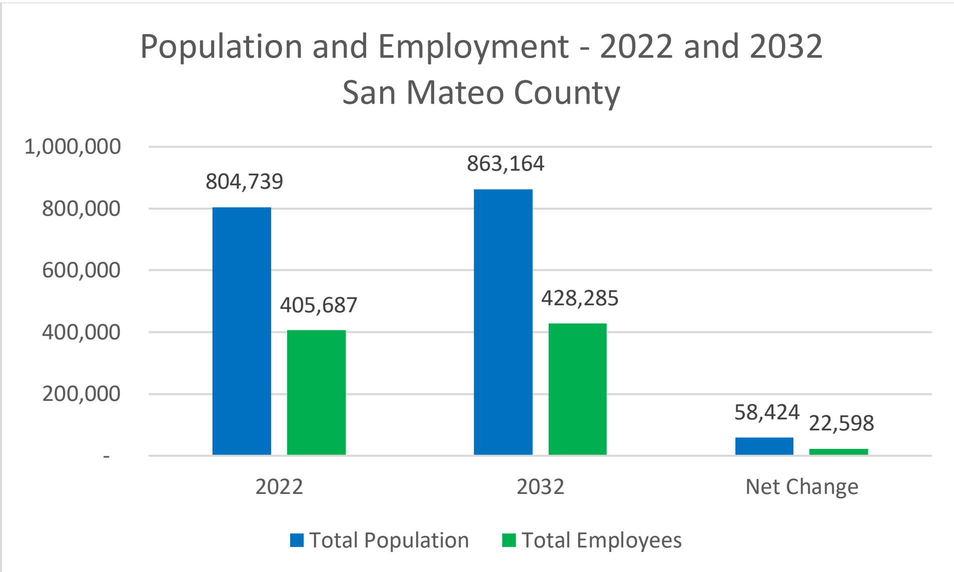
November 2022

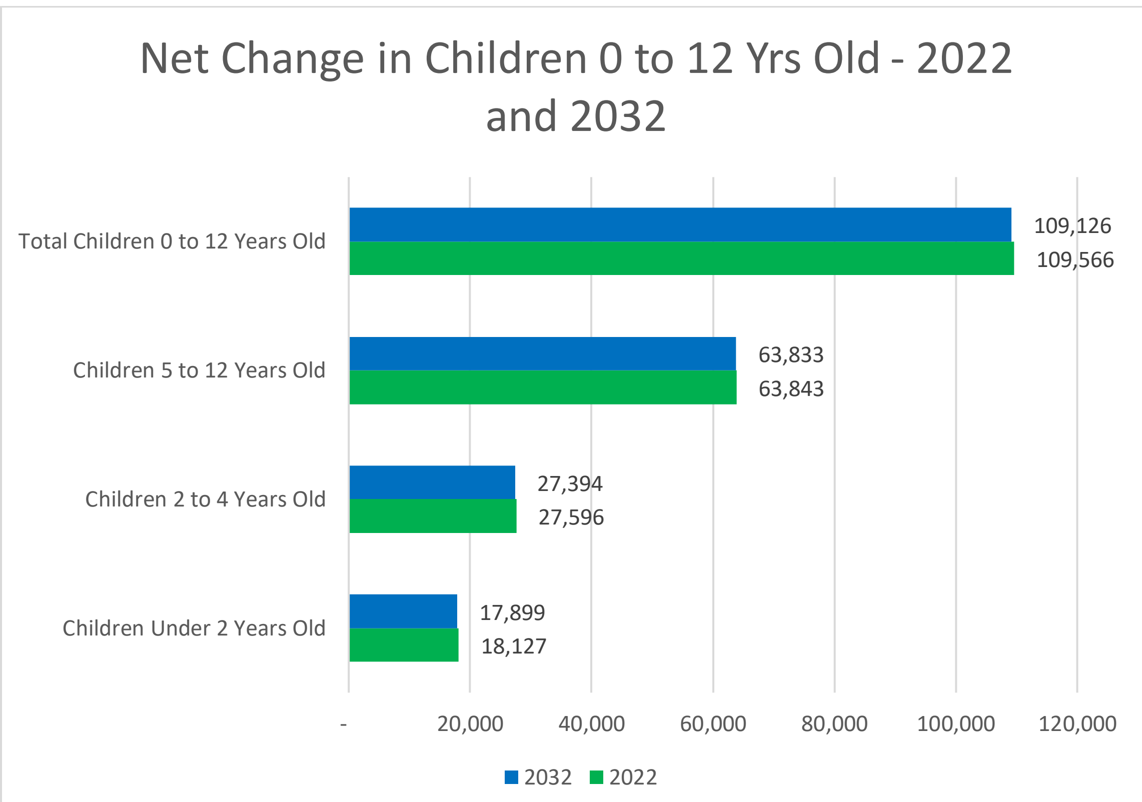
707.494.6648 | joanne@brionecon.com | www.brionecon.com

2022 Child Care Needs Assessment – Snapshot of Findings

Key Findings: Supply and Demand

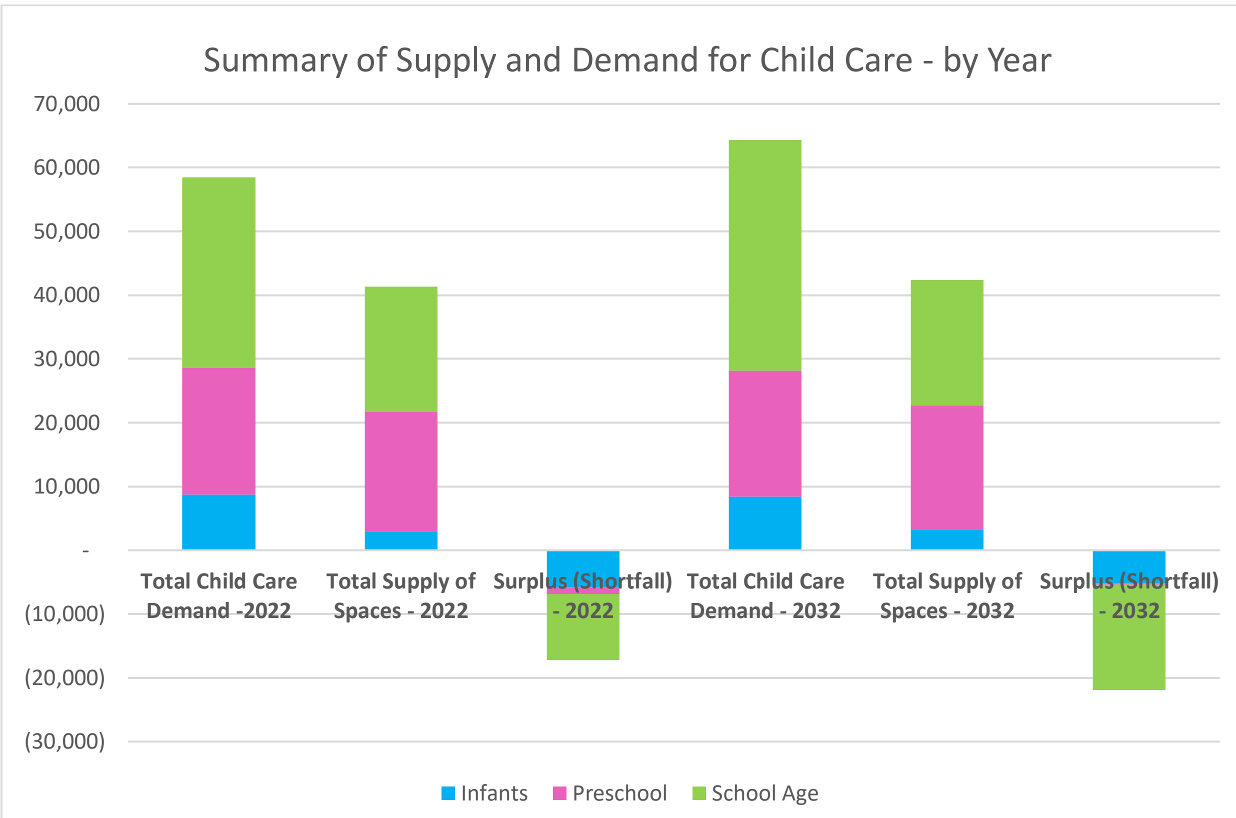
- **Overall Demographic Changes in San Mateo County – 2022 and 2032**





- **Child Care Shortage 2022 and 2032**: As of 2022, the current shortage of child care spaces for children 0 to 12 years old is about 17,000 with 71% of the current demand met overall, countywide. By 2032, the shortage of child care spaces increases to about 22,000 spaces or 66% of demand being met. Shortages vary by city/region and age group, as shown below.

Estimated Surplus or Shortage by Year - San Mato County				
Age Group	Shortage of Spaces - 2022	% of Demand Met - 2022	Shortage of Spaces - 2032	% of Demand Met - 2032
Infants	(5,790)	34%	(5,191)	38%
Preschool	(1,107)	94%	(250)	99%
School Age	(10,260)	66%	(16,487)	54%
Total Surplus/(Shortage)	**(17,157)**	**71%**	**(21,928)**	**66%**

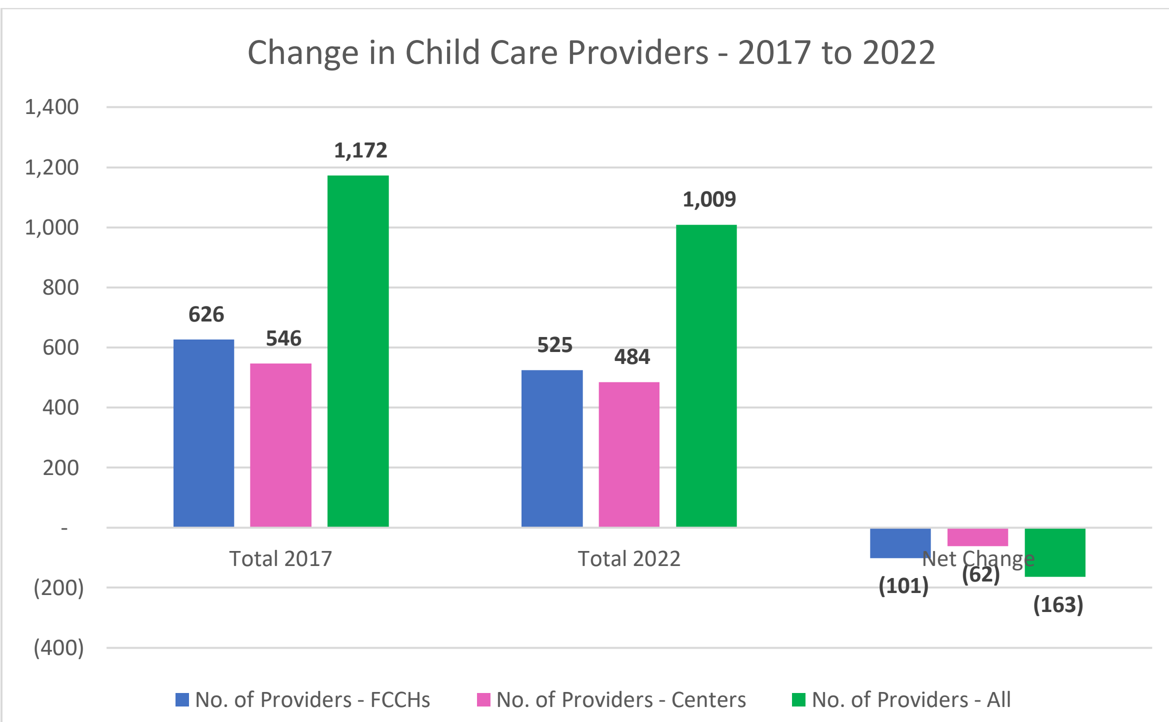


- **Change in Family Child Care Homes (FCCHs) since 2017:** Between 2017 and 2022, there has been a loss of 101 FCCH providers and 897 spaces. This represents a 16% decline in providers and a 13% decline in the number of spaces. This loss is likely associated with the impacts of the COVID-19 Pandemic. It should be noted that not all licensed FCCHs are in operation; they may have closed temporarily and are holding onto their license.

2017 to 2022 Change in Supply of FCCHs - San Mateo County				
Age of Children	**FCCH Spaces 2017**	**FCCH Spaces 2022**	**Net Change**	**% Change**
Under 2 Years Old	2,332	1,334	(998)	-43%
2 to 4 Years Old	2,932	2,669	(263)	-9%
5 to 12 Years Old	1,399	1,763	364	26%
Total Supply	**6,663**	**5,766**	**(897)**	**-13%**
No. of Providers	626	525	(101)	-16%

- **Change in Center-Based Care since 2017**: Since 2017, there has been a decline in the number of center-based providers, but a net increase of child care spaces in center-based care, primarily due to a 19% increase in School Age spaces.

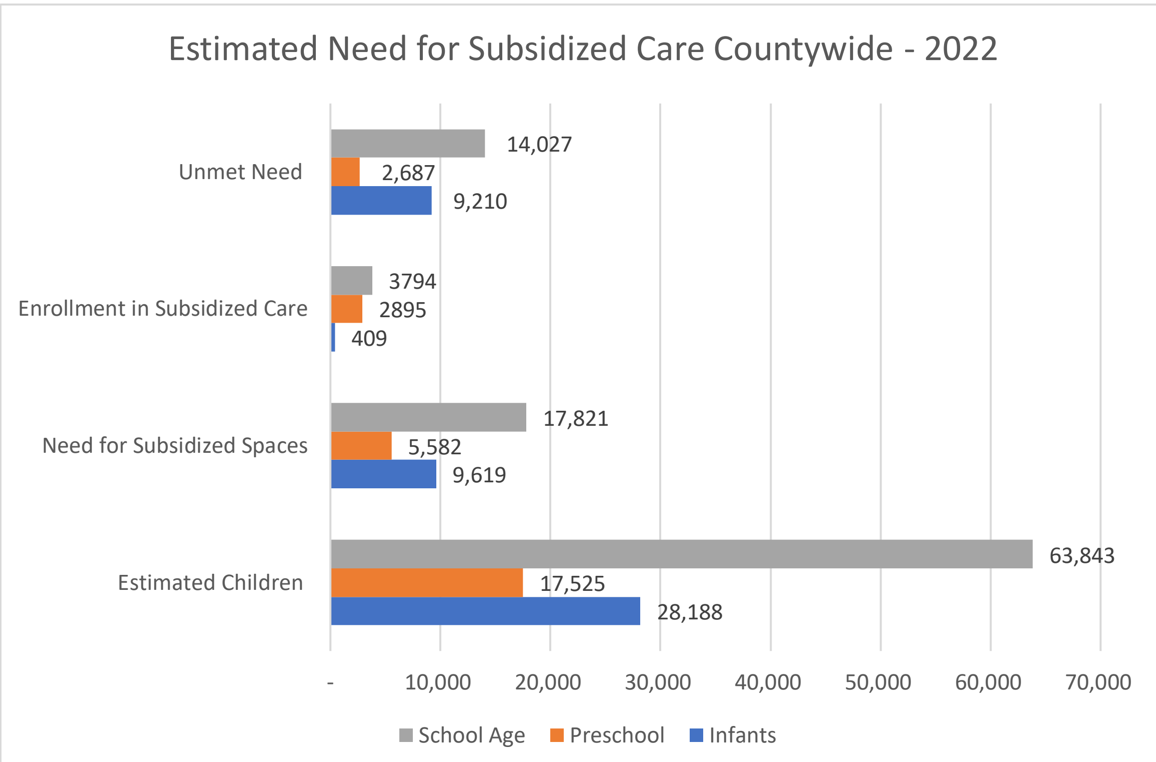
2017 to 2022 Change in Supply of Center-Based Spaces - San Mateo County				
Age of Children	**Center Spaces 2017**	**Center Spaces 2022**	**Net Change**	**% Change**
Under 2 Years Old	1,478	1,591	113	8%
2 to 4 Years Old	16,297	16,071	(226)	-1%
5 to 12 Years Old	15,090	17,919	2,829	19%
Total Supply	**32,865**	**35,581**	**2,716**	**8%**
No. of Providers	546	484	(62)	-11%



Key Findings: Subsidized Care

Countywide, only 21% of the subsidized care need is being met. About 33,000 children, 0 to 12 years old, need a licensed subsidized child care space, and only7,000 exist currently.

- Countywide there is a shortage of about 26,000 subsidized spaces.
- Infants – only 4% of current demand is met
- Preschool – 52% of current demand is met
- School Age – 21% of current demand is met



Key Findings: Parent Needs and Preferences

As part of the Needs Assessment, a countywide parent survey was conducted in the fall of 2022. The survey provides important new data on the current use of care by age group and the preferred use of child care by parents. These data have been integrated into the supply and demand analysis.

- One of the most striking results is that **73% of survey respondents stated that they have turned down work due to a lack of child care**.
- Overall, parents prefer licensed care.

- About 37% of parents **use** licensed Infant care, 61% use licensed Preschool care, and 47% use licensed and license-exempt School Age care.
- About 35% of parents **desire** licensed Infant care, 69% desire licensed Preschool care, and 54% desire licensed and license-exempt School Age care.

Age Group	2022 Demand - Current Use	2032 Demand - Preferred Use	Difference
Infants - Under 2 Years	37.2%	35.0%	-2.2%
Preschool, 2-4 Years	61.2%	68.8%	7.7%
School Age, 5 or older	46.9%	54.0%	7.2%

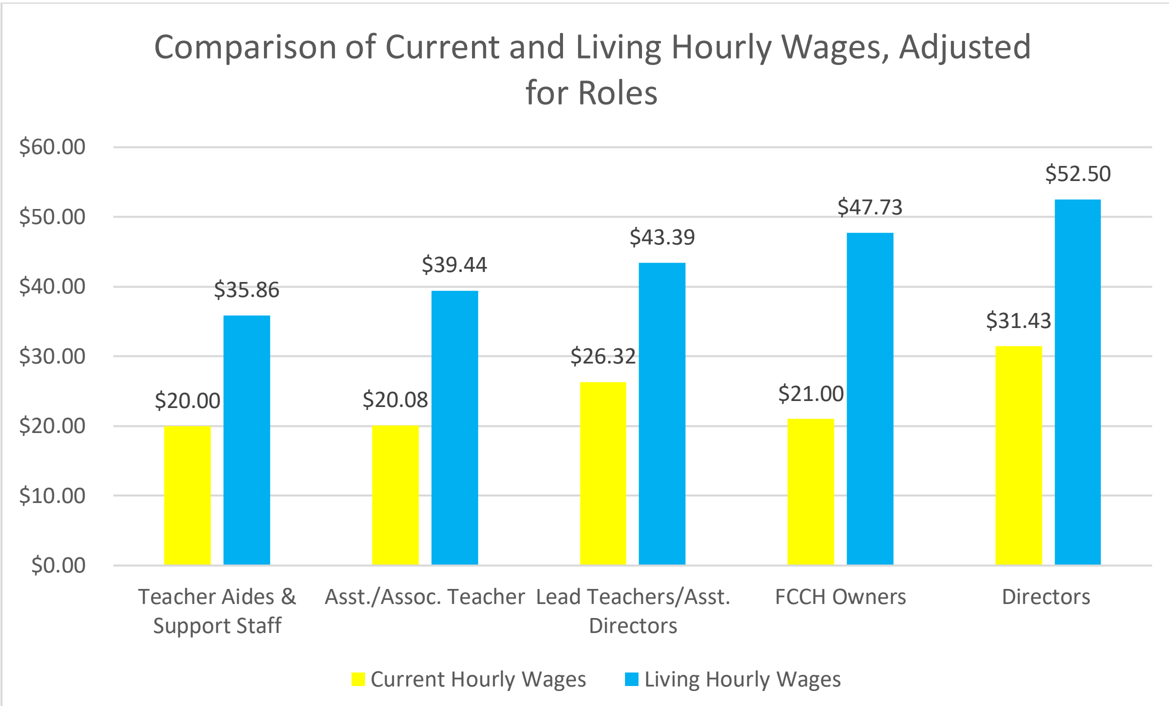
- Affordability of child care was the highest consideration for families;
  - **65% of respondents indicated that affordable child care was somewhat or very hard to find.**

Key Findings: Child Care Workforce

San Mateo County, like many counties in California, has a child care workforce shortage. Low wages play a key role in the lack of workforce, as possible workers find higher wages in other industries. In order to expand the supply of child care spaces in all age groups, there is an urgent need to increase wages for teachers' aides, lead teachers, and administrators. Child care is an important function in the overall economy of San Mateo County. It allows parents to go to work, allows employers to have more stable employees, and generates overall economic benefits to the County. Young children benefit developmentally from early care and education and are more "ready" for kindergarten.

- Current child care workforce totals about 5,300, including teachers, aides, support staff, and owners/directors.
- To meet the current shortfall of child care spaces, 2,800 new staff are needed in 2022.
- Average wages range from **a low of $20 per hour to a high of $31 per hour** for directors; many FCCH workers make even less per hour.
  - **Living wages are $36 to $52 per hour**, given the cost of living in San Mateo County
- Wages need to increase 65 - 127% to equal a living wage in San Mateo County
  - An additional $207 million per year is needed to bring current child care workers up to a living wage.
- 50% of community-based preschools need additional staff and have limited capacity due to staff shortages.
- In San Mateo County only 32 child development permits were issued in 2019-2020 and only 46 were issued in 2020-2021.

  - In contrast, in 2009-2010, 308 permits were issued in the County.
- About 328 ECE workers who work with children 0 to 5 child do not have a BA degree, based on the Workforce survey conducted as part of this effort.
  - The cost of assisting these workers to achieve a BA or BS totals $2.4 million, assuming 65% qualify for financial aid. This equals about $7,300 per worker



Key Findings: True Cost of Care

Most child care providers do not have enough income from tuition (including State subsidies) to provide all the goods, supplies, wages, etc. that would equal quality care. The current cost of care does not reflect the rates needed to pay a living wage and most parents can't afford to pay more. Current State reimbursement rates do not cover the "true cost of care."

- The reimbursement rates for FCCHs are from 33% to 41% of the true cost of care for Infant and Preschool care and 61% to 72% for School Age Care.
- For Center-based care, reimbursement rates are 57% to 73% for Infant and Preschool care, while School Age center-based care is the only category where current reimbursement rates equal the true cost of care.
- Reimbursement rates for subsidized CCSP and CCTR care range from 54% to 85% of the true cost of care.

Item/Age Group	Title 22 Rates (AP, CalWORKs, etc.) Licensed Child Care Center	Small FCCH	Large FCCH	CCSP/CCTR Title 5 Child Care Center
Living Wage Cost of Child Care				
Infants	$42,800	$54,800	$44,500	$57,800
Preschooler	$27,700	$54,800	$44,500	$37,400
School Age	$16,159	$27,400	$23,000	$21,900
2022 State Reimbursement Rates				
Infants	$24,500	$18,300	$18,300	$49,300
Preschooler	$20,100	$18,100	$18,100	$20,200
School Age	$16,300	$16,600	$16,600	$14,600
Reimb. Rates as % of Living Wage				
Infants	57%	33%	41%	85%
Preschooler	73%	33%	41%	54%
School Age	101%	61%	72%	67%

Note figures have been rounded to the nearest hundred.

Key Findings: Preschool Attendance, Kindergarten Readiness & Impacts of Pandemic

Preschool has the potential to improve kindergarten readiness – focus on proven literacy practices. The County's Big Lift project, which has been operating in seven school districts for eight years reports reported some very positive outcomes.

- Independent evaluations of The Big Lift show that children attending The Big Lift Preschool are **22% more likely to be ready for kindergarten** than children with no Preschool at all, after controlling for socioeconomic differences.
- Readiness for most **districts increased from 2019 to 2021**, with the exception of Jefferson ESD, which experienced a very slight decline.
- There is a **49% difference in readiness rates between children** who attend Preschool and whose families are middle-to-high income and children who attend Preschool whose families are very low-income.
- Family data reveal a **13% drop in Preschool enrollment for incoming kindergarten families compared to before the pandemic**. In Fall 2021, 69% of incoming kindergarten families reported that their children had received at least one year of Preschool, compared to 82% before the pandemic.

- Impact of COVID Pandemic: 58% of incoming kindergarten families in the seven Big Lift districts experienced one or more of the following impacts: job or income loss (44%), trouble meeting basic needs (14%), mental health struggles (10%), and knowing someone who was very sick or died from COVID-19 (18%).

As of 2020, about 5,800 3- and 4-year-olds were eligible for California State Preschool, and Transitional Kindergarten (TK). In total, 2,165 3- and 4-year-old children were served by CSPP, TK, and other subsidized programs, or 38% of those eligible.

Study Acknowledgments and Funding

BEI would like to acknowledge the following organizations for their support in this effort:

- Sarah Kinahan, Project Manager, San Mateo County Child Care Partnership Council
- Child Care Coordinating Council of San Mateo County (also known as 4Cs)
- San Mateo County Office of Education
- Child Care Needs Assessment Ad Hoc Committee Members

Funding for this study was provided by:

FIRST 5 SAN MATEO COUNTY · SVCF SILICON VALLEY COMMUNITY FOUNDATION · SAN MATEO COUNTY OFFICE OF EDUCATION · CDSS CALIFORNIA DEPARTMENT OF SOCIAL SERVICES

About CCPC

The San Mateo County Child Care Partnership Council (CCPC) is a state-mandated local council under joint auspices of the San Mateo County Board of Supervisors and the San Mateo County Superintendent of Schools. The CCPC takes the lead in planning and advocating for quality care and early education for all children, from birth to 12, in San Mateo County. Learn more at https://www.smcoe.org/about/child-care-partnership-council/.

Nonresidential Intensity

The concept of use intensity, as it is employed in airport land use compatibility planning, refers to the number of *people per acre* (people/acre) on a particular site. This is seen as the "best common denominator by which to compare the safety compatibility of most land use types."[1] The Caltrans Handbook specifies a prescribed intensity should be indicative of the typical busy period rather than an absolute maximum capacity.

Land use intensity is not a direct indicator of the actual number of people occupying a particular building. For example, if a use is limited to 300 people/acre, this does not necessarily mean 300 individuals would be within the associated building(s). Rather, the intensity of the use is a measure of the number of people on a site divided by the area, in acres, of the overall site in question. Like floor area ratio (FAR), which is a ratio of building floor area to overall lot area, people/acre is a ratio of the number of people in a building to overall lot area. Both FAR and people/acre enable development professionals to normalize the intensity of use relative to the size of the site in question. If a site has many square feet of floor area on a relatively small site, such as a multi-story building on a small urban lot, then the intensity will be higher. On the other hand, if a relatively large site accommodates a small building, then the intensity would be lower. Unlike FAR, people/acre can account for the type of use and the number of people that can be expected to use the site. This is helpful for airport land use compatibility planning, as some land uses, such as restaurants and theaters, typically attract more occupants to a site than uses like warehouses or vehicle maintenance facilities.

A crowded restaurant represents a high-intensity use, while a sparsely occupied warehouse would be considered a low-intensity use.

Credit: MS Bing Image Creator, March 2025.

The number of people associated with a specific land use is determined by building occupancy and habitable floor area. Assumptions about the amount of floor area needed for each occupant can be derived from building codes listing the minimum floor areas required per person for individual use types. This can then be used to calculate maximum building occupancy. The Caltrans Handbook lists several sources, including building and fire codes, the facility management industry, local parking standards, and surveys of comparable uses, that can be referenced for building occupancy for calculating intensities. The San Carlos ALUCP refers to the California Building Code, Table 1004.1.1, which assigns floor areas per person according to the function of the space proposed. For some functions, such as office and retail spaces, the space is acknowledged to typically be occupied at no more than 50 % of maximum

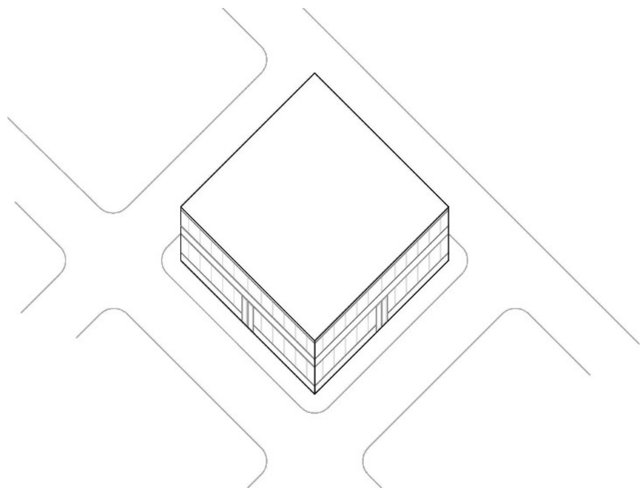
[1] California Department of Transportation, California Airport Land Use Planning Handbook, October 2011, p. 4-19.

occupancy. Therefore, the maximum occupancy can be a useful starting point for assigning floor area allowances, but some adjustments may be advisable to arrive at a typical occupancy for airport land use compatibility planning purposes.

Here are some examples of how intensity can be calculated using the San Carlos ALUCP Appendix G Maximum Floor Area Allowances as a basis for selecting an appropriate building occupancy.

1. If an office building with 20,000 square feet of usable space is proposed on a 10,000 square foot lot, then the nonresidential intensity can be calculated using our occupancy factor assumption.

   Occupancy Factor (sq. ft./person): 150 (100 gross square feet adjusted by 50 percent)

   Credit: ESA, March 2025.

   The 150 sq. ft./person occupancy factor can be used to determine the typical number of occupants that can be expected to use the building by dividing the 20,000 square feet of total floor area by 150 square foot occupancy factor.

   20,000 square feet ÷ 150 square feet/person = 133.33 people or occupants

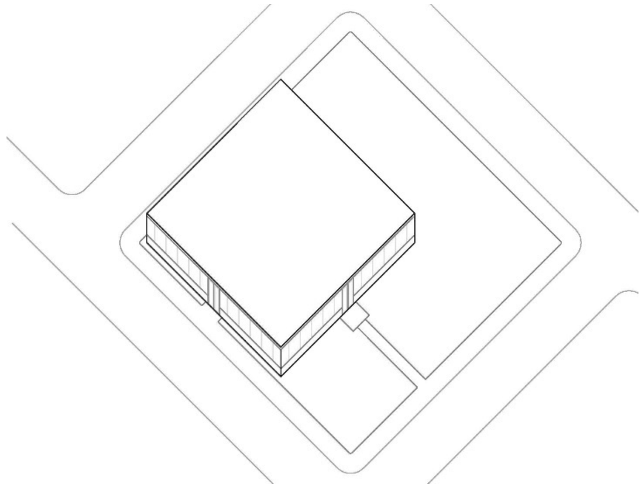
   The nonresidential intensity of the site can then be calculated by dividing the number of occupants by the total site area in acres.

   10,000 square feet = 0.23 acres

   133.33 occupants ÷ 0.23 acres = **580 people/acre**

2. If an office building with 10,000 square feet of floor area is proposed on a 25,000 square foot site, then the nonresidential intensity will be lower. Because the use is an office building, the occupancy will remain 150 square feet/person.

   Occupancy Factor (sq. ft./person): 150 (100 gross square feet adjusted by 50 percent)



Credit: ESA, March 2025.

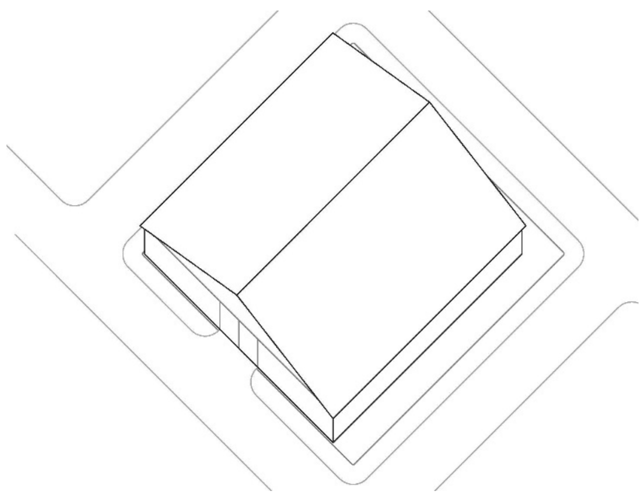
10,000 square feet ÷ 150 square feet/person = 66.67 occupants

25,000 square feet = 0.57 acres

66.67 occupants ÷ 0.57 acres = **117 people/acre**

3. Uses that attract fewer people to a site will also be associated with lower measures of intensity. If a warehouse building with 20,000 square feet of floor space is proposed on a 25,000 square foot site, then intensity will be calculated using a different occupancy factor assumption.

   Occupancy Factor (sq. ft./person): 500



Credit: ESA, March 2025.

20,000 square feet ÷ 500 square feet/person = 40 occupants

25,000 square feet = 0.57 acres

40 occupants ÷ 0.57 acres = **71 people/acre**

C/CAG

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
OF SAN MATEO COUNTY**

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June 2, 2025

Kei Zushi, EIR Coordinator
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
via email: cpc.sforadp@sfgov.org

RE: SFO Recommended Airport Development Plan (RADP) DEIR Comments

Dear Mr. Zushi,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to thank you for the opportunity to review and comment on the Draft EIR for the RDAP for SFO.

As the Airport Land Use Commission for San Mateo County, C/CAG is charged with protecting the public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of local land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the County's airports. Chief among its responsibilities is to prepare, adopt, maintain and administer an Airport Land Use Compatibility Plan (ALUCP) for SFO. Accordingly, C/CAG's primary concern is with how the RADP and the forecast growth identified in the DEIR may impact the public health and welfare of San Mateo County residents, as well as whether this level of anticipated growth will trigger the need to update the ALUCP.

C/CAG Airport Land Use Committee staff offers the following comments for your consideration:

- DEIR section 3.B.1 states that implementation of the RADP would not induce passenger demand, or change the number of aircraft operations, so the DEIR does not analyze aircraft noise. However, the forecast operations and passenger throughput (71.1 million annual passengers and 506,600 aircraft operations) are significantly higher than those included in other related documents, including the 1992 *SFO Master Plan* and the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport,* adopted in November 2012, (SFO ALUCP). The SFO ALUCP includes airport activity forecasts (which project to 2028) based on 2010 data. The SFO ALUCP's 2028 forecasts identified approximately 27 million passengers and 482,520 total operations. Comparatively, the DEIR for the RADP projects a "High Constrained" annual demand level, as noted above, that represents a more that 250% increase in annual passengers and 5% increase in aircraft operations over those forecast in the SFO ALUCP .

As indicated, there is a large disparity between the projections in these documents which should be analyzed to ensure the impact of the airport's growth forecasts is properly reflected in the ALUCP. If the potential noise impact of this level of forecast flight activity has been analyzed in a previously certified environmental document, it is requested that such analysis be clearly referenced in this DEIR. Alternately, if this has not yet been done, then C/CAG believes the DEIR must be revised to include this analysis.

The ALUCP is a critical tool for identifying and minimizing potential land use incompatibilities, so it is important that the document reflect the most current projections, especially given the significant gap in the operational forecasts between the SFO ALUCP and the RADP. Accordingly, C/CAG requests that the SFO Airports Commission direct its staff to initiate ALUCP update discussions, including a significant funding commitment, as part of this overall planning effort.

Thank you again for the opportunity to review and comment on the DEIR. If you have any questions, please contact me or Susy Kalkin, C/CAG ALUC staff, at kkalkin@smcgov.org .

Sincerely,

Digitally signed by Sean Charpentier
DN: cn=Sean Charpentier, o=City/County Association of Governments San Mateo County, ou=C/CAG, email=scharpentier@smcgov.org, c=US
Date: 2025.06.02 12:43:16 -07'00'

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