

DATE: July 31, 2026

TO: Steve Flint or Matt Petrofsky, City/County Association of Governments of San Mateo County

FROM: Erika Lewit, Senior Planner, City of Burlingame Community Development Department, Planning Division (650-558-7254; elewit@burlingame.org)

SUBJECT: ALUC Land Use Consistency Determination Application: Project Information for the Chapin Project at 1430 Chapin Avenue, Burlingame and proposed Downtown Specific Plan Amendment (Table 3-2), Chapin Avenue Commercial (CAC) zoning district.

Background: developURBAN, the project sponsor, proposes the Chapin project (“CHAPIN”), a five-story mixed-use building at 1430 Chapin Avenue. The site is located within the Chapin Avenue Commercial (CAC) zoning district of the Burlingame Downtown Specific Plan (DTSP). The existing height maximum for the CAC district set forth in DTSP Table 3-2 is 35 ft. (55 ft. with Special Permit); the project proposes an amendment to Table 3-2 to increase the height allowed with a Special Permit in the CAC district from 55 feet to 75 feet. Because the project includes an amendment to an adopted specific plan, the City is referring the project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

The project is expected to be reviewed by the Planning Commission in September 2026 for a recommendation to City Council for their consideration and action in October 2026. Consistent with statutory requirements, the ALUC determination is requested prior to City Council action on the DTSP amendment and approval of the development project.

Development Project Description: The development project is an 87,307 square foot, five-story mixed-use building with ground-floor commercial and four floors of office use above, located on a 0.7 acre site at 1430 Chapin Avenue (APN 029-121-440). The building is proposed at 75 feet in height and includes two levels of parking, one level at grade and one level subterranean. A public plaza in front of the building and amenity spaces throughout the building are also provided. The site is currently improved with a one-story, 4,941 square foot Chase Bank building and 16 surface parking spaces that will be demolished to accommodate the project.

Proposed Downtown Specific Plan Amendment: The development project proposes an amendment to DTSP Table 3-2 (Development Standards) to revise the Height Maximum standard for the Chapin Avenue Commercial (CAC) zoning district from “35 ft. (55 ft. with SP)” to “35 ft. (75 ft. with SP),” increasing the maximum building height allowed with a Special Permit from 55 feet to 75 feet. The 35-ft base height and all other Table 3-2 standards are unchanged. A copy of the amended Table 3-2 is attached, and the full Downtown Specific Plan can be found online under

the [New Laws section, Ordinance 2050](#). The amendment applies to the full Chapin Avenue Commercial (CAC) district of the Downtown Specific Plan, which is approximately 20 parcels on either side of Chapin Avenue, which is one block. No change to the General Plan land use designation is proposed, and no General Plan Amendment is required.

Environmental Review: An Initial Study and Mitigated Negative Declaration has been prepared for the project. The IS/MND was published for a 30-day public review period on July 27, 2026 (State Clearinghouse No. 2026071049).

Development Project Information:

1. Latitude/Longitude of development site (WGS84, center of parcel, per Fuscoe Engineering, 7/27/26): Latitude 37° 34' 41.39" N; Longitude 122° 21' 02.19" W
2. Ground elevation: approximately 32-38 ft above mean sea level (USGS, per FAA OE/AAA Pre-Screening Tool; consistent with project surveyor NAVD88 estimate). Note: the City-provided average top of curb of 103.08 ft used for City height measurement is on a local assumed datum, not a sea-level reference.
3. Maximum building height: 75 ft above grade per the proposed DTSP standard; approximately 84 ft above grade to top of rooftop mechanical screen (highest point of structure); overall height approximately 122 ft above mean sea level. FAA OE/AAA Pre-Screening Tool result (7/27/26): no notice to the FAA required (see attached exhibit).
4. Scaled plans – see Exhibits Package

SFO ALUCP CONSISTENCY ANALYSIS

Prepared in the format of a C/CAG ALUC Agenda Report

Date: [Hearing date to be completed by C/CAG staff]
To: Airport Land Use Committee
From: [C/CAG ALUC Staff]
Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review: City of Burlingame Downtown Specific Plan Amendment (Table 3-2, Chapin Avenue Commercial District) and related entitlements to allow construction of a five-story, 75-ft tall mixed-use building at 1430 Chapin Avenue, Burlingame.

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 City of Burlingame Downtown Specific Plan Amendment (Table 3-2), increasing the maximum building height allowed with a Special Permit in the Chapin Avenue Commercial (CAC) zoning district from 55 feet to 75 feet, and the related entitlements for the proposed mixed-use development at 1430 Chapin Avenue (the “Chapin Project”), are consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), subject to the following condition:

The City of Burlingame shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP. The City’s Zoning Code requires this real estate disclosure in Section [25.24.020 Airport Disclosure Notices](#).

DISCUSSION

Project Description

The development project is an 87,307 square foot, five-story mixed-use building with ground-floor commercial and four floors of office use above, located on a 0.7 acre site at 1430 Chapin Avenue (APN 029-121-440). The building is proposed at 75 feet in height and includes two levels of parking, one level at grade and one level subterranean. A public plaza in front of the building and amenity spaces throughout the building are also provided. The site is currently improved with a one-story, 4,941 square foot Chase Bank building and 16 surface parking spaces that will be demolished to accommodate the project.

The development project proposes an amendment to DTSP Table 3-2 (Development Standards) to revise the Height Maximum standard for the Chapin Avenue Commercial (CAC) zoning district

from “35 ft. (55 ft. with SP)” to “35 ft. (75 ft. with SP),” increasing the maximum building height allowed with a Special Permit from 55 feet to 75 feet. The 35-ft base height and all other Table 3-2 standards are unchanged. A copy of the amended Table 3-2 is attached. The amendment applies to the full Chapin Avenue Commercial (CAC) district of the Downtown Specific Plan, which is approximately 20 parcels on either side of Chapin Avenue, which is one block. No change to the General Plan land use designation is proposed, and no General Plan Amendment is required.

ALUCP Consistency Evaluation

California Government Code Section 65302.3 states that a local agency General Plan and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). Because the project includes an amendment to the Burlingame Downtown Specific Plan, the City of Burlingame has referred the subject project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

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

(a) Aircraft Noise Impacts

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

As shown on Attachment 2, the CAC district of the Downtown Specific Plan, including the subject property, lies entirely outside the bounds of the 65 dB CNEL contour, and therefore the proposed amendment and project are consistent with the SFO ALUCP noise policies and criteria.

(b) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on Attachment 2, none of the safety zones extends into the CAC district or the Downtown Burlingame area; the safety zones nearest to Burlingame are limited to the vicinity of the SFO runways and their approach/departure corridors. The proposed amendment and project would therefore be consistent with the safety zone policies of the SFO ALUCP.

(c) Height of Structures/Airspace Protection

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

navigation; and (2) FAA notification surfaces. By definition, any object that penetrates one of the imaginary surfaces of the FAR Part 77 exhibit is deemed an obstruction to air navigation.

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

The proposed amendment would increase the maximum building height allowed with a Special Permit in the CAC zoning district to 75 feet. The building in the project is 75 feet tall, with rooftop mechanical screening above (approximately 84 feet above grade to the top of screen, the highest point of the structure). The ground elevation at the site is approximately 32 to 38 feet above mean sea level (per USGS, and consistent with the project surveyor’s NAVD88 estimate), resulting in an overall height of approximately 122 feet above mean sea level, when using 38 feet as the project’s grade sea level height. The FAA’s Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) Pre-Screening Tool was run for the four corners of the site (structure height 84 ft above ground; USGS site elevations 32-36 ft), and determined that the project is not required to file notice with the FAA under 14 CFR Part 77.9 (Attachment 3). The top of the proposed structure, at approximately 122 feet above mean sea level, is below even the 163-ft elevation of the FAR Part 77 horizontal surface, the lowest of the Part 77 imaginary surfaces in the airport environs; the site itself lies near the outer boundary of the conical surface, where the applicable surface elevation is substantially higher. The amendment and project would therefore be compliant with the airspace protection policies of the SFO ALUCP. [Note: the City of Burlingame measures building height against a City-provided average top of curb elevation of 103.08 ft on a local (assumed) datum, which is approximately 68 ft above NAVD88 and is not a sea-level reference.].

(d) Overflight Notification

The project site is located within the Airport Influence Area (AIA) of SFO (Area B), the real estate disclosure area. Pursuant to Policy IP-1, notification is required, prior to sale or lease of property located within the AIA, of the proximity of the airport and that therefore the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations.

The following section of the City’s Zoning Code requires the following airport disclosure notices.

Section 25.24.020 Airport Disclosure Notices.

All new developments are required to comply with the real estate disclosure requirements of State law. 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."

ATTACHMENTS

1. ALUC application, together with related project description, DSP Amendment (Table 3-2) excerpts, and plan set excerpts
2. SFO Airport Influence Area B map (ALUCP Exhibit IV-2) with project site identified, showing the Area B boundary, the outer boundary of the safety zones, the CNEL contour, and the FAR Part 77 conical surface
3. FAA OE/AAA Pre-Screening Tool result (no FAA notice required)