

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

AIRPORT LAND USE COMMITTEE (ALUC)

AGENDA

Date: Thursday, September 22, 2016

4:00 p.m.

Place: Burlingame City Hall
501 Primrose Road
Burlingame, California
Council Chamber

PLEASE CALL TOM MADALENA (599-1460) IF YOU ARE UNABLE TO ATTEND.

- | | | | | |
|----|---|---|-------|---|
| 1. | Call To Order | Action
(Ortiz) | | |
| 2. | Public Comment On Items Not On The Agenda | Limited to 3
minutes per
speaker. | | |
| 3. | Minutes of the July 28, 2016 ALUC Meeting | Action
(Ortiz) | Pages | 1 |
| 4. | Review and recommend approval of a determination of conditional consistency for the City of South San Francisco, Gateway Hotel Project with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport | Action
(Madalena) | Page | 3 |
| 5. | Review and recommend approval of a determination of inconsistency for the City of San Bruno, Al Madinah Academy project with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport | Action
(Madalena) | Pages | 9 |
| 6. | Member Communications | Information
(Ortiz) | | |
| 7. | Adjournment | Action
(Ortiz) | | |

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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.

Other enclosures/Correspondence

- None.

If you have any questions regarding the C/CAG Airport Land Use Committee Meeting Agenda, please contact Tom Madalena at 650-599-1460 or Sandy Wong at 650-599-1409.

NOTE: Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Mima Guilles at 650 599-1406, five working days prior to the meeting date.

Airport Land Use Committee (ALUC)
Meeting Minutes
July 28, 2016

1. Call to Order

Chair Ortiz called the Airport Land Use Committee (ALUC) Meeting to order at 4:07 pm. Attendance sheet is attached.

2. Public Comment On Items Not On The Agenda

None

3. Minutes of the May 26, 2016 Meeting

Motion: Member Schneider motioned and member O'Connell seconded the motion for the approval of the May 26, 2016 minutes with the change in spelling for member "Mahanpour" under item 3 and for "recommended" under item 5. Motion carried unanimously.

4. Review and recommend approval of a conditionally consistent determination for the City of Belmont, 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning with the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport

Tom Madalena, C/CAG staff, presented this item on the consistency determination for the City of Belmont, 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning with the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. Member O'Connell motioned and member Mahanpour seconded to approve the staff recommendation. Motion carried unanimously.

5. Review and recommend approval of a consistent determination for the Town of Colma, Veterans Housing Project with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport

Tom Madalena, C/CAG staff, presented this item on the consistency determination for the Town of Colma, Veterans Housing Project with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. Member O'Connell motioned and member Schneider seconded to approve the staff recommendation. Motion carried unanimously.

6. Member Communications

Member Schneider asked whether a detention pond project for San Bruno Creek would have to come before the ALUC. Staff responded that land use policies as well as projects that fall within an airport influence are required to come before the Airport Land Use Commission for review and the projects would only need to come before the Airport Land Use Commission for review for jurisdictions that have not had their policy documents determined to be consistent with the Airport Land Use Compatibility Plans.

7. Adjournment

Meeting was adjourned at 4:31 pm.

2016 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Sept. 2015	Jan. 2016	May 2016	July 2016
Terry O'Connell	City of Brisbane	X	X	X	X
Ricardo Ortiz	City of Burlingame	X		X	X
Raymond Buenaventura	City of Daly City		X		
Catherine Mahanpour	City of Foster City	N/A		X	X
Deborah Penrose	City of Half Moon Bay	N/A			
Ann Schneider	City of Millbrae	N/A	X	X	X
John Seybert	City of Redwood City	X			
Ken Ibarra	City of San Bruno	X	X		
Ron Collins	City of San Carlos	X	X	X	X
Don Horsley	County of San Mateo and Aviation Representative	N/A			
Liza Normandy	City of South San Francisco	X	X	X	X
Adam Kelly	Aviation Representative	X	X		X
Dave Williams	Half Moon Bay Airport Pilots Association	N/A	X	X	X

X - Committee Member Attended

Staff and guests in attendance for the July 28, 2016 meeting: Sandy Wong, Tom Madalena, John Bergener, Richard Newman, Chris Hunter, Brian Branscomb

C/CAG AGENDA REPORT

Date: September 22, 2016

To: Airport Land Use Committee

From: Tom Madalena

Subject: Review and recommend approval of a determination of conditional consistency for the City of South San Francisco, Gateway Hotel Project with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport

(For further information or response to questions, contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the City of South San Francisco, Gateway Hotel Project is conditionally 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).

The Gateway Hotel Project would become fully consistent once the following two conditions have been met:

AP-1.2 FAA Aeronautical Study Findings Required Before Processing Development Application

- The sponsor of a proposed project that would exceed the FAA notification heights, as shown approximately on Exhibit IV-10, shall present to the local government permitting agency with his or her application for a development permit, a copy of the findings of the FAA's aeronautical study, or evidence demonstrating that he or she is exempt from having to file an FAA Form 7460-1. It is the responsibility of the local agency to consider the FAA determination study findings as part of its review and decision on the proposed project.

AP-2 COMPLIANCE WITH FINDINGS OF FAA AERONAUTICAL STUDIES

- Project sponsors shall be required to comply with the findings of FAA aeronautical studies with respect to any recommended alterations in the building design and height and any recommended marking and lighting of their structures for their proposed projects to be deemed consistent with this ALUCP.

FISCAL IMPACT

None

SOURCE OF FUNDS

Funding for the consistency determinations is derived from the C/CAG general fund.

BACKGROUND

The City of South San Francisco has referred the Gateway Hotel Project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the SFO ALUCP. The project is subject to ALUC and C/CAG Board of Directors review, pursuant to PUC Section 21676.5 (a).

The Project site is located in the eastern area of the City of South San Francisco, known as the “East of 101 Planning Area,” north of East Grand Avenue and south of Oyster Point Boulevard at 550 Gateway Boulevard. San Francisco International Airport (SFO) is approximately 1.5 miles south of the site. PG&E high transmission towers are adjacent to the Project on a separately owned parcel.

The project would construct a 93,320 square foot hotel offering meeting and gathering rooms, a ground-floor exercise room, guest laundry, free breakfast and 151 rooms that would offer a full refrigerator, dishwasher and microwave. Hotel services would include free shuttle service to the airport and the train station and morning breakfast service. The hotel would include a hybrid business and some extended stay rooms. The ground floor breakfast area would be 2,015 square feet, check-in and gathering space 1,670 square feet, and a 1,330 square foot meeting room. A 550 square foot exercise room is proposed on the ground floor. Project requires CEQA, Precise Plan, Site Plan and Use Permit review.

DISCUSSION

I. ALUCP Consistency Evaluation

There are three airport/land use compatibility issues addressed in SFO ALUCP that relate to the proposed Gateway Hotel Project. These include: (a) consistency with noise compatibility policies, (b) safety criteria, and (c) airspace compatibility criteria. The following sections address each issue.

(a) Noise Policy Consistency Analysis

The SFO ALUCP uses the CNEL (Community Noise Equivalent Level) 65 dB noise contours for determining land use compatibility. The Gateway Hotel Project is located outside of the CNEL 65 dB noise contour.

Based upon this analysis, the Gateway Hotel Project is consistent with the SFO ALUCP noise policies.

(b) Safety Criteria

The California Airport Land Use Planning Handbook requires airport land use compatibility plans to include safety zones for each runway end. The SFO ALUCP includes 5 safety zones and related land use compatibility policies and criteria. The Gateway Hotel Project is located outside of the safety zones established for the SFO ALUCP.

Therefore, the Gateway Hotel Project is consistent with the SFO ALUCP safety policies.

(c) Height of Structures, Use of Airspace, and Airspace Compatibility

The SFO ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), “Objects Affecting Navigable Airspace,” as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Francisco International Airport. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the navigable airspace, and (3) the initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of proposed construction or alterations of structures on the subject airspace.

The City of South San Francisco is located inside of the 14 CFR Part 77 Conical Surface and the Terminal Instrument Procedures (TERPS) Approach and One Engine Inoperative (OEI) Departure surface contours. The parcel for the Gateway Hotel Project is also located within 14 CFR Part 77 Conical Surface and the TERPS Approach and OEI Departure surface contours. The imaginary surface height established for the project site that is not to be exceeded is approximately 170 feet above mean sea level. The highest point of the hotel will be constructed at 71 feet, 4 inches above ground level. The ground elevation for the site is at 31 feet above mean sea level. Therefore, the building will be approximately 67 feet below the established imaginary surface at the project site.

Imaginary Surface Comparison

Highest point of structure above mean sea level	Height of structure compared to the imaginary surface of approximately 170 feet above mean sea level
102 feet, 4 inches	Highest point of structure will be approximately 67 feet below the imaginary surface.

At 71 feet, 4 inches this building will exceed the height established on the map for Exhibit IV-10 in the SFO ALUCP. This map displays the ranges of building heights at specific locations that require FAA notification. As a result, the project sponsor shall be required to comply with airspace protection policies AP 1.2 and AP-2.

AP-1.2 FAA Aeronautical Study Findings Required Before Processing Development Application

- The sponsor of a proposed project that would exceed the FAA notification heights, as shown approximately on Exhibit IV-10, shall present to the local government permitting agency with his or her application for a development permit, a copy of the findings of the FAA’s aeronautical study, or evidence demonstrating that he or she is exempt from having to file an FAA Form 7460-1. It is the responsibility of the local agency to consider the FAA determination study findings as part of its review and decision on the proposed project.

AP-2 COMPLIANCE WITH FINDINGS OF FAA AERONAUTICAL STUDIES

- Project sponsors shall be required to comply with the findings of FAA aeronautical studies with respect to any recommended alterations in the building design and height and any

recommended marking and lighting of their structures for their proposed projects to be deemed consistent with this ALUCP.

Federal Regulatory Requirements

The SFO ALUCP cites the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), “Safe, Efficient Use and Preservation of the Navigable Airspace,” as amended, as an aid to establishing the airspace protection policies of the SFO ALUCP. The 14 CFR Part 77 regulations contain three key elements: (1) requirements for project sponsors to provide notice to the FAA of certain proposed construction or alteration of structures that may affect the navigable airspace (Subpart B), (2) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection (Subpart C), and (3) procedures for the conduct of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of the proposed construction or alterations of structures on the subject airspace (Subpart D).

Under Federal law, it is the responsibility of the project sponsor to comply with all notification requirements described in 14 CFR Part 77. The City should notify project sponsors of proposed projects at the earliest opportunity of their responsibility to determine whether they need to file Form 7460-1 *Notice of Proposed Construction or Alteration*, with the FAA. Subpart B of 14 CFR Part 77 provides guidance on determining when this form should be filed. The FAA has developed an online tool for project sponsors to use when determining whether they are required to file the *Notice of Proposed Construction or Alteration*. Sponsors of proposed projects are urged to refer to this website to determine whether they are required to file Form 7460-1 with the FAA:

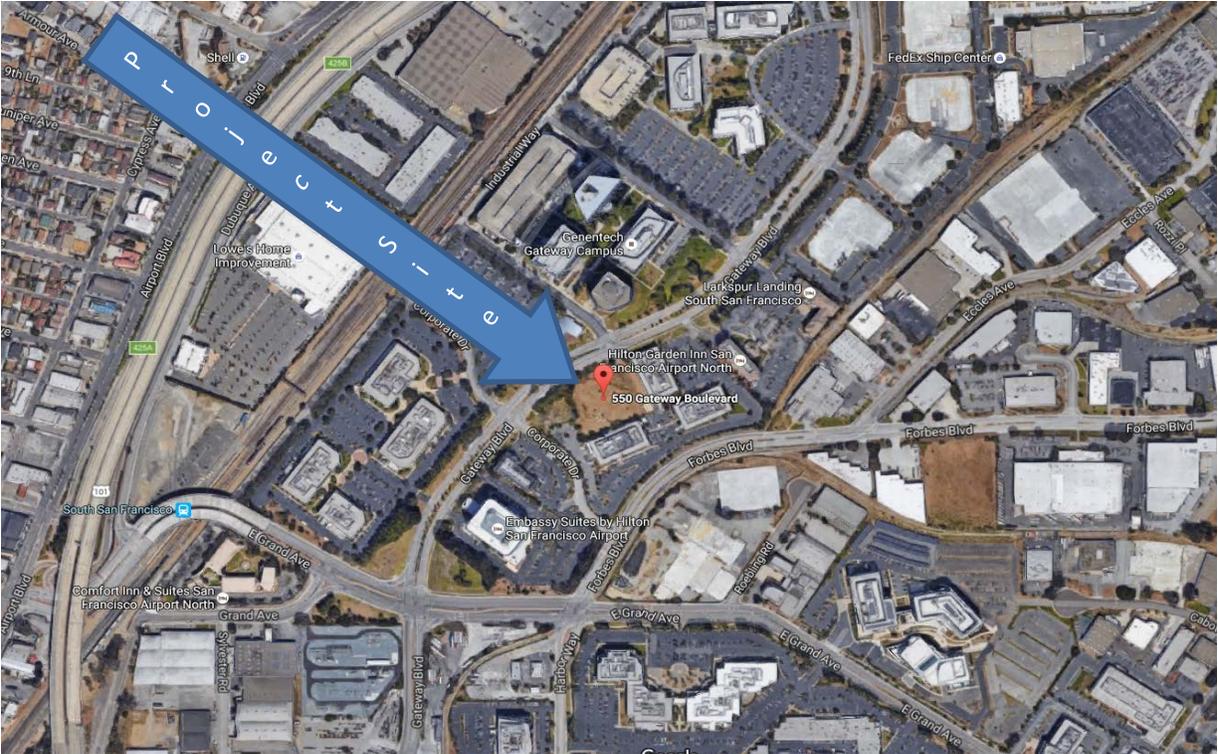
<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

Therefore, the Gateway Hotel Project would be conditionally consistent with the airspace protection policies as established in the adopted SFO ALUCP.

ATTACHMENTS

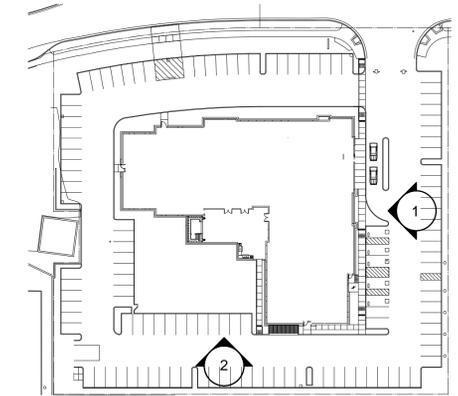
- Attachment 1 – Project Location
- Attachment 2 – SFO Airport Part 77 Airspace Protection Surfaces

Attachment 1

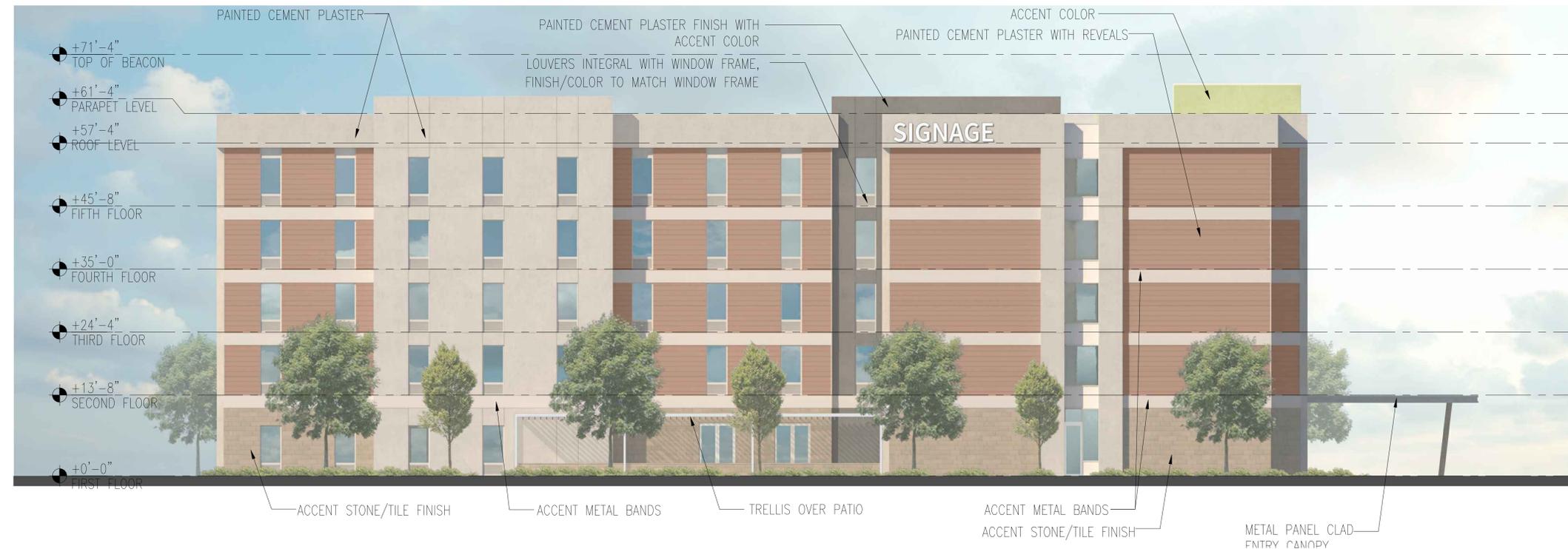




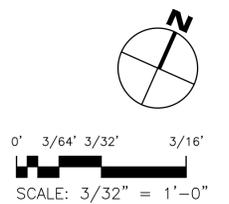
1 EAST ELEVATION
3/32" = 1'-0"



KEY PLAN



2 SOUTH ELEVATION
3/32" = 1'-0"



GATEWAY HOTEL

550 GATEWAY BLVD, SOUTH SAN FRANCISCO, CA.

BUILDING ELEVATIONS

09.15.2015
03.07.2016
06.27.2016

7



© 2016
Project Number: 9749.003

C/CAG AGENDA REPORT

Date: September 22, 2016

To: Airport Land Use Committee

From: Tom Madalena

Subject: Review and recommend approval of a determination of inconsistency for the City of San Bruno, Al Madinah Academy project with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport

(For further information or response to questions, contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the Airport Land Use Committee review and recommend to the C/CAG Board of Directors, acting as the Airport Land Use Commission, a determination of inconsistency for the City of San Bruno, Al Madinah Academy project (a proposed development of a place of worship at 714 4th Avenue in San Bruno), with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

The proposed Al Madinah Academy project is incompatible 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), recognizing that the City of San Bruno's consideration of the proposed project may be impacted by the Religious Land Use and Institutionalized Persons Act, notwithstanding the ALUC's determinations in this matter. The proposed development is incompatible and conditionally compatible in the following areas:

Noise Compatibility

The proposed construction of the Al Madinah Academy, a place of public assembly, within the CNEL 70 dB contour is incompatible with the noise compatibility criteria documented in the SFO ALUCP. Table IV-1 of the SFO ALUCP specifies "Places of public assembly, including places of worship" are "not compatible" within the CNEL 70 dB contour. The SFO ALUCP noise criteria do not allow for conditional compatibility considerations such as sound attenuation for this land use within the CNEL 70 dB contour.

Airspace Compatibility

A preliminary analysis based on project information input into the Federal Aviation Administration (FAA) Notice Criteria Tool indicates the proposed project exceeds an instrument approach area and is near a navigation facility. Due to these circumstances, the FAA requests the project sponsor formally file form 7460-1 *Notice of Proposed Construction or Alteration* with the FAA. The proposed project is determined to be conditionally compatible with airspace protection policy AP-2 and is contingent upon a FAA Determination of No Hazard (DNH) and the filing of a copy of the DNH with C/CAG staff.

FISCAL IMPACT

None

SOURCE OF FUNDS

Funding for the consistency determinations is derived from the C/CAG general fund.

BACKGROUND

The City of San Bruno has requested a formal ALUC consistency determination from C/CAG, as the designated Airport Land Use Commission for San Mateo County, for the proposed development of a place of worship on a parcel previously used as a single family residence. A building permit application was submitted to the City of San Bruno for the proposed demolition of a single family residence at 714 4th Avenue and construction of a new place of worship. The new building would feature 2,287 square feet of floor area over two levels. The proposed building would include an entrance lobby, kitchen, accessible men's and women's restrooms, a conference room/library, and prayer areas. An outdoor deck/patio area is also proposed for the second level.

DISCUSSION

This recommendation speaks to the compatibility of the proposed project with the SFO ALUCP. Land use decisions are made at the discretion of the elected body governing a particular jurisdiction. This recommendation for the Airport Land Use Commission to determine that the project is inconsistent with the noise policies of the ALUCP is based upon the project being a place of public assembly. In considering whether to approve this proposed project, the City of San Bruno may be required to consider factors such as the impact of the Religious Land Use and Institutionalized Persons Act (RLUIPA) and whether it compels approval of the project notwithstanding the Airport Land Use Commission's determination regarding project consistency with the ALUCP. Among other things, the RLUIPA bars government from "impos[ing] or implement[ing] a land use regulation in a manner that imposes a substantial burden on the religious exercise of a person, including a religious assembly or institution, unless the government demonstrates that imposition of the burden on that person, assembly, or institution (A) is in furtherance of a compelling governmental interest; and (B) is the least restrictive means of furthering that compelling government interest." C/CAG's action in making this consistency determination does not itself impose any substantial burden, but the City of San Bruno may need to make an individualized assessment of the impact on religious exercise of the City's approval or denial of the project, given RLUIPA and the proposed religious use.

There are three airport/land use compatibility issues addressed in SFO ALUCP that relate to the proposed development. These include: consistency with (a) noise compatibility policies, (b) safety criteria, and (c) airspace compatibility criteria. The following sections address each issue.

(a) Noise Policy Consistency Analysis

The CNEL (Community Noise Equivalent Level) 65 dB aircraft noise contour defines the state and federal threshold for aircraft noise-sensitive land use impacts. This is the threshold used by the SFO ALUCP. The SFO ALUCP identifies four noise exposure ranges for which specific land use criteria are indicated: below 65 dB, 65-70 dB, 70-75 dB, and 75 dB and over. All land uses are considered compatible below CNEL 65 dB. Places of public assembly are considered conditionally compatible at the CNEL 65-70 dB range, subject to the provision of sound attenuation to achieve indoor noise levels of CNEL 45 dB or lower and the granting of an aviation easement to the City and County of San

Francisco, the operator of SFO. At noise exposure ranges higher than CNEL 70 dB, places of public assembly are considered incompatible. This is in recognition of the noise-sensitive nature of activities occurring in such facilities, including public oration, discourse, audience participation, concentration, and contemplation.

Table 1 summarizes the noise compatibility policy criteria for places of public assembly as listed in Table IV-1 of the SFO ALUCP.

Table 1 Aircraft Noise/Land Use Compatibility Standards for San Francisco International Airport Plan Area				
LAND USE	COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)			
	BELOW 65 dB	65-70 dB	70-75 dB	75 dB AND OVER
Public/Institutional				
Places of public assembly, including places of worship	Y	C	N	N

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.

Source: *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*, November 2012, p. IV-18.

Prepared by: Ricondo & Associates, Inc. August 2016.

As depicted on Attachment 2, the proposed site of the Al Madinah Academy is located within the CNEL 70 dB contour. Therefore, the Al Madinah Academy project is incompatible at the proposed location.

Planning officials of the City of San Bruno have explained that the application for this proposed development action was deemed complete prior to the date of adoption of the 2012 SFO ALUCP. They requested that C/CAG staff consider the applicability of Policy GP-5.3 to the proposed project. That policy provides that any development action in the review process before the effective date of the 2012 SFO ALUCP, if located between the CNEL 70 dB contour of the 1996 CLUP and the CNEL 70 dB contour of the 2012 ALUCP, must be evaluated for noise consistency based on the policies of the 1996 CLUP. As depicted in the map below, the proposed project lies within the CNEL 70 dB contours based on both the 1996 CLUP and the 2012 ALUCP. Thus, policy GP-5.3 does not apply to the proposed project.¹

¹ As it happens, the 1996 CLUP policy for places of worship is the same as the policy in the 2012 ALUCP – they are considered incompatible within the CNEL 70 dB contour. See Table V.-II on page V-13 of the 1996 CLUP.



(b) Safety Criteria

The *California Airport Land Use Planning Handbook* requires airport land use compatibility plans to include safety zones for each runway end. The SFO ALUCP describes safety zones and related land use compatibility policies and criteria. The SFO ALUCP identifies five safety zones associated with each runway at SFO.²

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

For each safety zone, Table IV-2 of the SFO ALUCP categorizes specific land uses into two categories: incompatible or avoid. An incompatible use “cannot be permitted” according to the criteria, but a land use identified as “avoid” may be permitted if “no feasible alternative is available” and the number of exits required by local code are increased by 50 percent or more for any habitable structures.³

As depicted in Attachment 2, the proposed site of the Al Madinah Academy is located within Safety Zone 3, the inner turning zone for Runway 10R-28L. Within Safety Zone 3, biosafety level 3 and 4 facilities, children’s schools, large child day care centers, hospitals, nursing homes, stadiums, and arenas are incompatible uses. Hazardous uses other than biosafety level 3 and 4 facilities as well as critical public utilities are categorized as “avoid.”

Places of public assembly, regardless of capacity, are not identified as incompatible in Safety Zone 3. Therefore, the Al Madinah Academy is consistent with the SFO ALUCP safety policies.

(c) Height of Structures, Use of Airspace, and Airspace Compatibility

Consistency with the airspace protection policies of the SFO ALUCP requires compliance with three sets of standards:

- The proposed project must not penetrate any critical airspace surface as depicted on Exhibits IV-17 and IV-18 of the ALUCP.
- The proposed project must not involve any of a specific list of features that may cause hazards to aircraft in flight.
- The proposed project must have been determined by the FAA, through its Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) process, not to be a hazard to air navigation.

(1) Maximum Height Limits

The SFO ALUCP establishes maximum height limits in the Airport vicinity (Exhibits IV-17 and IV-18) to ensure the protection of critical airspace.

² City/County Association of Governments of San Mateo County, *Comprehensive Land Use Compatibility Plan for the Environs of San Francisco International Airport*, November 2012, Policy SP-1, pp. IV-21—22.

³ City/County Association of Governments of San Mateo County, *Comprehensive Land Use Compatibility Plan for the Environs of San Francisco International Airport*, November 2012, Table IV-2, pp. IV-31—32.

The site of the proposed structure is situated at approximately 11 feet above mean sea level (AMSL). As depicted in Attachment 4, the proposed structure would extend approximately 25 feet above ground level at the highest point, meaning that the top of the structure would be approximately 36 feet AMSL.

The SFO Bureau of Planning and Environmental Affairs has provided a web-based application for evaluating proposed projects for compatibility with the maximum height limits in the SFO ALUCP known as the iALP Airport Land Use Compatibility Tool.⁴ The application allows users to input a specific location, ground elevation, and structure height to analyze compatibility with any imaginary airspace protection surfaces above the site. The application generates an output file which indicates the overall height of the location in feet AMSL, the maximum allowable structure height in feet AMSL, and the distance in feet that the structure would exceed or fall below the imaginary airspace protection surfaces directly above the location.

Per Table 2 (Attachment 5), the proposed structure would be approximately 60 feet below the nearest imaginary airspace protection surface, the One Engine Inoperative Corridor for Runways 28L and 28R. Therefore, the proposed project height would be well below the nearest imaginary airspace protection surfaces and should pose no hazard to safe and efficient navigation of the airspace near SFO.

(2) Hazards to Flight Safety

Aside from penetrations of airspace protection surfaces, the SFO ALUCP describes the following specific hazards to flight regarded as incompatible in the SFO environs.⁵

- 1) 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.
- 2) Distracting lights that 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.
- 3) Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.
- 4) Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.
- 5) 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 blasts of 14.1 feet per second at 200 feet or higher above ground level are considered incompatible.)
- 6) 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.

⁴ http://ialp.airplanonline.com/StandardIALP/Airports/SFO/Help/iALP%20Airspace%20Tool%20Tutorial_2013-0506.pdf (Accessed August 17, 2016).

⁵ City/County Association of Governments of San Mateo County, *Comprehensive Land Use Compatibility Plan for the Environs of San Francisco International Airport*, November 2012, Policy AP-4, pp. IV-59—60.

The proposed project, as described in the plan submittal to the City of San Bruno, does not specify any features which would present any of the other hazards to flight described above.

(3) FAA OE/AAA Process

The ALUCP acknowledges the provisions of Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), “Objects Affecting Navigable Airspace,” as amended, related to federal notification requirements for proposed development within the 14 CFR Part 77 airspace boundaries for SFO. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the FAA of certain proposed construction or alteration of structures that may affect the navigable airspace, and (3) the initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of the proposed construction or alterations of structures on the subject airspace.

Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. The city should notify project sponsors of proposed projects at the earliest opportunity to file form 7460-1 *Notice of Proposed Construction or Alteration*, if required, with the FAA to determine whether a project will constitute a hazard to air navigation. Subpart B of 14 CFR Part 77 provides guidance on determining when this form should be filed. The FAA has also developed an online tool for project sponsors to use when determining whether they are required to file the *Notice of Proposed Construction or Alteration*. Sponsors of proposed projects are urged to refer to this website to determine whether they are required to file Form 7460-1 with the FAA:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

As part of this ALUCP consistency review, a preliminary analysis was conducted using the FAA Notice Criteria Tool. Inputs into the Notice Criteria Tool included project location coordinates, approximate site elevation, approximate structure height, and whether or not the project would be situated on-airport. The analysis results indicate two notice criteria are exceeded by the proposed project:

- An instrument approach area
- Proximity to a navigation facility potentially impacting signal reception

The input and results of the preliminary analysis utilizing the FAA Notice Criteria Tool are included in Attachment 6. Because the proposed project would exceed these criteria, the project sponsor must file Form 7460-1 with the FAA. (Because this is the project sponsor’s responsibility, the sponsor is advised to enter the applicable project information into the online Notice Criteria Tool independently and follow the resulting prompts.) After receiving the form, the FAA will conduct an aeronautical study to determine whether or not the project would be a hazard to air navigation. Therefore, the proposed project is determined to be conditionally compatible pending an FAA Determination of No Hazard and the filing of a copy of the FAA’s determination with the C/CAG staff.

ATTACHMENTS

- Attachment 1 – Exhibit 1, Proposed Site Plan
- Attachment 2 – Exhibit 2, Site Location Relative to SFO ALUCP Compatibility Factor Boundaries
- Attachment 3 – Exhibit 3, Site Location Relative to CNEL 70 dB Contours, 1996 CLUP and

2012 ALUCP

- Attachment 4 – Exhibit 4, Proposed Building Elevation
- Attachment 5 – Table 2 iALP Airport Land Use Compatibility Tool Analysis Summary for Proposed Al Madinah Academy Project.
- Attachment 6 – Notice Criteria Tool Report

Attachment 1

[Preliminary Draft for Discussion Purposes Only]

AL MADINAH ACADEMY

710 & 714 4th AVENUE
SAN BRUNO, CA 94066

APN : 020-168-160 & 020-168-150

PROJECT INFORMATION

OWNER

OWNER: DEAN
OWNER'S ADDRESS: 714 4th AVENUE,
SAN BRUNO, CA 94066

SITE

APN: 020-168-160 & 020-168-150
ZONING: R-1
OCCUPANCY GROUP: R-3 FOR CLERGY RESIDENCE &
A-3, U, S-2 FOR MOSQUE BUILDING
BUILDING TYPE: TYPE V-B
LOT AREA: 5,000.00 SQ. FT. EACH
(TOTAL 10,000 SQ.FT.)

INDEX OF DRAWING

- A0 COVER SHEET & SITE PLAN
- A1 EXISTING CONDITIONS: SITE PLAN
- A2 PROPOSED LANDSCAPE PLAN
- A3 EXISTING BUILDING (RESIDENCE TO REMAIN)
FLOOR PLANS ELEVATIONS
- A3a EXISTING BUILDING (RESIDENCE TO REMAIN)
ELEVATIONS
- A4 PROPOSED FLOOR PLANS
- A5 PROPOSED ROOF PLAN & SECTIONS
- A6 PROPOSED ELEVATIONS

BUILDING AREAS

DEVELOPMENT STANDARDS:

LOT AREA= 10,000 s.f.
Adjustment Factor= 0.73
Adjusted Lot Area= 7,300 s.f.

Maximum Permitted Floor Area= 4,015 s.f.
Maximum Permitted Lot Coverage= 3,212 s.f.

PROPOSED FLOOR AREAS (GROSS) EXISTING CLERGY RESIDENCE:

First Floor Area= 1,424.91 s.f.
Second Floor Area= 1,357.00 s.f.
TOTAL FLOOR AREA= 2,781.91 s.f.

NEW MOSQUE BUILDING:

First Floor Area= 845.38 s.f. (stairs excluded)
Second Floor Area= 1,442.49 s.f. (stair included)
TOTAL FLOOR AREA= 2,287.87 s.f.
(F.A.R.= 45.75% of 5000 s.f. Individual lot)

TOTAL GROSS FLOOR AREA PROPOSED = 5,069.78 s.f.

PROPOSED MAX. BUILDING HEIGHT 25'-10" (28' MAX. ALLOWED)
(NEW MOSQUE BUILDING)

PROPOSED LANDSCAPING AREA
978.00 Sq.Ft. INDIVIDUAL LOT (19.56% of 5000 Sq.Ft. LOT)
1792.00 Sq.Ft. TOTAL COMBINED LOTS (17.42% of 10000 Sq. Ft. LOT)

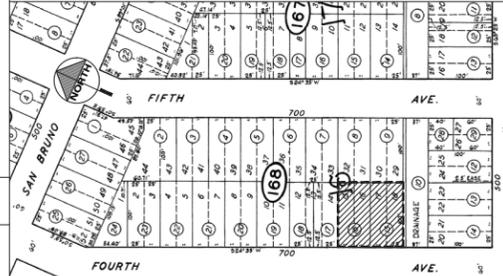
BUILDING FOOTPRINT/ LOT COVERAGE
2,188.33 Sq.Ft. INDIVIDUAL LOT (43.77% of 5000 Sq. Ft. LOT)
3,887.00 Sq.Ft. TOTAL COMBINED LOTS (38.87% of 10,000 Sq.Ft. Adjusted Lot)

TOTAL IMPERVIOUS SURFACE AREA PROPOSED
= TOTAL BUILDING LOT COVERAGE + EXISTING IMPERVIOUS PAVEMENT
(ALL NEW PROPOSED PAVED AREA ARE TO BE INTERLOCKING
PERVIOUS PAVERS)
= 3687 + 600 = 4287.00 Sq.Ft.

SCOPE OF WORK

1. DEMOLISH (E) SINGLE STORY STRUCTURE AND CONSTRUCT NEW TWO STORY STRUCTURE PER THE PROPOSED DESIGN.
2. PROPOSED STRUCTURE FOR THE MOSQUE TO INCLUDE AN ENTRANCE LOBBY WITH STAIRS AND ELEVATOR, A SMALL KITCHEN, AND AN ACCESSIBLE RESTROOM FOR MEN AT THE FIRST FLOOR LEVEL.
3. SECOND FLOOR OF THE PROPOSED STRUCTURE TO HOUSE A PRAYER ROOM, A CONFERENCE ROOM/ LIBRARY, AN ACCESSIBLE RESTROOM FOR WOMEN, AND A COVERED SEMI-OPEN DECK SPACE.
4. SITE DEVELOPMENT WORK PROPOSED: INCLUDES
 - * DEMOLISH (E) GARAGE STRUCTURE AT THE REAR OF THE LOT.
 - * PROVIDE 11 OPEN OFF-STREET PARKING (INCLUDING 1-VAN ACCESSIBLE PARKING) FOR THE MOSQUE USE AT THE REAR OF THE SITE AND 2-CAR ATTACHED COVERED PARKING GARAGE FOR THE RESIDENTIAL USE.
 - * LANDSCAPING AT THE SIDES AND REAR OF THE LOT.
 - * NEW 20' WIDE DRIVEWAY IN THE MIDDLE TO PROVIDE ACCESS TO THE REAR PARKING.

PARCEL MAP:



AERIAL PHOTO:



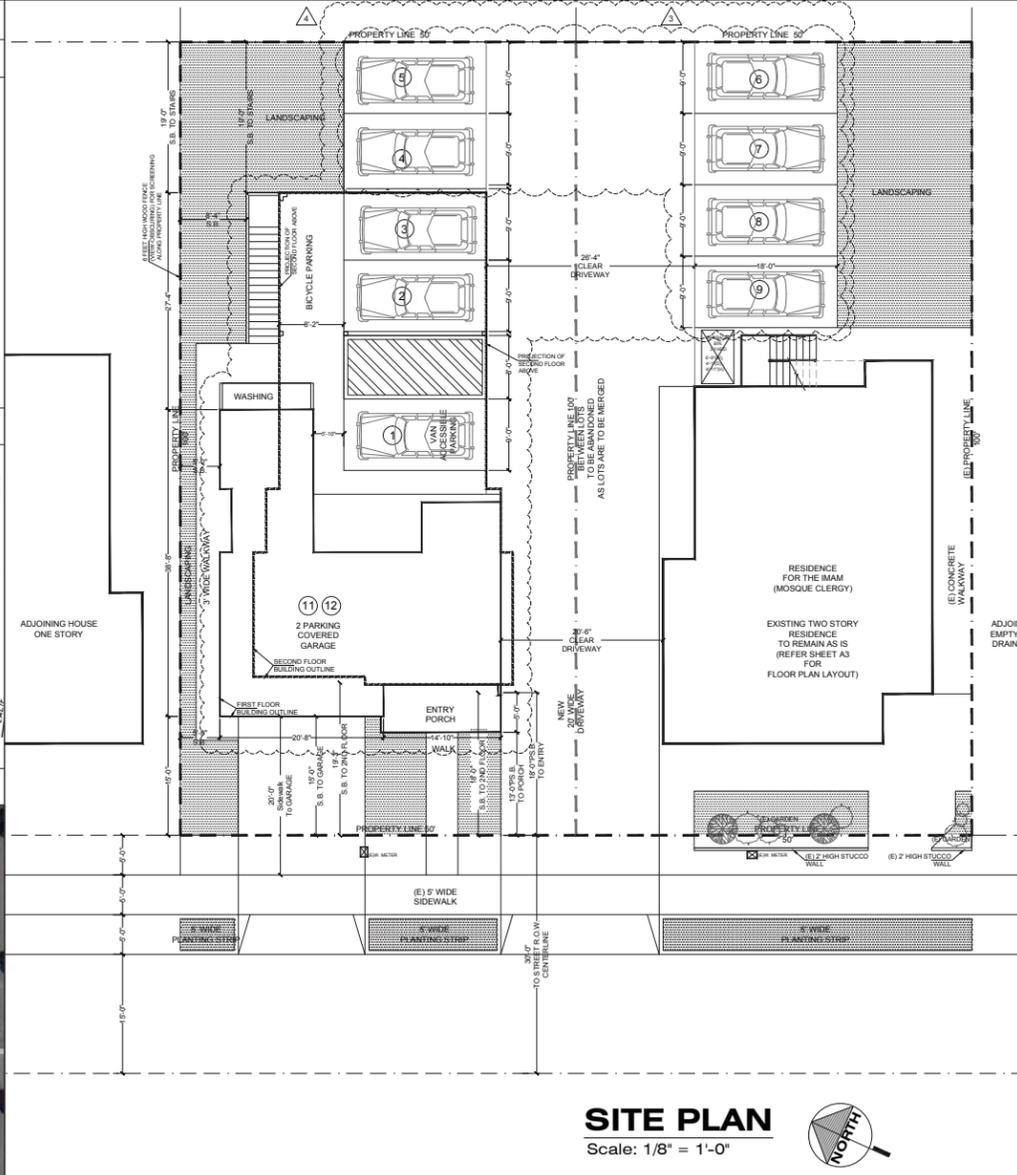
BUILDING AREAS

AREA SUMMARY FOR NEW MOSQUE BUILDING:

FIRST FLOOR AREA:
ACCESSORY USE (Mosque) = 418.27 Sq.Ft.
(ENTRY LOBBY, ELEVATOR, STAIRS, UTILITY,
MEN'S RESTROOM, KITCHEN/ PANTRY)
COVERED 2 CAR PARKING ATTACHED GARAGE
(RESIDENCE FOR MOSQUE CLERGY) = 427.11 Sq.Ft.
SECOND FLOOR AREA (MOSQUE USE):
Applicable towards Required Parking Calculation
PRAYER AREA (MEN'S) = 678.00 Sq.Ft.
PRAYER AREA (WOMEN'S) = 120.00 Sq.Ft.
CONFERENCE ROOM/ LIBRARY = 247.00 Sq.Ft.

ACCESSORY USE AREAS (Not applicable to Parking Requirement Calculations)

DECK (COVERED SEMI-OPEN) = 361.00 Sq.Ft.
WOMEN'S RESTROOM = 162.83 Sq.Ft.
REQUIRED PARKING:
MOSQUE (ASSEMBLY USE) @ 1/100 SQ.FT. FLOOR AREA
=(678 + 120)/100 = 8 (7.98)
MOSQUE (OFFICE/ LIBRARY USE) @ 1/250 SQ.FT. FLOOR AREA
= 247/250 = 1 (0.99)
CLERGY RESIDENCE
TOTAL NUMBER OF REQUIRED PARKING= 11
PROPOSED PARKING: TOTAL 11 PARKING PROPOSED WHICH
INCLUDE- MOSQUE USE- 9 OFF-STREET PARKING
(INCLUDING 1-VAN ACCESSIBLE) & CLERGY RESIDENCE- 2
COVERED PARKING ATTACHED GARAGE.



SITE PLAN

Scale: 1/8" = 1'-0"



J C
ENGINEERING

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CIVIL AND STRUCTURAL ENGINEERS

REMARKS:

AL MADINA ACADEMY

710 & 714 4TH AVENUE,
SAN BRUNO, CA 94066
APN 020-168-160 &
020-168-160

Sheet:

COVER SHEET & SITE PLAN

DATE	ISSUED FOR
10/10/10	PLANNING
09/04/11	PLANNING
12/21/11	PLANNING (Rev.)
07/25/12	PLANNING (Rev.)
03/05/13	PLANNING (Rev.)
03/27/15	PLANNING (Rev.)
09/17/15	PLANNING (Rev.)

Drawn by: JC
Checked by: JC
project no: 2100425
sheet no: A-0

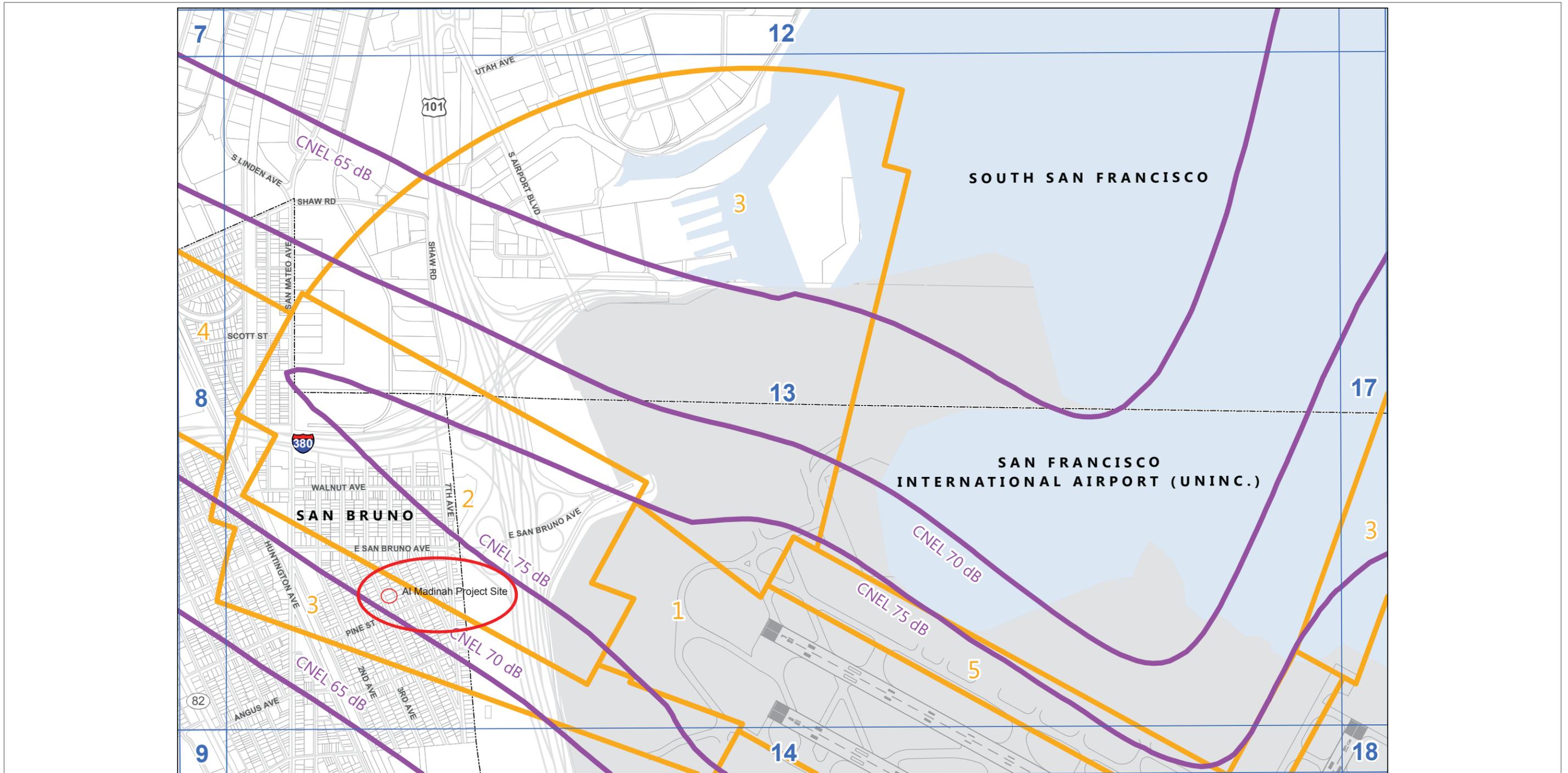
EXHIBIT 1



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Attachment 2

[Preliminary Draft for Discussion Purposes Only]



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

COMPATIBILITY ZONE BOUNDARIES ADOPTED: NOVEMBER 8, 2012 - EXHIBIT 13 OF 24



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

SOURCE: Comprehensive Airport Land Use Plan for the Environs of San Francisco International Airport, November 2012. PREPARED BY: Ricondo & Associates, Inc., August 2016.

EXHIBIT 2



Site Location Relative to SFO ALUCP Compatibility Factor Boundaries

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Attachment 3

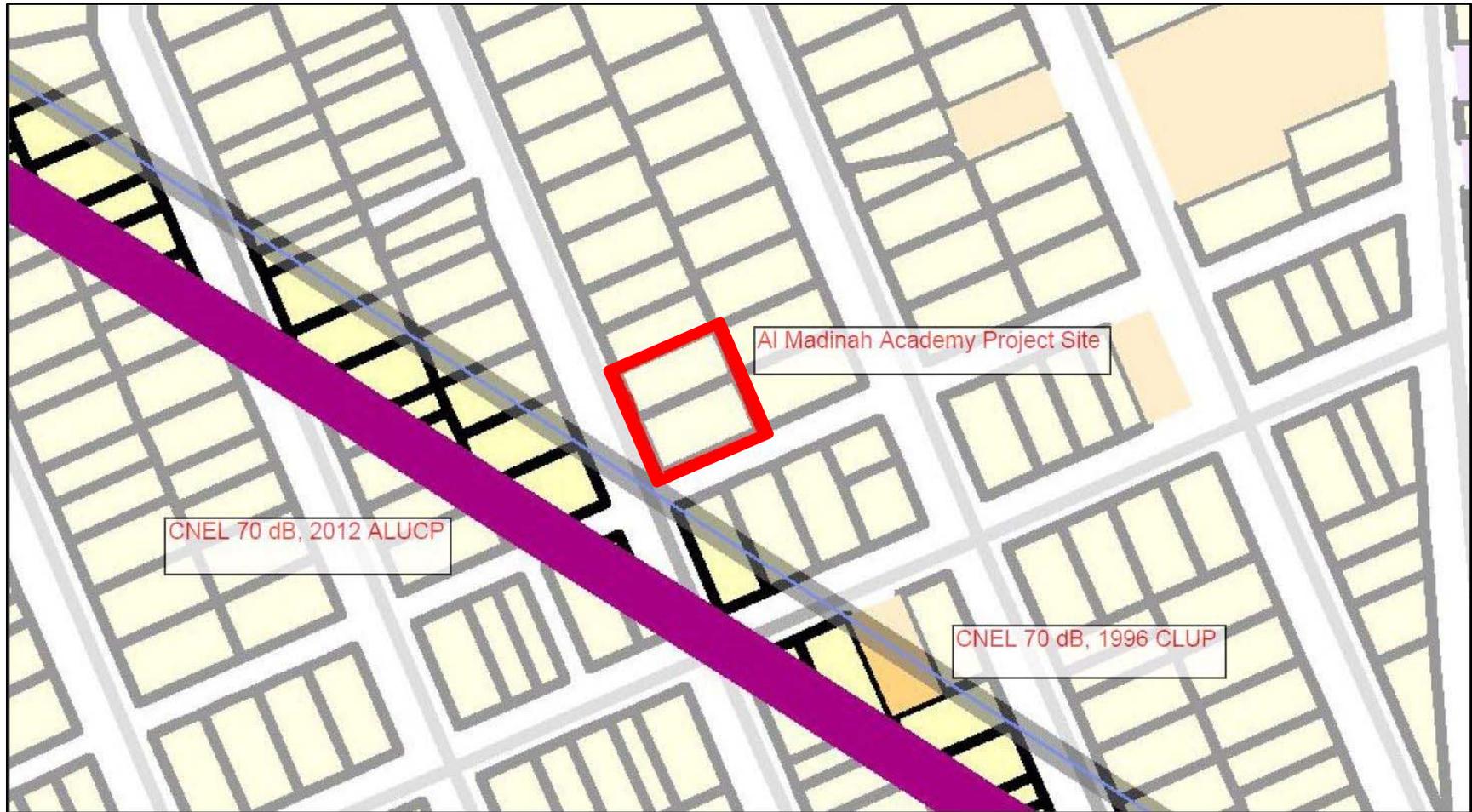
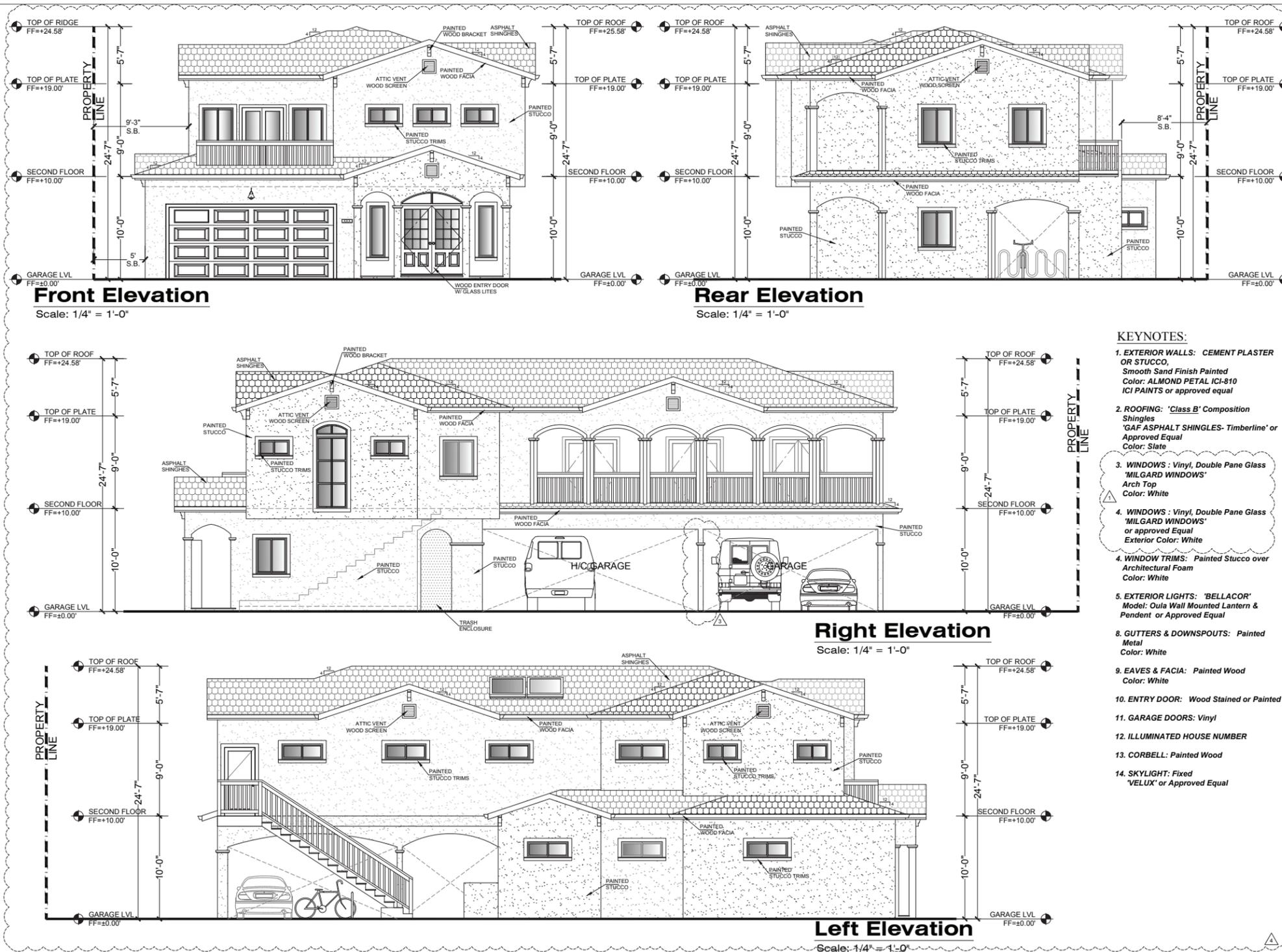


Exhibit 3 – Site Location
Relative to CNEL 70 dB Contours, 1996 CLUP and 2012 ALUCP

Attachment 4

[Preliminary Draft for Discussion Purposes Only]



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CIVIL AND STRUCTURAL ENGINEERS

REMARKS:

AL MADINA ACADEMY

710 & 714 4TH AVENUE,
SAN BRUNO, CA 94066
APN 020-168-160 &
020-168-160

Sheet:

PROPOSED ELEVATIONS
(NEW MOSQUE BUILDING)

DATE	ISSUED FOR
10/10/10	PLANNING
09/04/11	PLANNING
12/21/11	PLANNING (Rev.)
07/25/12	PLANNING (Rev.)
03/05/13	PLANNING (Rev.)
03/27/15	PLANNING (Rev.)
09/17/15	PLANNING (Rev.)

Drawn by: JC
Checked by: JC

project no: 2100425 sheet no: A-6

SOURCE: JC Engineering, September 2015.
PREPARED BY: Ricondo & Associates, Inc., August 2016.



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Table 2
iALP Airport Land Use Compatibility Tool Analysis Summary for Proposed Al Madinah Academy Project

SURFACE INTERSECTION ANALYSIS INFORMATION - AIRPORT CODE "SFO"								
Coordinate System:			Date: 08/17/16			Model: SFO_ALL_Surfaces_31JUL14		
Latitude	Longitude	Site El.(AMSL)	Struct Ht.(AGL)	Overall Ht.(AMSL)	Max Ht. (AMSL)	Exceeds By	Under By	Surface
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	95.67		60.09	SFO_RW28LR_OEI_Corridor_090309
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	129.64		94.06	SFO_RW10R_RNP_2Y_Missed_Approach_O
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	149.59		114.01	SFO_RW10R_VIZ_Straight_In
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	150.89		115.31	SFO_10R_P77_19_Inner_Appch
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	163.2		127.62	SFO_VFR77_Exist_Horizontal_Plane
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	177.64		142.06	SFO_RW28L_IFR_NonSTND_Departure
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	363.79		328.21	SFO_RW28R_ILS_CAT2_Missed_Approach_11
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	460		424.42	SFO_CIRCLING_CAT_A
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	596.82		561.24	SFO_RW28L_ILS_Cat1_Missed_Approach_22A
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	602.11		566.53	SFO_RW28R_LOC_Missed_Approach_11
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	602.15		566.57	SFO_RW28L_LOC_Missed_Approach_22A
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	606.99		571.41	SFO_RW28R_LPV_Missed_Approach_2B
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	640		604.42	SFO_CIRCLING_CAT_B
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	730		694.42	SFO_RW10R_LNAVx_Final_Approach_OB
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	740		704.42	SFO_CIRCLING_CAT_C
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	755.49		719.91	SFO_RW28R_RNP_Y_Missed_OB
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	860		824.42	SFO_CIRCLING_CAT_D
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	941.93		906.35	SFO_RW19R_IFR_NonSTND_Departure
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	1110.63		1075.05	SFO_RW28L_VNAV_Missed_Approach_OB
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	1232.26		1196.68	SFO_RW28R_VNAV_Missed_Approach_2B
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	1765.03		1729.45	SFO_RW28R_IFR_NonSTND_Departure_2000
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	1772.04		1736.46	SFO_RW01L_IFR_NonSTND_Departure
37° 37' 46.3700"	122° 24' 27.8800"	11	24.58	35.58	2000		1964.42	SFO_MVA_2008
Total penetrations above surfaces: 0								
Total penetrations below surfaces: 23								
Zone Analysis								
X	Y	Range	Safety Zones					
6009246.287	2057325.895	70-75 db	3					

Source: SFO Bureau of Planning and Environmental Affairs, iALP Airport Land Use Compatibility Tool, <http://ialp.airplanonline.com/StandardIALP/MainFrame.asp> (accessed August 2016).

Prepared by: Ricondo & Associates, Inc., August 2016 from output generated by iALP Airport Land Use Compatibility Tool.

Attachment 6



Federal Aviation Administration

<< OE/AAA

Notice Criteria Tool

[Notice Criteria Tool - Desk Reference Guide V_2014.2.0](#)

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference [CFR Title 14 Part 77.9](#).

You must file with the FAA at least 45 days prior to construction if:

- your structure will exceed 200ft above ground level
- your structure will be in proximity to an airport and will exceed the slope ratio
- your structure involves construction of a traverseway (i.e. highway, railroad, waterway etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b)
- your structure will emit frequencies, and does not meet the conditions of the [FAA Co-location Policy](#)
- your structure will be in an instrument approach area and might exceed part 77 Subpart C
- your proposed structure will be in proximity to a navigation facility and may impact the assurance of navigation signal reception
- your structure will be on an airport or heliport
- filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the [Air Traffic Areas of Responsibility map](#) for Off Airport construction, or contact the [FAA Airports Region / District Office](#) for On Airport construction.

The tool below will assist in applying Part 77 Notice Criteria.

Latitude:	<input type="text" value="37"/> Deg <input type="text" value="37"/> M <input type="text" value="46.37"/> S <input type="text" value="N"/>
Longitude:	<input type="text" value="122"/> Deg <input type="text" value="24"/> M <input type="text" value="27.88"/> S <input type="text" value="W"/>
Horizontal Datum:	<input type="text" value="NAD83"/>
Site Elevation (SE):	<input type="text" value="11"/> (nearest foot)
Structure Height :	<input type="text" value="25"/> (nearest foot)
Traverseway:	<input type="text" value="No Traverseway"/> <small>(Additional height is added to certain structures under 77.9(c) User can increase the default height adjustment for Traverseway, Private Roadway and Waterway</small>
Is structure on airport:	<input checked="" type="radio"/> No <input type="radio"/> Yes

Results

You exceed the following Notice Criteria:

Your proposed structure exceeds an instrument approach area by 31 feet and aeronautical study is needed to determine if it will exceed a standard of subpart C of 14CFR Part 77. The FAA, in accordance with 77.9, requests that you file.

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file

