C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AIRPORT LAND USE COMMITTEE (ALUC)

AGENDA

Date: Thursday, October 27, 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 1-2
4.	Review and recommend approval of a determination of conditional consistency for the City of San Carlos, Hilton Garden Inn Project with the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport	Action (Madalena)	Pages 3-24
5.	Review and recommend approval of a determination of conditional consistency for the City of Daly City, Serramonte Views Condominium and Hotel Project with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport	Action (Madalena)	Pages 25-29
6.	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	Information (Madalena)	Pages 30-35

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7.	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	Information (Madalena)	Pages 36-49
8.	Member Communications	Information (Ortiz)	
9.	Adjournment	Action (Ortiz)	

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. Attaendance 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

Stafff 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: October 27, 2016

TO: Airport Land Use Committee (ALUC)

FROM: Tom Madalena

SUBJECT: Review and recommend approval of a determination of conditional consistency for the City of San Carlos, Hilton Garden Inn Project with the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport

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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 San Carlos, Hilton Garden Inn is conditionally consistent with the applicable airport/land use policies and criteria contained in the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (SQL ALUCP).

The Hilton Garden Inn project would become fully consistent once the following two conditions have been met:

- The Hilton Garden Inn project shall comply with the height limits as defined in the 6 Federal Aviation Administration (FAA) "Determination of No Hazard to Air Navigation" reports included as Attachment 2.

- The Hilton Garden Inn project shall comply with Airspace Protection Policy 6 of the SQL ALUCP.

BACKGROUND

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

Barry Swenson Builder, the project applicant (applicant), is proposing the Hilton Garden Inn. The proposed project would involve demolishing the existing commercial building and redeveloping the project site with a hotel development on 1.6 acres located at 1091 Industrial Road. The proposed project would consist of seven-story hotel with 162 guest rooms and a four-level parking structure for both vehicular and bicycle parking. The proposed project would include on-site guest amenities and landscaping.

DISCUSSION

I. ALUCP Consistency Evaluation

There are three airport/land use compatibility issues addressed in SQL CLUP that relate to the proposed Hilton Garden Inn 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 SQL ALUCP uses the CNEL (Community Noise Equivalent Level) 60 dB noise contour for determining land use compatibility. The Hilton Garden Inn Project is located outside of the CNEL 60 dB noise contour.

Based upon this analysis, the Hilton Garden Inn Project is consistent with the SQL 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 SQL ALUCP includes 6 safety zones and related land use compatibility policies and criteria. The Hilton Garden Inn Project is located inside of Safety Zone 6 established for the SQL ALUCP. Both hotels and parking structures are allowed uses inside of Safety Zone 6.

Therefore, the Hilton Garden Inn Project is consistent with the SQL ALUCP safety policies.

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

The SQL CLUP 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 Carlos 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 San Carlos is located inside of the 14 CFR Part 77 horizontal, conical, primary, approach and transitional imaginary surface contours. The parcel for the Hilton Garden Inn Project is located within the horizontal surface contour. The height for the imaginary surface established for the horizontal surface at the site location is 155 feet above mean sea level. The project parcel is located at 11 feet above mean sea level. The hotel is designed to be constructed at a maximum building height of 84' above ground level. Therefore, the structure being built at a maximum of 95' above mean sea level will be well below the imaginary surface height established.

Imaginary Surface Comparison

Highest point of structure above mean sea level	Height of structure compared to the imaginary surface of approximately 155 feet above mean sea level
95 feet	Highest point of structure will be approximately 60 feet below the imaginary surface.

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 project sponsor of the Hilton Garden Inn Project has filed form 7460-1 *Notice of Proposed Construction or Alteration* with the Federal Aviation Administration (FAA) to determine whether the project will constitute a hazard to air navigation. The project sponsor has obtained Determinations of No Hazard to Air Navigation from the FAA.

Airspace Protection Policy 5 in the SQL ALUCP states that the lower of the two shall apply when considering both the imaginary surface heights established in the ALUCP and those established by a determination from the FAA. The FAA determinations are included as attachments to this staff report. The project will be required to be built at the heights, or lower, as described in the attached FAA Determinations of No Hazard to Air Navigation to remain consistent with Airspace Protection Policy 5.

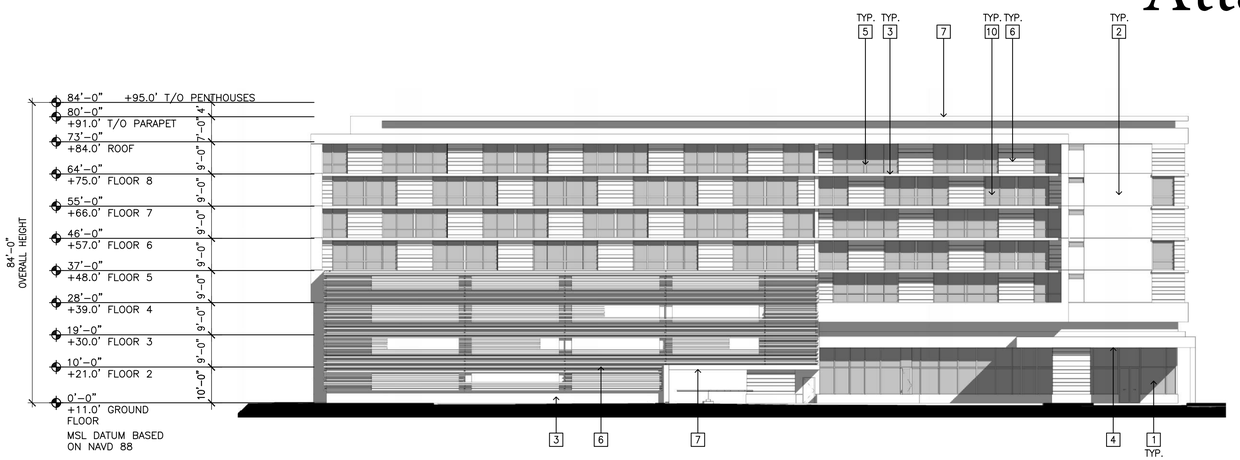
Airspace Protection Policy 6 provides that lands uses that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at San Carlos Airport are incompatible in Area B of the Airport Influence Area in which the project site lies. The project is conditionally consistent with airspace protection policy 6 and shall comply with this policy in order to be found fully consistent.

Therefore, the Hilton Garden Inn Project would be conditionally consistent with the airspace policies as established in the adopted SQL ALUCP.

ATTACHMENTS

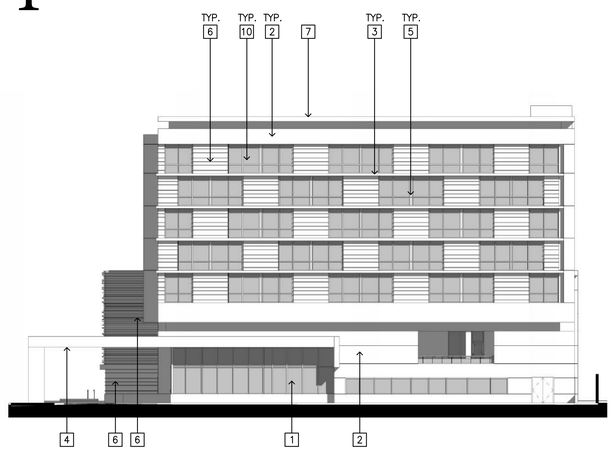
- Attachment 1 – Concept Design and Exterior Elevations
- Attachment 2 – FAA Determinations of No Hazard to Air Navigation

Attachment 1



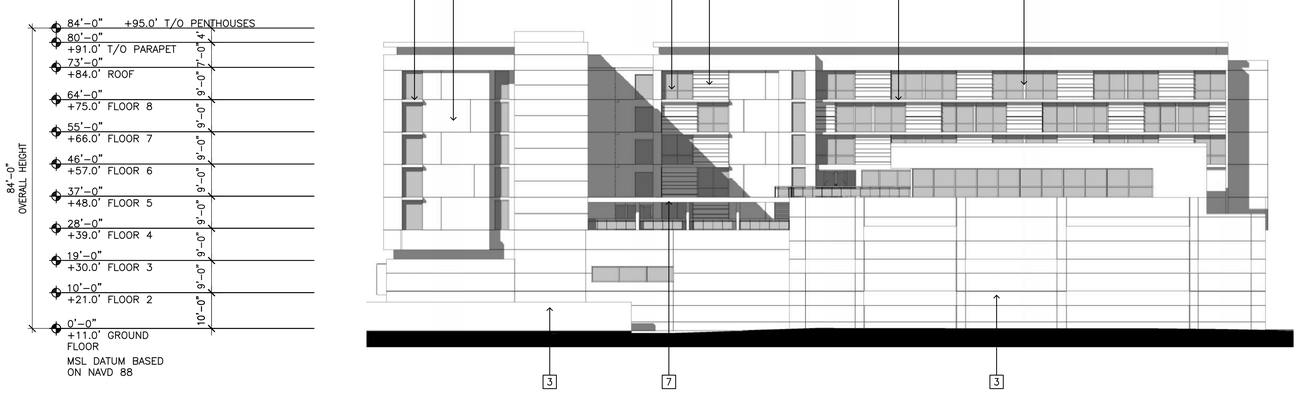
1 WEST ELEVATION

SCALE 1" = 20'-0" 0 10' 20' 40'



2 SOUTH ELEVATION

SCALE 1" = 20'-0" 0 10' 20' 40'



3 EAST ELEVATION

SCALE 1" = 20'-0" 0 10' 20' 40'

4 NORTH ELEVATION

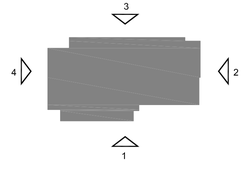
SCALE 1" = 20'-0" 0 10' 20' 40'

KEYNOTES

1. ANODIZED ALUMINUM STOREFRONT SYSTEM
2. PAINTED EIFS WITH REVEALS
3. PAINTED CONCRETE
4. METAL CANOPY AT PORTE CHOCHERE
5. METAL SPANDREL
6. METAL SCREEN
7. EIFS EYEBROW
8. PAINTED METAL FASCIA
9. METAL FASCIA
10. FLOOR TO CEILING ALUMINUM WINDOW SYSTEM

KEY MAP

N.T.S.



ISSUED FOR:	DATE:
PRELIM REVIEW SUBMITTAL	SEPT 14, 2015
IN HOUSE REVIEW	NOV 3, 2015
IN HOUSE REVIEW	DEC 1, 2015
SECOND CITY SUBMITTAL	MARCH 29, 2016
THIRD CITY SUBMITTAL	JUNE 24, 2016

PROJECT NO. 15-0303

DEVELOPER

HUNTINGTON HOTEL GROUP

HOTEL GROUP

Hilton Garden Inn

PROJECT

CONCEPT DESIGN
HILTON GARDEN INN
San Carlos, California

SHEET

EXTERIOR ELEVATIONS

SHEET NO.

10

AWBREY COOK ROGERS MCGILL ARCHITECTS + INTERIORS

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AWP-9012-OE

Issued Date: 10/07/2016

Ryan Amaya
Kier & Wright
3350 SCOTT BOULEVARD, BUILDING 22
SANTA CLARA, CA 95054

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building STAIRS
Location:	San Carlos, CA
Latitude:	37-30-16.26N NAD 83
Longitude:	122-14-52.94W
Heights:	11 feet site elevation (SE)
	85 feet above ground level (AGL)
	96 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 L.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 04/07/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

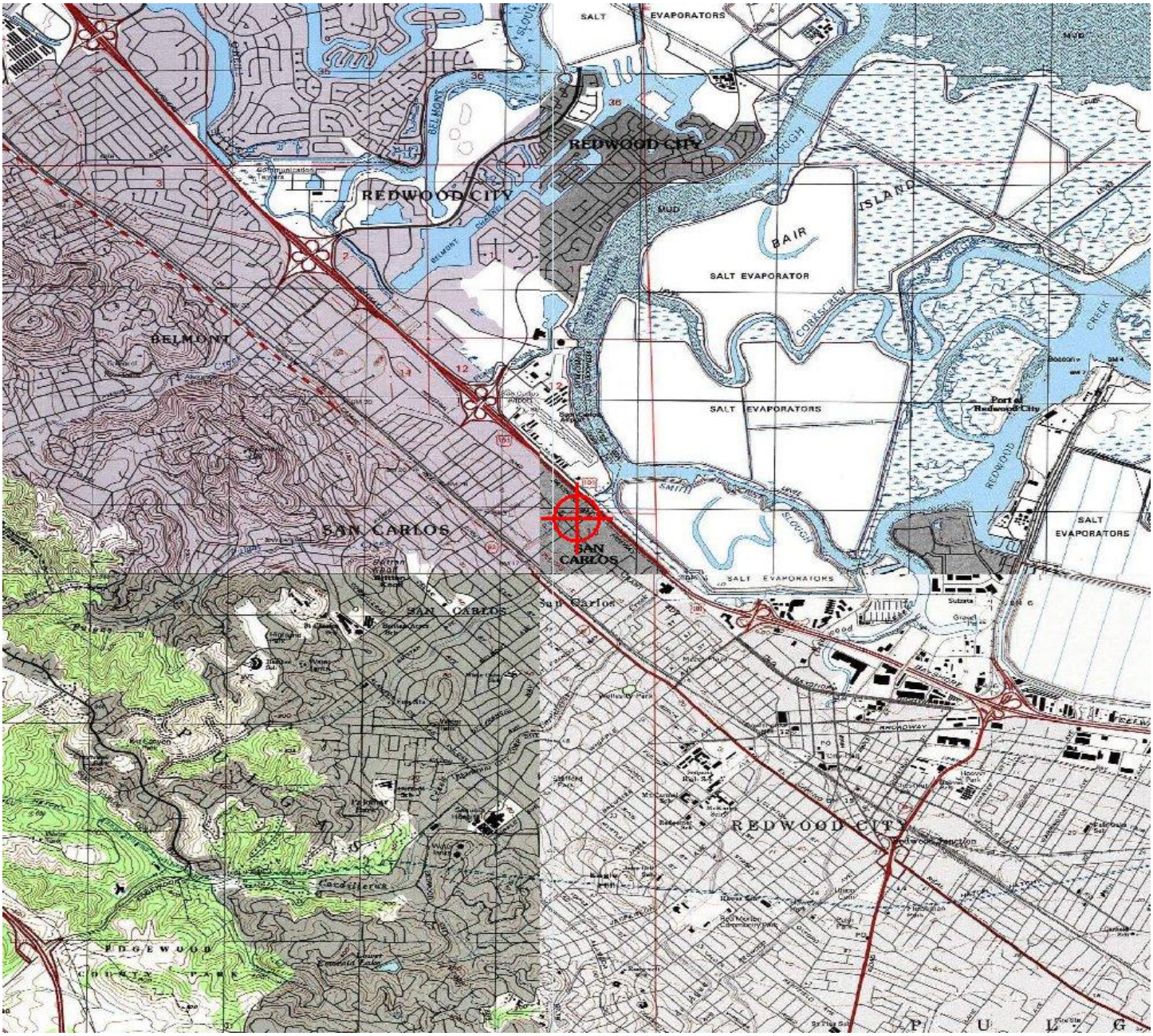
Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-9012-OE.

Signature Control No: 304600461-306842268 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2016-AWP-9012-OE



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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AWP-9013-OE

Issued Date: 10/07/2016

Ryan Amaya
Kier & Wright
3350 SCOTT BOULEVARD, BUILDING 22
SANTA CLARA, CA 95054

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building E-TOP OF ROOF
Location:	San Carlos, CA
Latitude:	37-30-15.84N NAD 83
Longitude:	122-14-52.46W
Heights:	11 feet site elevation (SE)
	80 feet above ground level (AGL)
	91 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 L.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

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This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

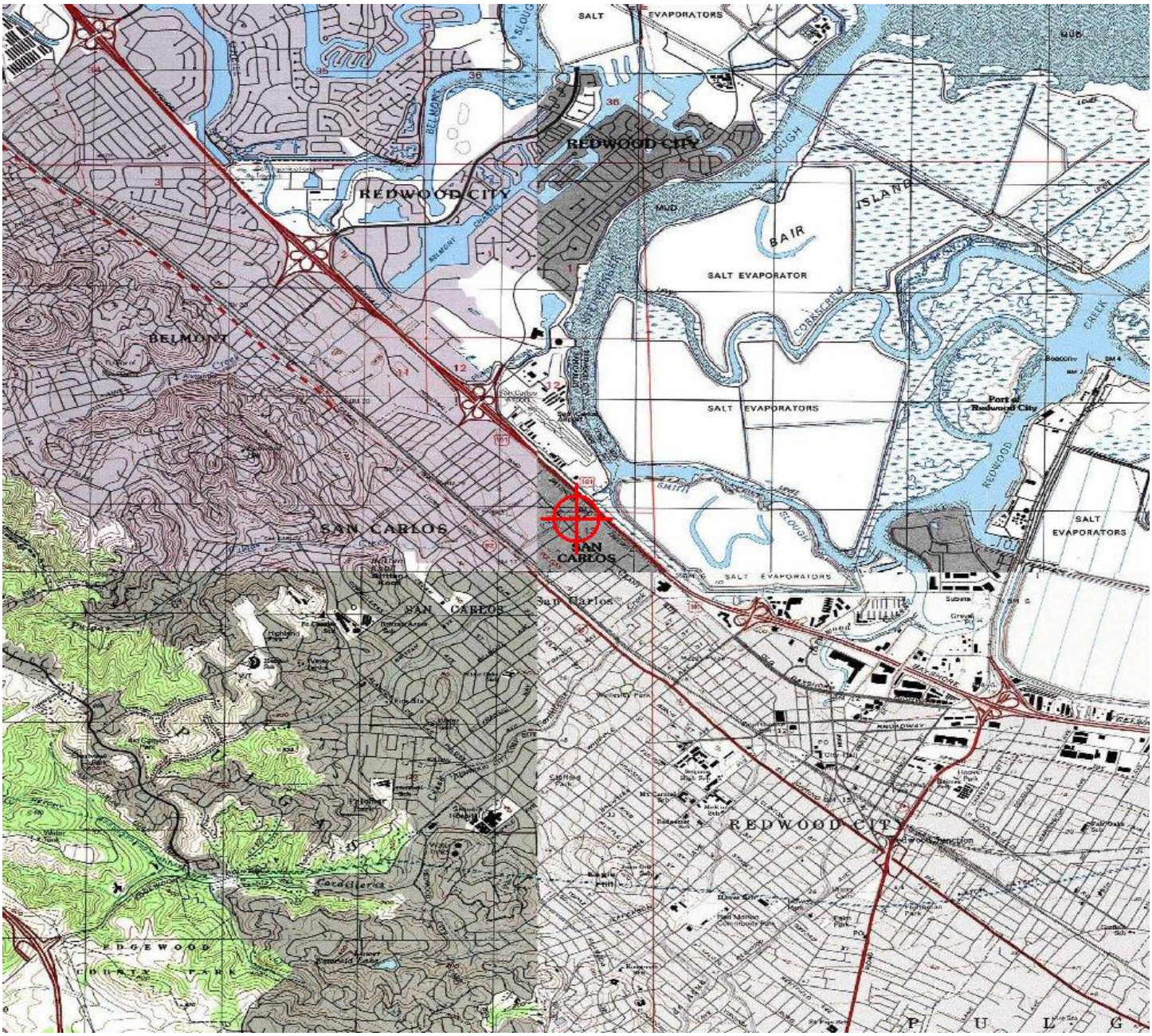
Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-9013-OE.

Signature Control No: 304600462-306842265 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2016-AWP-9013-OE



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Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AWP-9014-OE

Issued Date: 10/07/2016

Ryan Amaya
Kier & Wright
3350 SCOTT BOULEVARD, BUILDING 22
SANTA CLARA, CA 95054

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building S-TOP OF ROOF
Location:	San Carlos, CA
Latitude:	37-30-15.07N NAD 83
Longitude:	122-14-53.52W
Heights:	11 feet site elevation (SE)
	80 feet above ground level (AGL)
	91 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 L.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 04/07/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

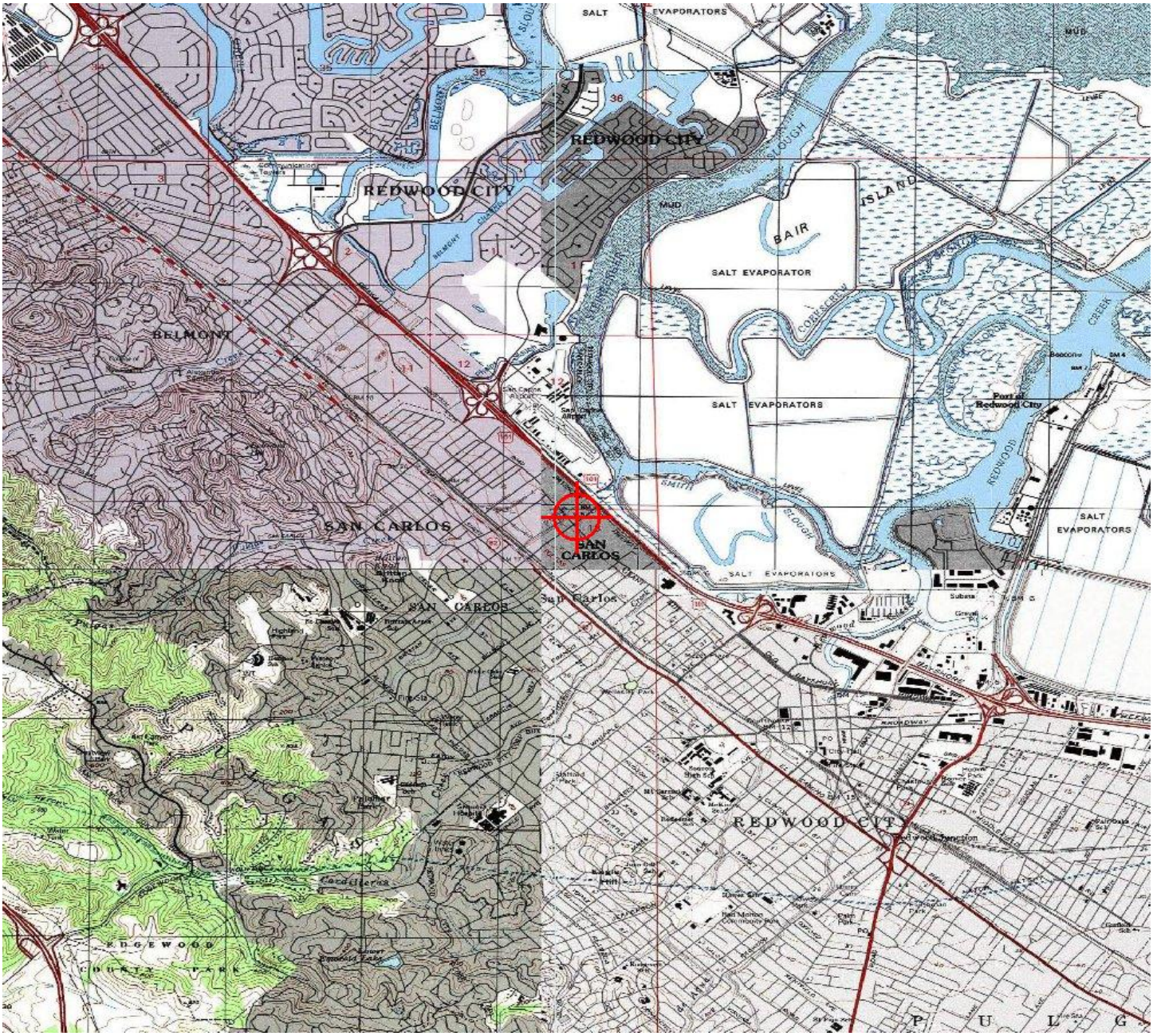
Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-9014-OE.

Signature Control No: 304600463-306842264 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2016-AWP-9014-OE



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Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AWP-9015-OE

Issued Date: 10/07/2016

Ryan Amaya
Kier & Wright
3350 SCOTT BOULEVARD, BUILDING 22
SANTA CLARA, CA 95054

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building W-TOP OF ROOF
Location:	San Carlos, CA
Latitude:	37-30-16.77N NAD 83
Longitude:	122-14-55.49W
Heights:	11 feet site elevation (SE)
	80 feet above ground level (AGL)
	91 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

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The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 04/07/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

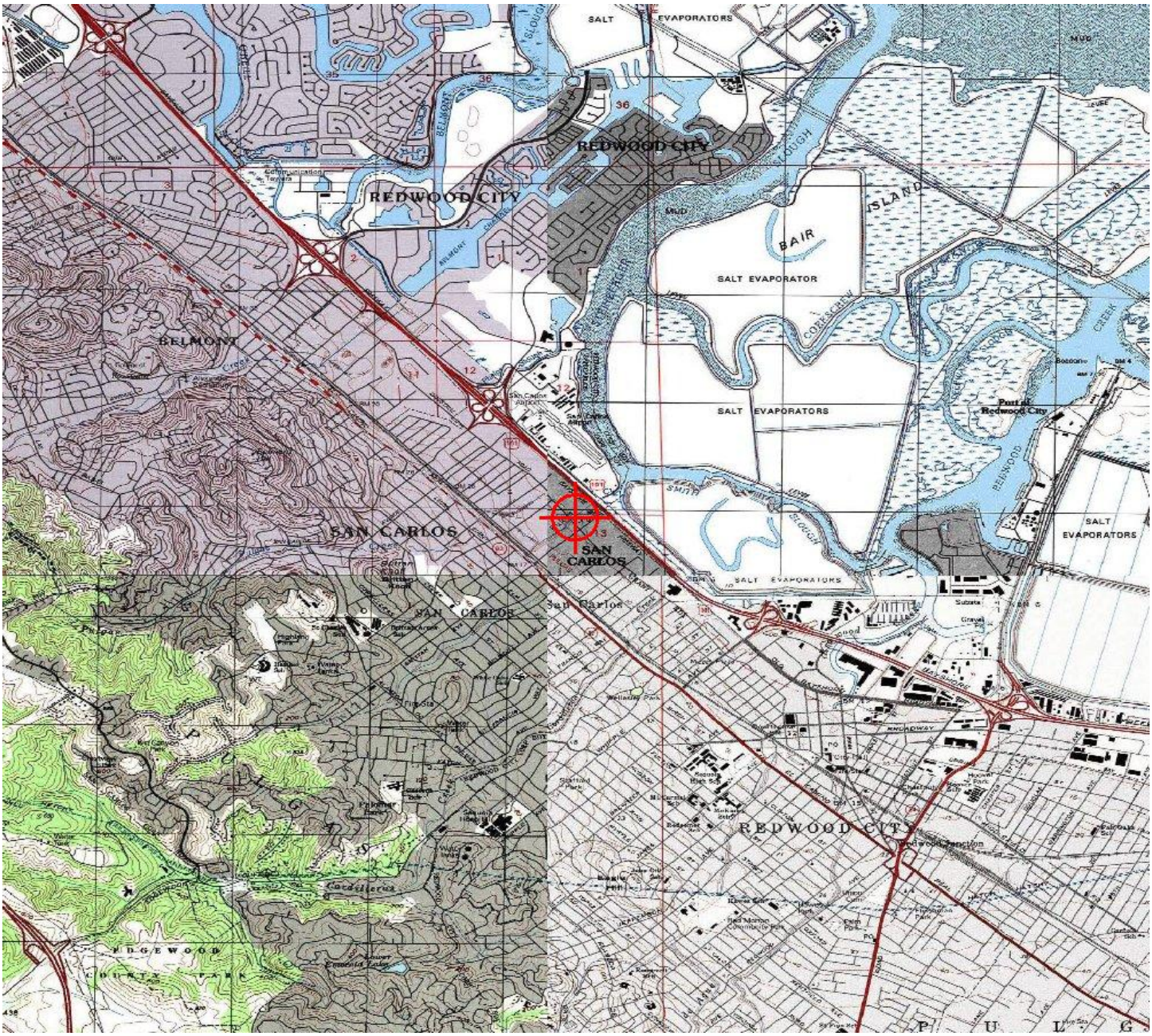
Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-9015-OE.

Signature Control No: 304600464-306842266 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2016-AWP-9015-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AWP-9016-OE

Issued Date: 10/07/2016

Ryan Amaya
Kier & Wright
3350 SCOTT BOULEVARD, BUILDING 22
SANTA CLARA, CA 95054

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building N-TOP OF ROOF
Location:	San Carlos, CA
Latitude:	37-30-17.18N NAD 83
Longitude:	122-14-54.94W
Heights:	11 feet site elevation (SE)
	80 feet above ground level (AGL)
	91 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 L.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 04/07/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

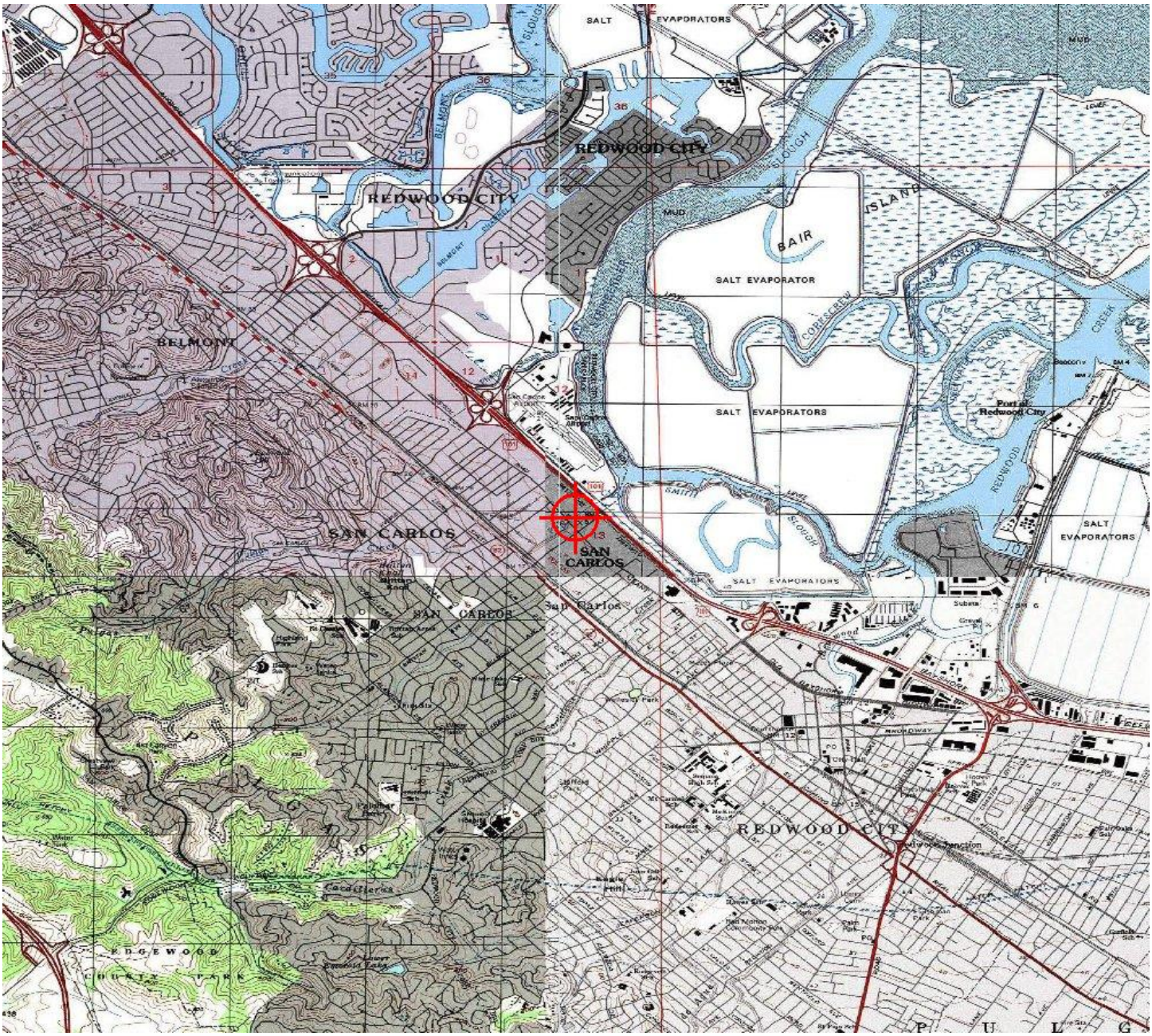
Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-9016-OE.

Signature Control No: 304600465-306842263 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2016-AWP-9016-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AWP-9017-OE

Issued Date: 10/07/2016

Ryan Amaya
Kier & Wright
3350 SCOTT BOULEVARD, BUILDING 22
SANTA CLARA, CA 95054

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building ELEVATOR
Location:	San Carlos, CA
Latitude:	37-30-16.32N NAD 83
Longitude:	122-14-54.01W
Heights:	11 feet site elevation (SE)
	85 feet above ground level (AGL)
	96 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 L.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 04/07/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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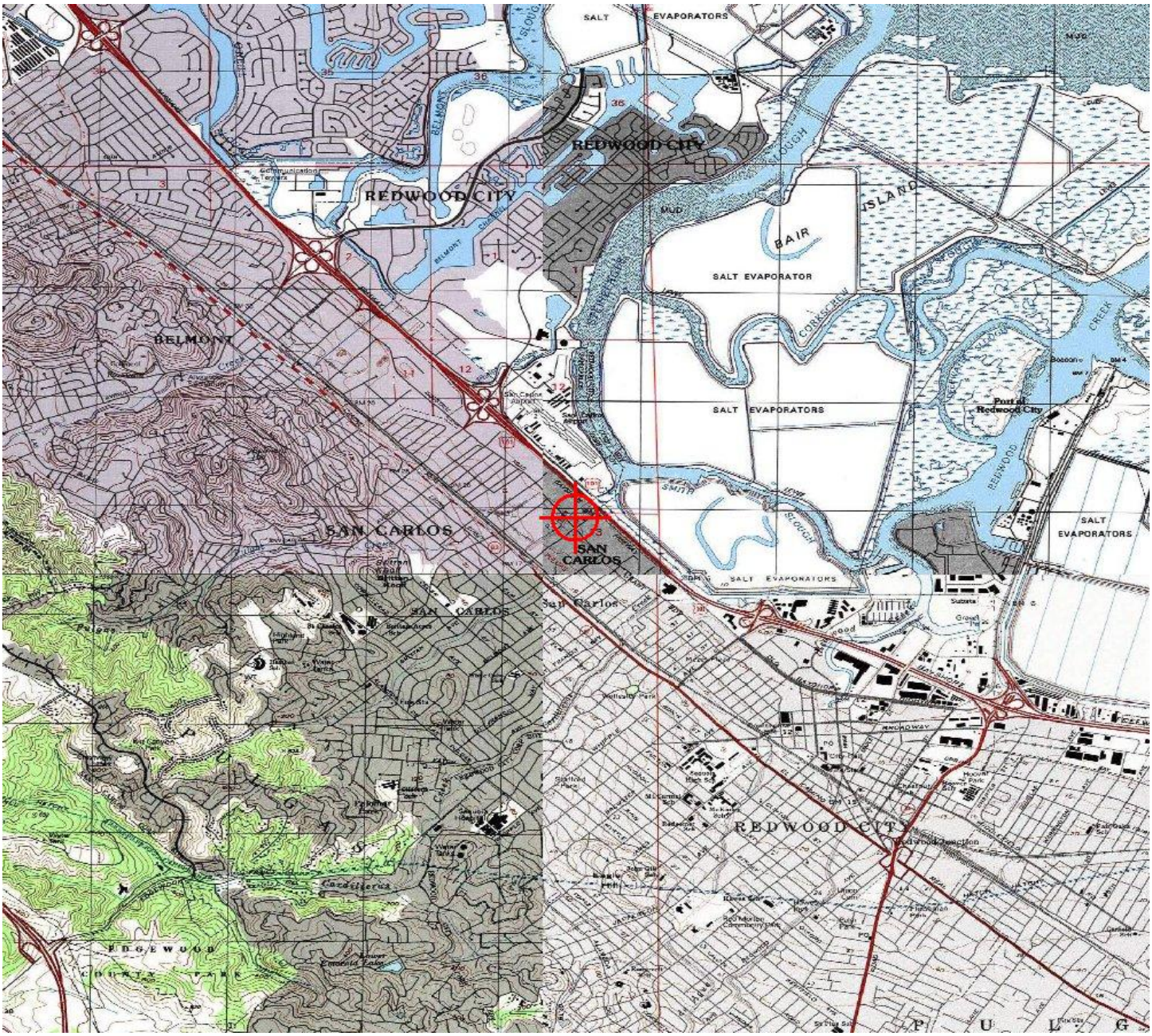
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-9017-OE.

Signature Control No: 304600466-306842267 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2016-AWP-9017-OE



C/CAG AGENDA REPORT

Date: October 27, 2016

To: Airport Land Use Committee

From: Tom Madalena

Subject: Review and recommend approval of a determination of conditional consistency for the City of Daly City, Serramonte Views Condominium and 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 Daly City, Serramonte Views Condominium and 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 Serramonte Views Condominium and Hotel Project would become fully consistent once the following condition has been met:

- To become fully consistent with the SFO ALUCP the Serramonte Views Condominium and Hotel Project buildings shall be constructed at maximum building heights that are equal to or lower than the Highest Point MSL displayed in Table 1.

FISCAL IMPACT

None

SOURCE OF FUNDS

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

BACKGROUND

The proposed project would be situated on 6.07-acre site located on the south side of Serramonte Boulevard, between Callan Boulevard and Gellert Boulevard in Daly City. The project proposes to subdivide the property into two parcels, a 4.83-acre parcel to accommodate three residential condominium buildings and a 1.24-acre parcel to accommodate a hotel. The residential component of the project includes 270 condominium units. The condominium units would be constructed in up to 12-story structures above partially below-grade parking garages. The hotel portion of the project includes the construction of an 11-story building with 200 rooms above a six-story, partially below-grade podium parking garage.

DISCUSSION

I. ALUCP Consistency Evaluation

There are three airport/land use compatibility issues addressed in SFO ALUCP that relate to the proposed Serramonte Views Condominium and 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 Community Noise Equivalent Level (CNEL) 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. A portion of the City of Daly City is inside of the CNEL 65 dB noise exposure contours for SFO. However, the Serramonte Views Condominium and Hotel Project site is located outside of this noise contour.

Therefore, the City of Daly City Serramonte Views Condominium and 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 safety zones and related land use compatibility policies and criteria. The Serramonte Views Condominium and Hotel Project is located outside the safety zone configurations established for the SFO ALUCP.

Therefore, the City of Daly City Serramonte Views Condominium and 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 the proposed construction or alterations of structures on the subject airspace.

The Serramonte Views Condominium and Hotel Project is located inside of the Outer Boundary of TERPS Approach and One Engine Inoperative (OEI) Departure Surfaces. The SFO Planning Staff, using SFO's iALP Airspace Tool, provided an analysis of the obstruction heights for the Serramonte Views Condominium and Hotel Project. This analysis shows that the lowest critical aeronautical surface, Outer Boundary of TERPS Approach surface and One Engine Inoperative (OEI) Departure surface for the Serramonte Views Condominium and Hotel Project is approximately 100 feet above the assumed building heights for the project.

Based upon the assumed building heights the highest points of the structures are displayed in Table 1 below in the column "Highest Point MSL". Daly City staff will need to confirm that the buildings are constructed at heights that conform (constructed at or lower than) to the "Highest Point MSL" displayed in the Table 1 in order for the project to be found fully consistent with the SFO ALUCP.

Table 1

	Ground Level MSL	Roof/Parapet MSL	Highest Point MSL	Flr to Flr Height
Building A	294'	399.5'	**420'**	9.25'
Building B	307'	416.75'	**430'**	9.25'
Building C	346'	455.75'	**470'**	9.25'
Building D	359'	517'	**530'**	9.67'

Therefore, the City of Daly City Serramonte Views Condominium and Hotel Project is conditionally consistent with the SFO ALUCP airspace protection policies. To become fully consistent with the SFO ALUCP the buildings shall be constructed at maximum building heights that are equal to or lower than the Highest Point MSL displayed in Table 1.

II. Real Estate Disclosure

This section is included to reinforce the concept that real estate disclosure exists per state law and it is part of the real estate transaction process. This would occur during a real estate transaction and is outside of the City of Daly City's responsibility. This project lies with Airport Influence Area A which defines the Real Estate Disclosure Area in San Mateo County.

California Public Utilities Code (PUC) Section 21670 (a and b) states the following:

> (a) The Legislature hereby finds and declares that:
>
> (1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports…
>
> (b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline, but is operated for the benefit of the general public, shall establish an airport land use commission.

The California Business and Professional Code, Section 11010(b.13) (A and B) states the following:

> (A) The location of all existing airports, and of all proposed airports shown on the general plan of any city or county, located within two statute miles of the subdivision. If the property is located within an airport influence area, the following statement shall be included in the notice of intention:
>
> **Notice of Airport in Vicinity:**
>
> This property is presently located in the vicinity of an airport, within what is known as the 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.

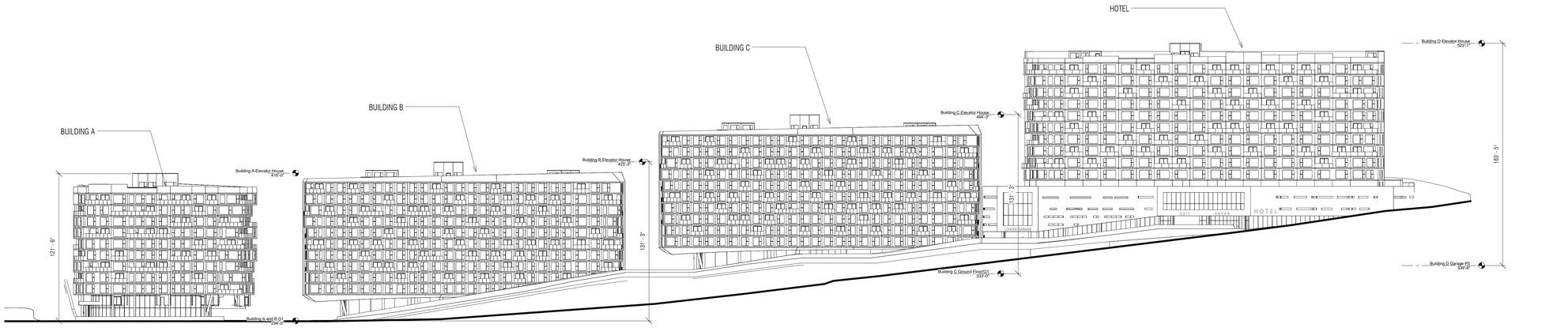
(B) For purposes of this section, an "airport influence area," also known as an "airport referral area," is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission.

Chapter 496, Statutes of 2002 (formerly AB 2776 [Simitian]) affects all sales of real property that may occur within an airport influence area (AIA) boundary. It requires a statement (notice) to be included in the property transfer documents that (1) indicates the subject property is located within an AIA boundary and (2) that the property may be subject to certain impacts from airport/aircraft operations.

ATTACHMENTS

- Attachment 1 – Elevations and Levels for Serramonte Views Condominium and Hotel Project

Attachment 1



1 NORTH ELEVATION
1" = 40'-0"

Costa Brown
Architecture
1620 Montgomery Street, Suite 300
San Francisco, CA 94111
Tel: 415 986 0101

SERRAMONTE
VIEWS

509 SERRAMONTE BLVD. DALY CITY, CA

Job Number: 14020

No.	Issue	Date

LICENSED ARCHITECT
ALBERT COSTA
No. C 25678
REN.
STATE OF CALIFORNIA

Date:

Scale: 1" = 40'-0"

Description:

Elevations and Levels

Sheet Number:

Z-100.01

C/CAG AGENDA REPORT

Date: October 27, 2016

To: Airport Land Use Committee

From: Tom Madalena

Subject: 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

Airport

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

RECOMMENDATION

That the ALUC receive a presentation on this information item on the consistency review of the City of South San Francisco, Gateway Hotel Project.

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 Airport Land Use Committee (ALUC) meeting in September did not obtain a quorum. This item was brought forward to the Board without a recommendation from the ALUC due to the time sensitive nature of consistency determinations. It is being brought forward to the ALUC as an information item. The C/CAG Board determined that the 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) at the October 13, 2016 Board meeting.

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:

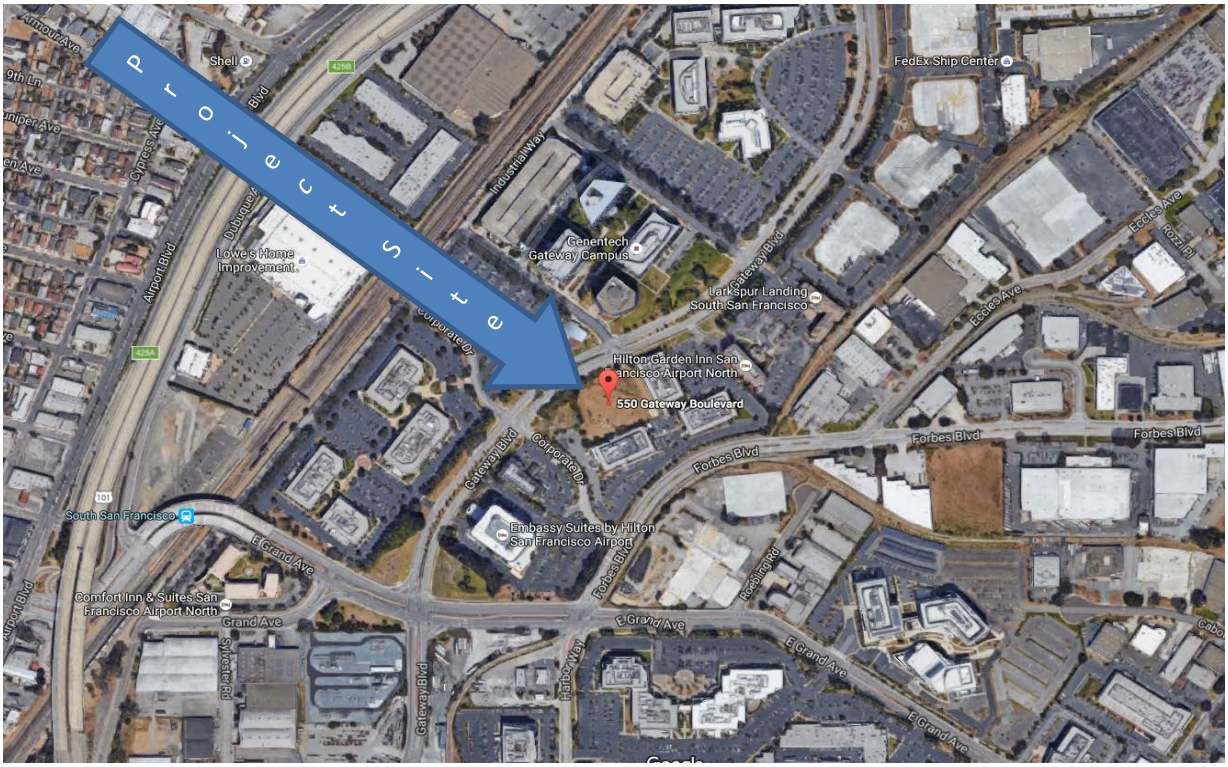
https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm

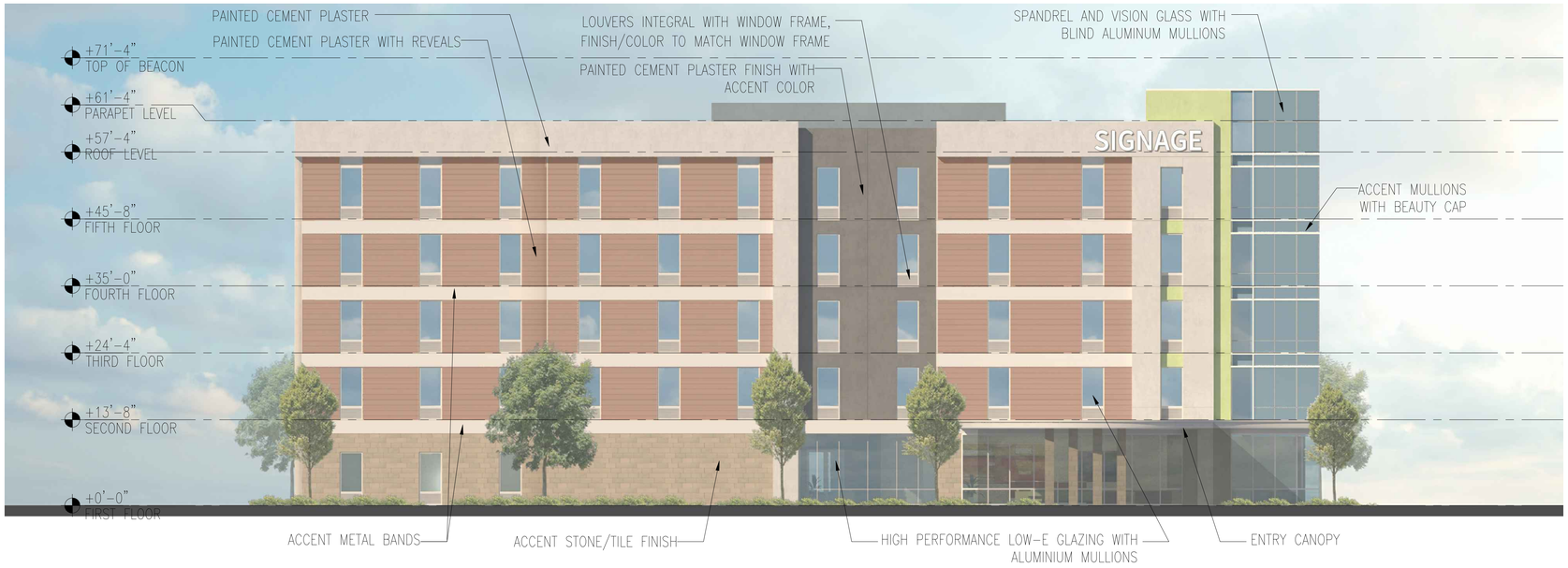
Therefore, the Gateway Hotel Project would be conditionally consistent with the airspace protection policies as established in the adopted SFO ALUCP.

ATTACHMENTS

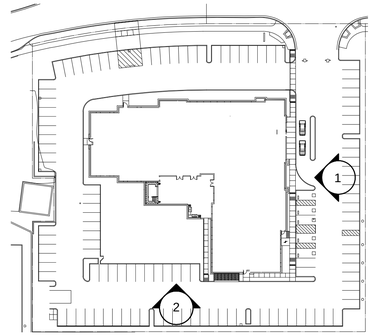
- Attachment 1 – Project Location
- Attachment 2 – SFO Airport Part 77 Airspace Protection Surfaces

Attachment 1

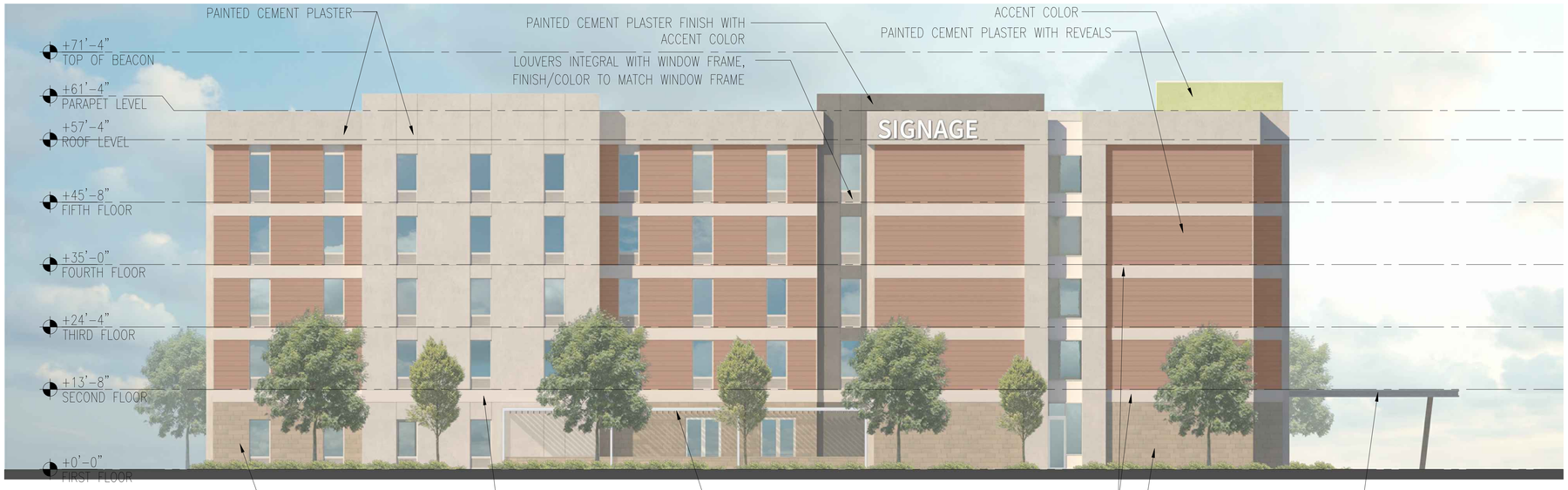




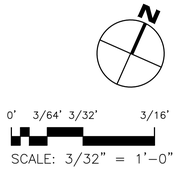
1 EAST ELEVATION
3/32" = 1'-0"



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

DES ARCHITECTS ENGINEERS

Project Number: 9749.003

C/CAG AGENDA REPORT

Date: October 27, 2016

To: Airport Land Use Committee (ALUC)

From: Tom Madalena

Subject: 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 ALUC receive a presentation on this information item on the consistency review of the City of San Bruno, Al Madinah Academy project.

The C/CAG Board of Directors, acting as the Airport Land Use Commission, made a determination that the City of San Bruno, Al Madinah Academy project (a proposed development of a place of worship at 714 4th Avenue in San Bruno) is inconsistent 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 Airport Land Use Committee (ALUC) meeting in September did not obtain a quorum. This item was brought forward to the Board without a recommendation from the ALUC due to the time sensitive nature of consistency determinations. It is being brought forward to the ALUC as an information item. The C/CAG Board determined that the Al Madinah Academy project is inconsistent 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) at the October 13, 2016 Board meeting.

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 avigation 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

	COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)			
LAND USE	**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.

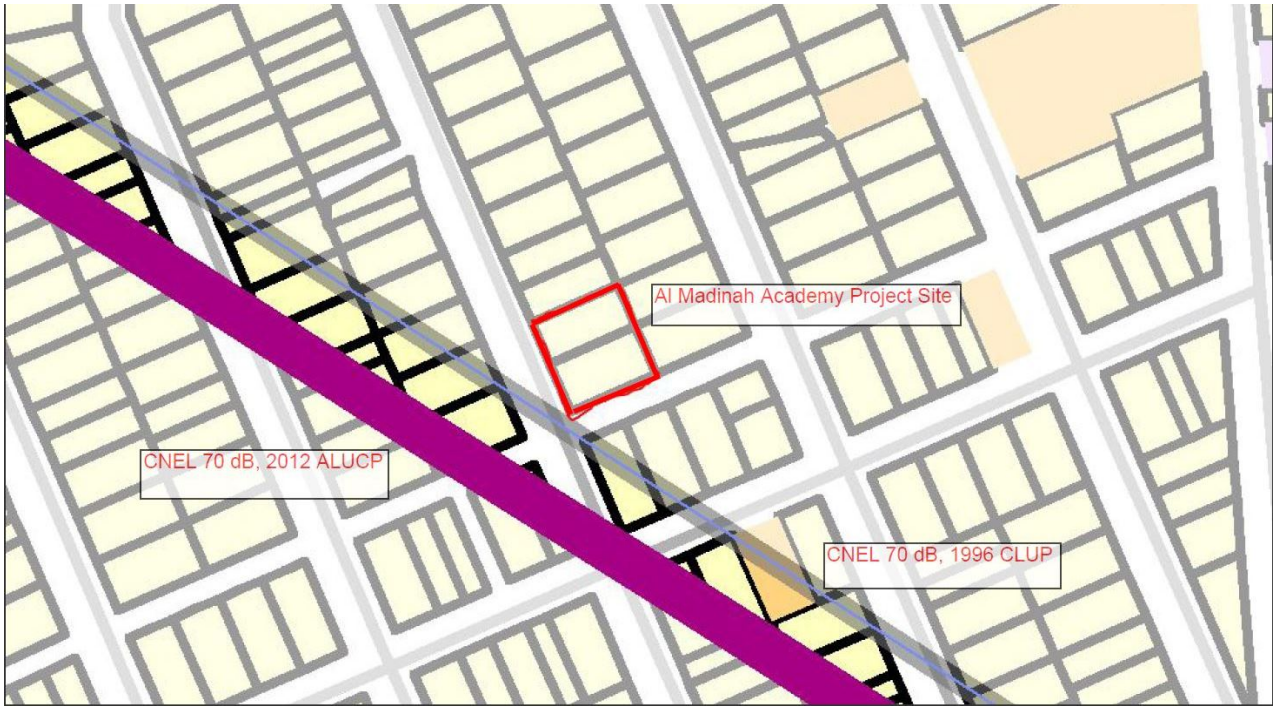
Source: *Comprehensive Airport Land Use Compatibilty Plan for the Environs of San Francisco International Airport*, November 2012, p. IV-18.

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."

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.

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.
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.

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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.

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.

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

[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

OCUPANCY 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

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) 3
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)

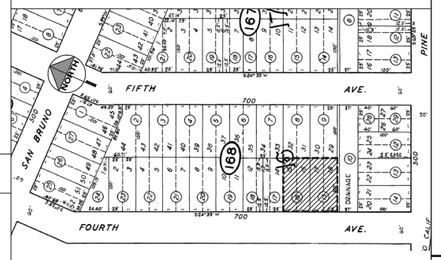
BUILDING FOOTPRINT/ LOT COVERAGE
2168.33 Sq.Ft. INDIVIDUAL LOT (43.36% of 5000 Sq. Ft. LOT)
3687.00 Sq.Ft. TOTAL COMBINED LOTS (50.5% OF 7,300 Sq.Ft. Adjusted Lot)

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.** 1

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 MENS 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 WOMENS, 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:
ACCESSSORY USE (Mosque) = 418.27 Sq.Ft.
{ENTRY LOBBY; ELEVATOR; STAIRS; UTILITY; MEN's RESTROOM; KITCHEN/ PANTRY}

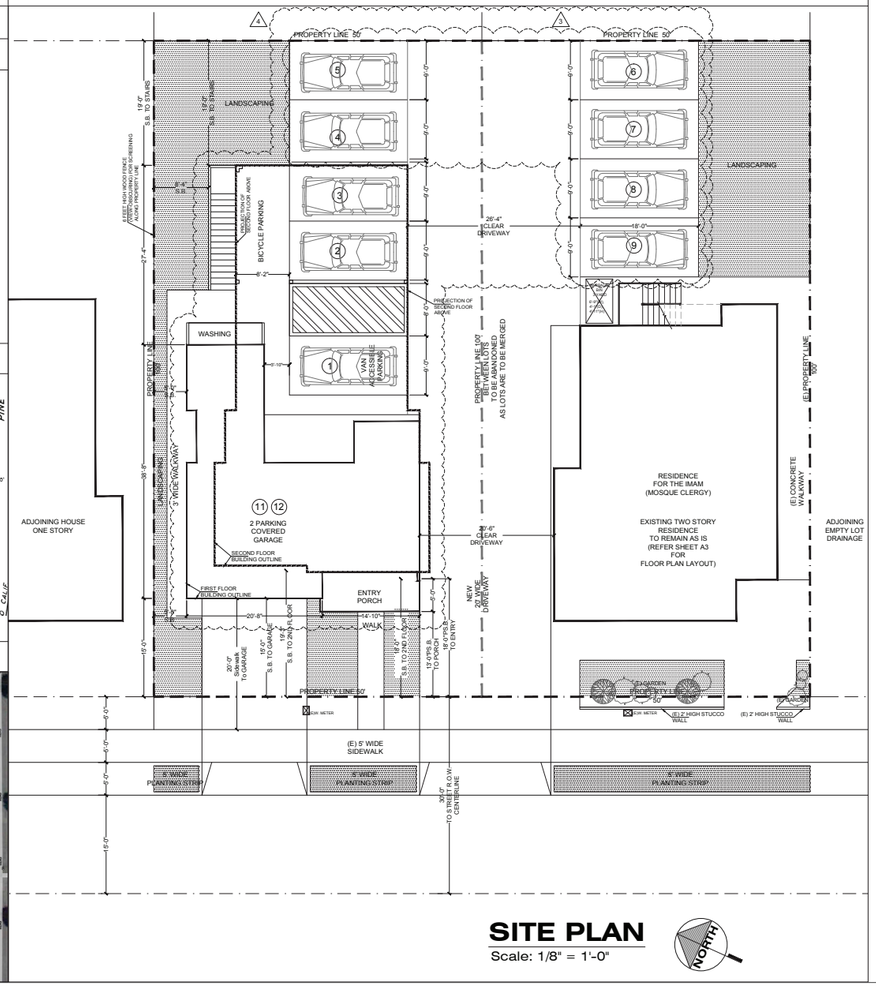
COVERED 2 CAR PARKING ATTACHED GARAGE = 427.11 Sq.Ft.
{RESIDENCE FOR MOSQUE CLERGY}

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 = **2**
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
848 BURNS CT.
PACIFICA, CA 94044
(650) 355 0615
FAX (650) 355 8965
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
1 12/21/11	PLANNING (Rev.)
2 07/25/12	PLANNING (Rev.)
3 03/05/13	PLANNING (Rev.)
03/27/15	PLANNING (Rev.)
A 09/17/15	PLANNING (Rev.)

Drawn by:
Checked by: JC

project no 2100425
sheet no. A-0

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

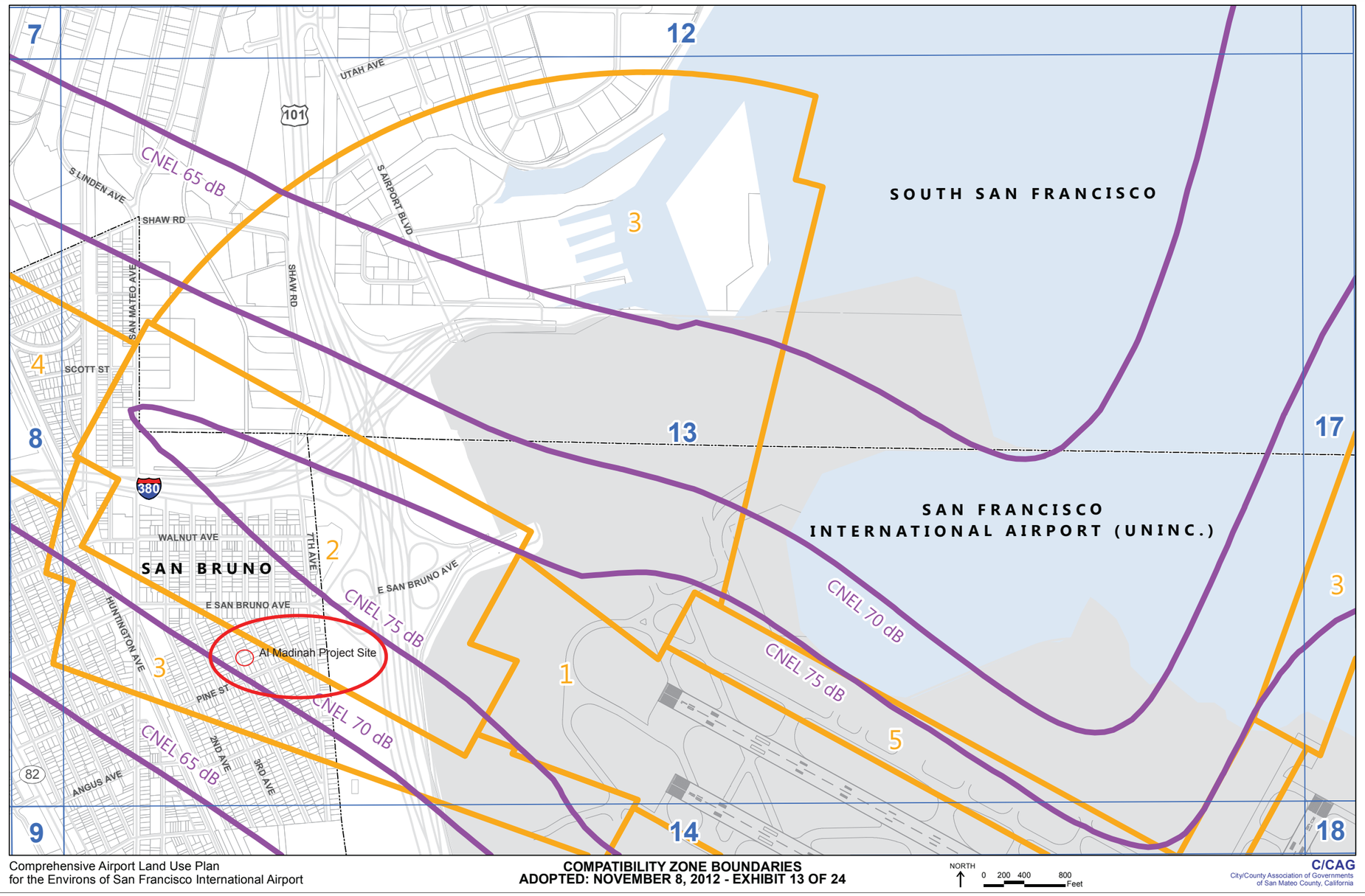
EXHIBIT 1

NORTH 0 NTS

Proposed Site Plan

Z:\SFO\Graphics\SFO ALUCP AI Madinah Exhibits\SFO ALUCP AI Madinah Exhibits.indd

[Preliminary Draft for Discussion Purposes Only]



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

NORTH 0 NTS

Site Location Relative to SFO ALUCP Compatibility Factor Boundaries

Z:\SFO\Graphics\SFO ALUCP Al Madinah Exhibits\SFO ALUCP Al Madinah Exhibits.indd

Attachment 3

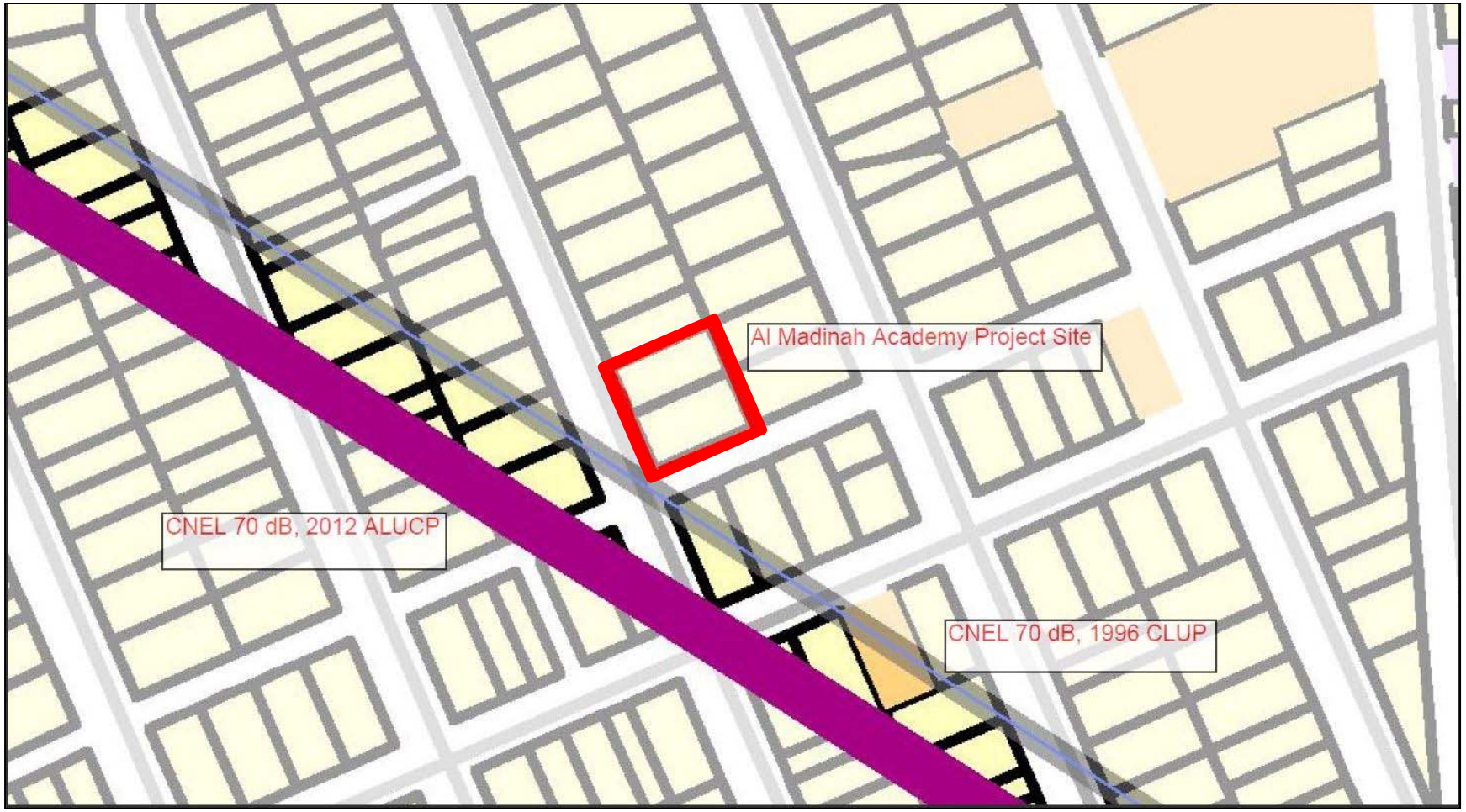
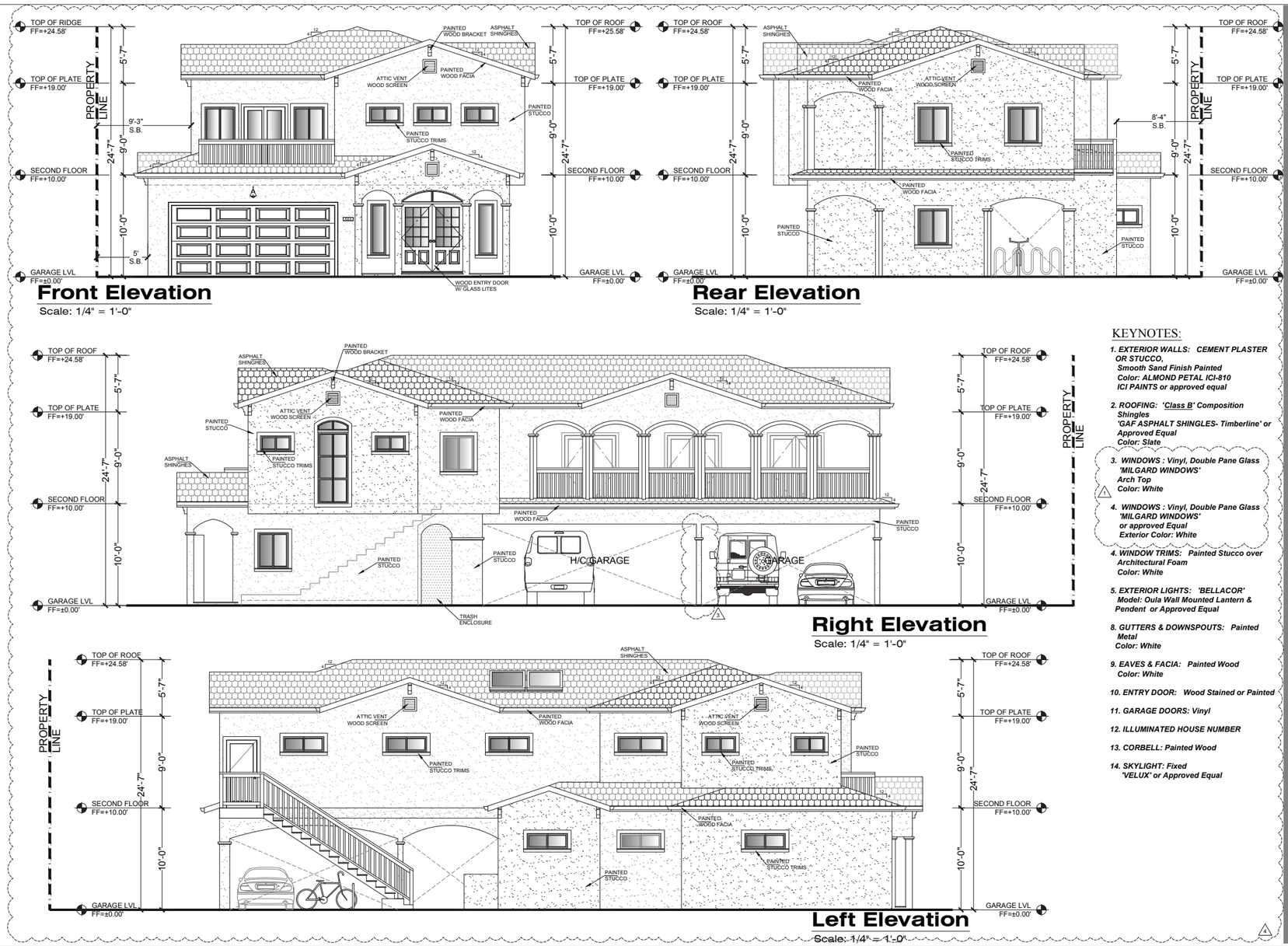


Exhibit 3 – Site Location
Relative to CNEL 70 dB Contours, 1996 CLUP and 2012 ALUCP

[Preliminary Draft for Discussion Purposes Only]



KEYNOTES:

1. ***EXTERIOR WALLS: CEMENT PLASTER OR STUCCO, Smooth Sand Finish Painted Color: ALMOND PETAL ICI-810 ICI PAINTS or approved equal***
2. ***ROOFING: 'Class B' Composition Shingles 'GAF ASPHALT SHINGLES- Timberline' or Approved Equal Color: Slate***
3. ***WINDOWS : Vinyl, Double Pane Glass 'MILGARD WINDOWS' Arch Top Color: White***
4. ***WINDOWS : Vinyl, Double Pane Glass 'MILGARD WINDOWS' or approved Equal Exterior Color: White***
4. ***WINDOW TRIMS: Painted Stucco over Architectural Foam Color: White***
5. ***EXTERIOR LIGHTS: 'BELLACOR' Model: Oula Wall Mounted Lantern & Pendent or Approved Equal***
8. ***GUTTERS & DOWNSPOUTS: Painted Metal Color: White***
9. ***EAVES & FACIA: Painted Wood Color: White***
10. ***ENTRY DOOR: Wood Stained or Painted***
11. ***GARAGE DOORS: Vinyl***
12. ***ILLUMINATED HOUSE NUMBER***
13. ***CORBELL: Painted Wood***
14. ***SKYLIGHT: Fixed 'VELUX' or Approved Equal***

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:

PROPOSED ELEVATIONS (NEW MOSQUE BUILDING)

DATE	ISSUED FOR
10/10/10	PLANNING
09/04/11	PLANNING
1 12/21/11	PLANNING (Rev.)
2 07/25/12	PLANNING (Rev.)
3 03/05/13	PLANNING (Rev.)
03/27/15	PLANNING (Rev.)
4 09/17/15	PLANNING (Rev.)

Drawn by:
Checked by: JC

project no 2100425 | sheet no. A-6

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

EXHIBIT 4

NORTH 0 NTS

Proposed Building Elevation

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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:	37 Deg 37 M 46.37 S N
Longitude:	122 Deg 24 M 27.88 S W
Horizontal Datum:	NAD83
Site Elevation (SE):	11 (nearest foot)
Structure Height :	25 (nearest foot)
Traverseway:	No Traverseway (Additional height is added to certain structures under 77.9(c)) User can increase the default height adjustment for Traverseway, Private Roadway and Waterway
Is structure on airport:	(•) No ( ) Yes

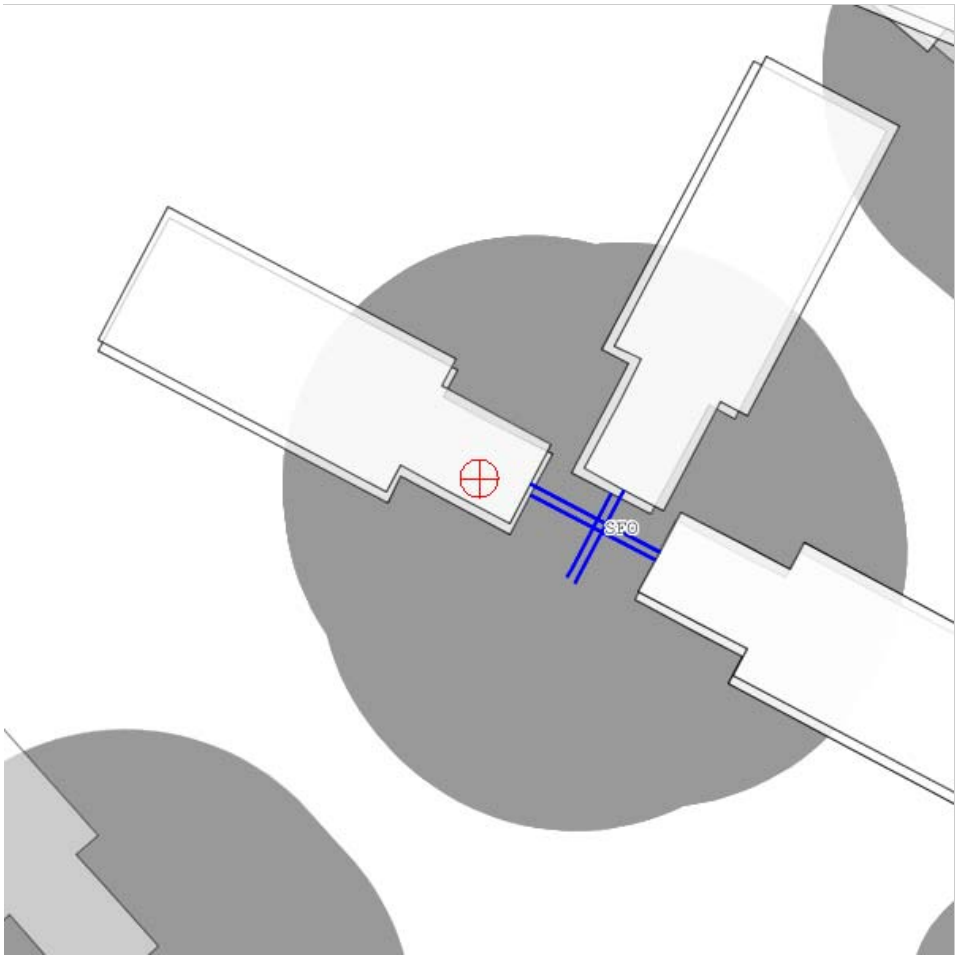
Results

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


SFO