

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

AIRPORT LAND USE COMMITTEE (ALUC)

AGENDA

Date: Thursday, August 24, 2017

4:00 p.m.

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

PLEASE CALL SUSY KALKIN (599-1467) 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 October 27, 2016 ALUC Meeting | Action
(Ortiz) | Pages 3-5 |
| 5. | SFO Comprehensive Airport Land Use Compatibility
Plan Consistency Review – Amendments to the El
Camino Real/Chestnut Specific Plan Area, South San
Francisco General Plan and Zoning Ordinance Related
to the City’s Community Civic Campus Project | Action
(Kalkin) | Pages 7-23 |
| 6. | Member Communications | Information
(Ortiz) | |
| 7. | 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.

If you have any questions regarding the C/CAG Airport Land Use Committee Meeting Agenda, please contact Susy Kalkin at 650-599-1467 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
October 27, 2016

1. Call to Order

Chair Ortiz called the Airport Land Use Committee (ALUC) Meeting to order at 4:08 pm. Attendance sheet is attached.

2. Public Comment On Items Not On The Agenda

None

3. Minutes of the July 28, 2016 Meeting

Motion: Member O'Connell motioned and member Schneider seconded the motion for the approval of the July 28, 2016 minutes. Motion carried unanimously.

4. Review and recommend approval of a conditionally consistent determination for the City of San Carlos, Hilton Garden Project 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 San Carlos, Hilton Garden Inn with the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. Richard Newman, a member of the public, commented on the item and he asked that the ALUC implore the developer to complete a wind study to see what affect the buildings may have on the airport. Member Penrose motioned and member Schneider seconded to approve the staff recommendation. The motion included preparing correspondence for the City of San Carlos which includes a strong recommendation for a wind study to be performed by the developer to ensure that there will not be excess turbulence for aircraft operations based on building height and mass. Motion carried unanimously.

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

Tom Madalena, C/CAG staff, presented this item on the consistency determination 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. Member Penrose motioned and member Collins seconded to approve the staff recommendation. Member Schneider stated the project developer donated to her campaign, and that she would have recused herself, however, without her voting on this item the committee does not have a quorum. Motion carried unanimously.

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

This item was originally on the September 22, 2016 ALUC committee agenda. However, due to the lack of a quorum at that meeting, and the timeliness requirement for a C/CAG Board action, this item was presented to the ALUC as an information item only. The C/CAG Board made a determination of conditional consistency for the City of South San Francisco, Gateway Hotel Project with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport at the October 13, 2016 meeting.

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. 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

This item was originally on the September 22, 2016 ALUC committee agenda. However, due to the lack of a quorum at that meeting, and the timeliness requirement for a C/CAG Board action, this item was presented to the ALUC as an information item only. The C/CAG Board made a determination of inconsistency for the City of San Bruno, Al Madinah Academy project with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport at the October 13, 2016 meeting.

8. Member Communications

None

9. Adjournment

Meeting was adjourned at 4:31 pm.

2016 C/CAG Airport Land Use Committee Attendance Report

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

X - Committee Member Attended

*No Quorum

Staff and guests in attendance for the October 27, 2016 meeting: Sandy Wong, Tom Madalena, Richard Newman

C/CAG AGENDA REPORT

Date: August 24, 2017

To: Airport Land Use Committee

From: Susy Kalkin

Subject: SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – Amendments to the El Camino Real/Chestnut Specific Plan Area, South San Francisco General Plan and Zoning Ordinance Related to the City’s Community Civic Campus Project

(For further information or response to questions, contact Susy Kalkin at 650-599-1467 or kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed amendments to the El Camino Real/Chestnut Specific Plan Area, South San Francisco General Plan and Zoning Ordinance are consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

BACKGROUND

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

South San Francisco adopted the El Camino Real/Chestnut (ECR/C) Specific Plan Area and related General Plan and Zoning Ordinance amendments (Plan) in 2011. Prior to City adoption, the policy documents were submitted for ALUC and C/CAG airport land use compatibility review. While the current SFO ALUCP was not yet adopted at that time, the Plan was evaluated and determined to be consistent with both the 1996 ALUP and the criteria in the draft SFO ALUCP plan.

In general, the Specific Plan calls for transit-oriented development, including high-density residential and mixed commercial, civic and residential uses in the 98-acre area located south of the South San Francisco BART Station, and includes specific goals, policies, and implementation measures to help achieve the Plan’s vision. The City is currently considering minor modifications to the Specific Plan, along with related amendments to its General Plan and Zoning Ordinance, to address adjustments needed to accommodate development of a new Community Civic Campus near

the intersection of El Camino Real and Chestnut Avenue, prompting this airport land use compatibility review.

DISCUSSION

As shown on Attachment 1, the proposed SSF Community Civic Campus site is comprised of eight parcels located along the east and west side of El Camino Real, north of Chestnut/Westborough Blvd. The parcels on the east side are primarily vacant and are designated in the Specific Plan for high intensity mixed use (“El Camino Real Mixed Use North, High Intensity”). The property on the west side is currently developed with the City’s Municipal Services Building, and the Specific Plan designates the site for public use (“Public”). The proposed project would involve construction of a new fire station on the westerly property, requiring partial or complete demolition of the existing Municipal Services Building, and construction of a police station and joint library and recreation facility on the eastern properties. In order to facilitate development of the Community Civic Campus, the City proposes to change the land use designation and zoning on the westerly site from “Public” to “El Camino Real Mixed Use North, High Intensity”. Other minor adjustments are also proposed, but none that impact allowable uses or heights.

ALUCP Consistency Evaluation

Three sets of airport/land use compatibility policies in the SFO ALUCP relate to the SSF Community Civic Campus Project Amendments: (a) noise compatibility policies and criteria, (b) safety policies and criteria, and (c) airspace protection policies. The following sections address each issue.

(a) Noise Policy Consistency Analysis

The Community Noise Equivalent Level (CNEL) 65 dB aircraft noise contour defines the threshold for aircraft noise impacts established in the SFO ALUCP, as depicted on Attachment 2. The El Camino Real/Chestnut Specific Plan Area is located outside of the 65dB CNEL noise contour and therefore would be consistent with the noise compatibility policies of the SFO ALUCP.

(b) Safety Policy Consistency Analysis

The SFO ALUCP includes five sets of safety zones and related land use compatibility policies and criteria. However, as shown on Attachment 3, the El Camino Real/Chestnut Specific Plan Area is located outside of the safety zones established in the SFO ALUCP. Therefore, the project would be consistent with the safety zone policies of the SFO ALUCP.

(c) Airspace Protection Policy Consistency Analysis

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

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – SSF ECR/Chestnut Amendments

Date: August 24, 2017

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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 alteration of structures on the subject airspace.

The El Camino Real/Chestnut Avenue Area Plan does not lie below the current FAR Part 77 Imaginary Surfaces for San Francisco International Airport (see Attachment 4), but it does lie below the airspace protection surfaces defined for Terminal Instrument Procedures (TERPS) surfaces and One-Engine Inoperative (OEI) departure procedures surfaces (see Attachment No. 5 – Critical Aeronautical Surfaces).

Critical Aeronautical Surface heights in the ECR/C Specific Plan area are 150 feet or more above ground level. Maximum building heights included in the ECR/C Specific Plan area are 120 feet above ground level and should therefore be below the Critical Aeronautical Surface heights. Furthermore, text in the adopted Plan indicates “...the building heights will be required to adhere to the limits indicated in the most recently adopted CLUP.” This requirement is further reinforced by South San Francisco General Plan Policy 2-I-22, which requires that “all development conform to the most recently adopted version of the San Mateo County Comprehensive Airport Land Use Plan.”

Therefore, the proposed amendments to the El Camino Real/Chestnut Specific Plan Area, South San Francisco General Plan and Zoning Ordinance, which do not affect allowable heights, would be consistent with the SFO ALUCP airspace protection policies.

It should be noted that some of the proposed building heights in the ECR/C Specific Plan area may meet the FAA’s notification criteria as depicted in ALUCP Exhibit IV-10. Should individual projects within the ECR/C Specific Plan area meet the FAA’s notification criteria, then they would be required to comply with all notification requirements described in 14 CFR Part 77¹ (Attachment 6).

¹ 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>

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – SSF ECR/Chestnut Amendments

Date: August 24, 2017

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ATTACHMENTS

1. Letter from SSF Planning Division requesting ALUCP review, together with project description and exhibits.
2. SFO CNEL Noise Contours
3. Safety Zones
4. 14 CFR Part 77 Airport Imaginary Surfaces
5. Critical Aeronautical Surfaces
6. FAA Notification Exhibit



DEPARTMENT OF ECONOMIC
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CITY COUNCIL 2017

PRADEEP GUPTA, PH.D., MAYOR
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KARYL MATSUMOTO, COUNCILMEMBER

MIKE FUTRELL, CITY MANAGER

July 18, 2017

Susy Kalkin, Transportation Program Specialist
C/CAG - City/County Association of Governments of San Mateo County
555 County Center, 4th Floor
Redwood City, California 94063
--SENT VIA EMAIL--

Susy,

Per our conversation, please consider this letter the City of South San Francisco's formal request for Airport Land Use Commission consistency review of revisions to the 2011 adopted El Camino Real/Chestnut Avenue Area Plan (ECR/C Area Plan).

The City is embarking on a Project that would construct a new Community Civic Campus comprised of a Library and Recreation Facility, a new South San Francisco Police Department headquarters, other City offices, and associated parking structure on the parcels generally bound by El Camino Real and Chestnut Avenue. A new fire station would be constructed on the western project site bordered by Arroyo Drive, Camaritas Avenue and El Camino Real, while the existing Municipal Services Building would be demolished (partially or completely).

To accommodate the Project, the City will update the following:

ECR/C Area Plan, as follows:

1. Change the Public land use designation to El Camino Real Mixed Use North for the Municipal Services Building at 33 Arroyo Drive (Attachment 1 – Map with associated images)

General Plan, as follows:

2. Land Use Diagrams in Chapter 2 and 3 to reflect the new land use designation for the Municipal Services Building

Zoning Ordinance, as follows:

3. Update Chapter 20.270 for project specific needs to alter sub-district descriptions, revise active uses definition, allow site constraint exemptions, and clarify TDM measures for residential projects.

Page 2 of 2

Subject: ALUC Consistency Review Request

Specific details of these changes are included in Attachment 2 – Summary of Changes.

The City does not anticipate that any of these changes will result in a Project that exceeds the development standards already set forth in the adopted ECR/C Area Plan. Height and land use restrictions will remain the same and therefore the impact to the SFO Airport and its environs should be unchanged.

Please reach out to me with any questions and I am happy to attend any special meetings or hearings, as they are scheduled. We do not anticipate taking action on the Project until November, 2017 but review prior to that time would be great appreciated.

Thanks,

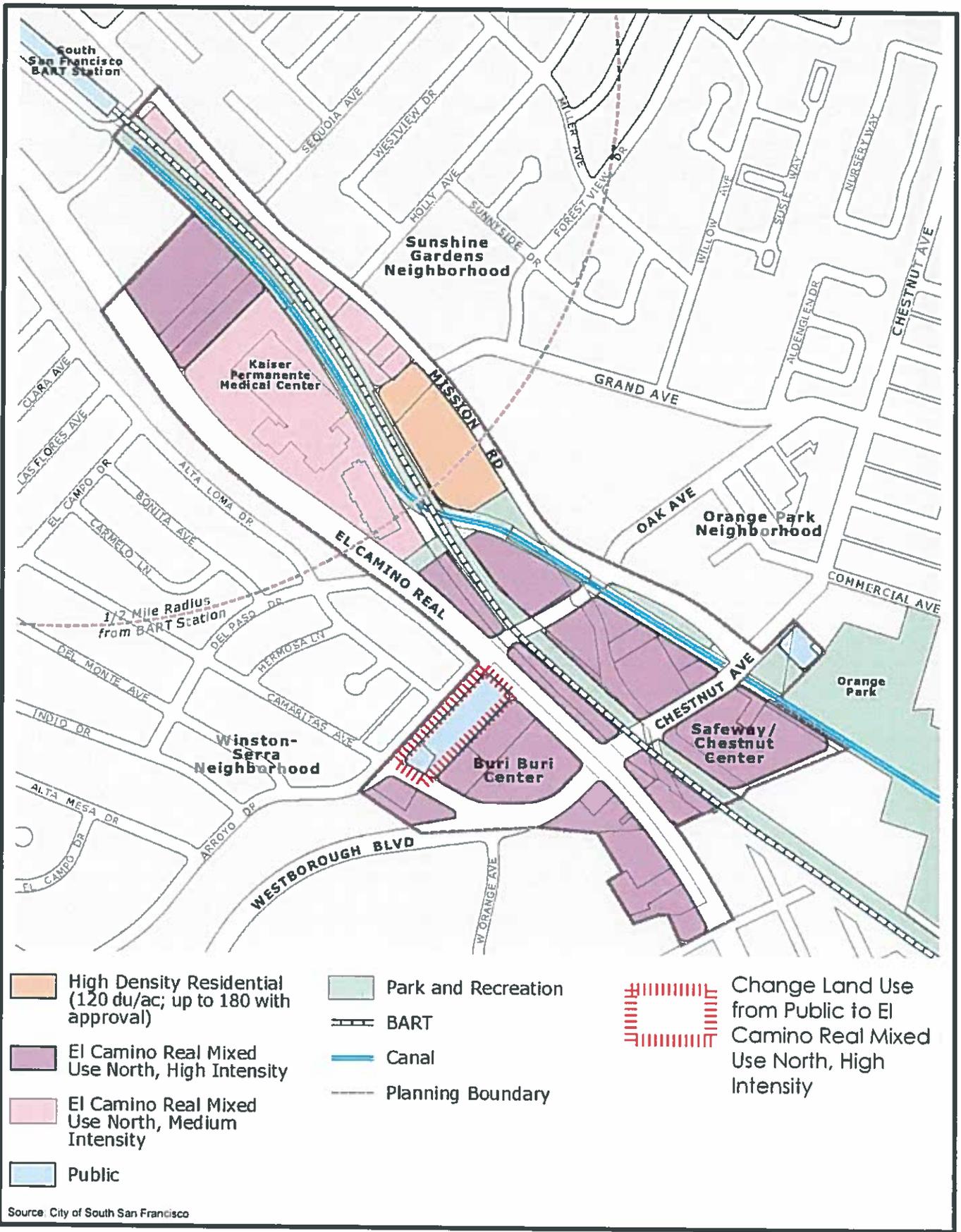


Tony Rozzi, AICP
Senior Planner
650-877-8535
Tony.rozzi@ssf.net

Attachments

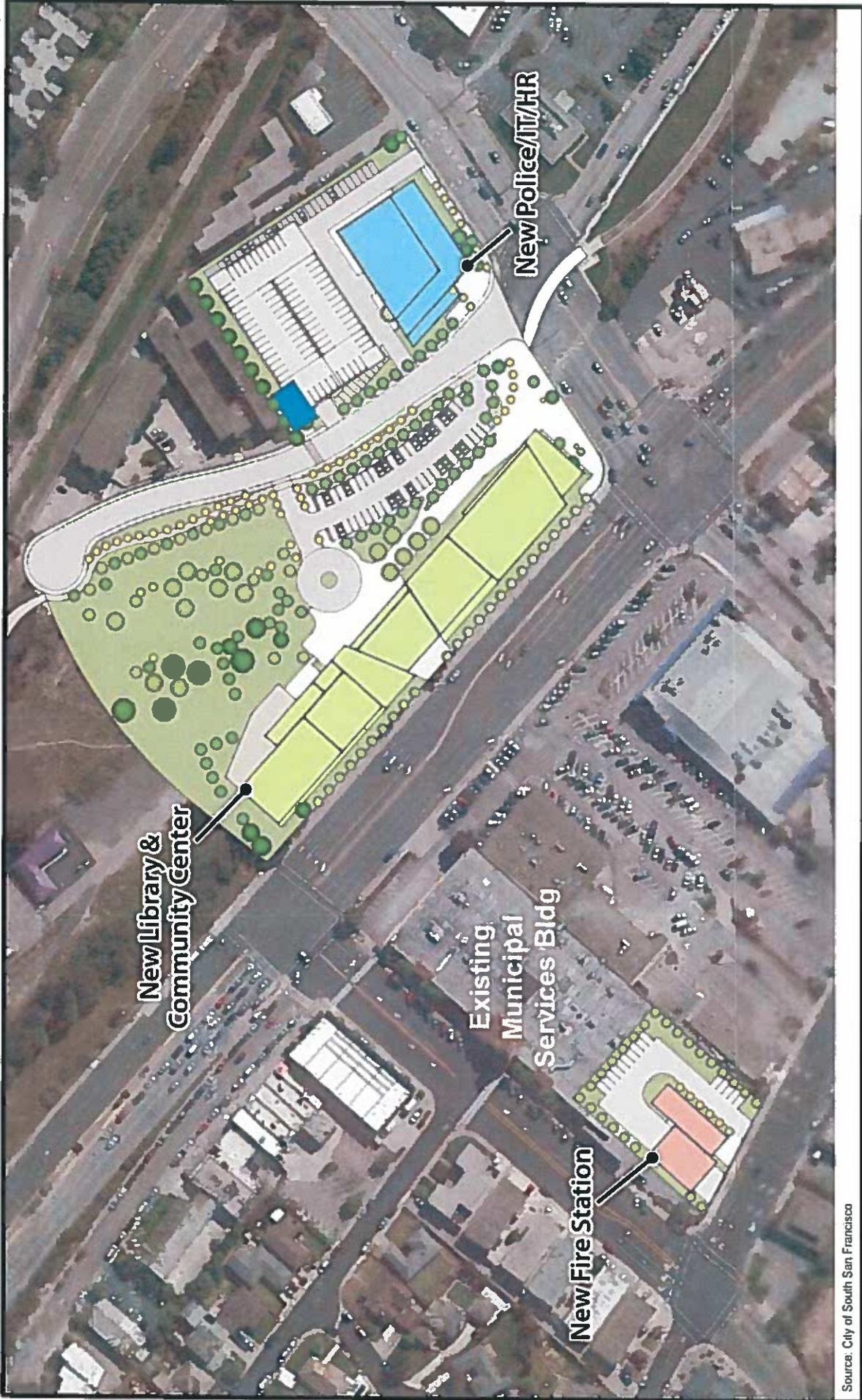
Attachment 1 – Map with associated images

Attachment 2 – Summary of Changes



Not To Scale

FIGURE 4
Proposed Land Use Changes



Source: City of South San Francisco

FIGURE 3
Proposed Project

Michael Baker
INTERNATIONAL

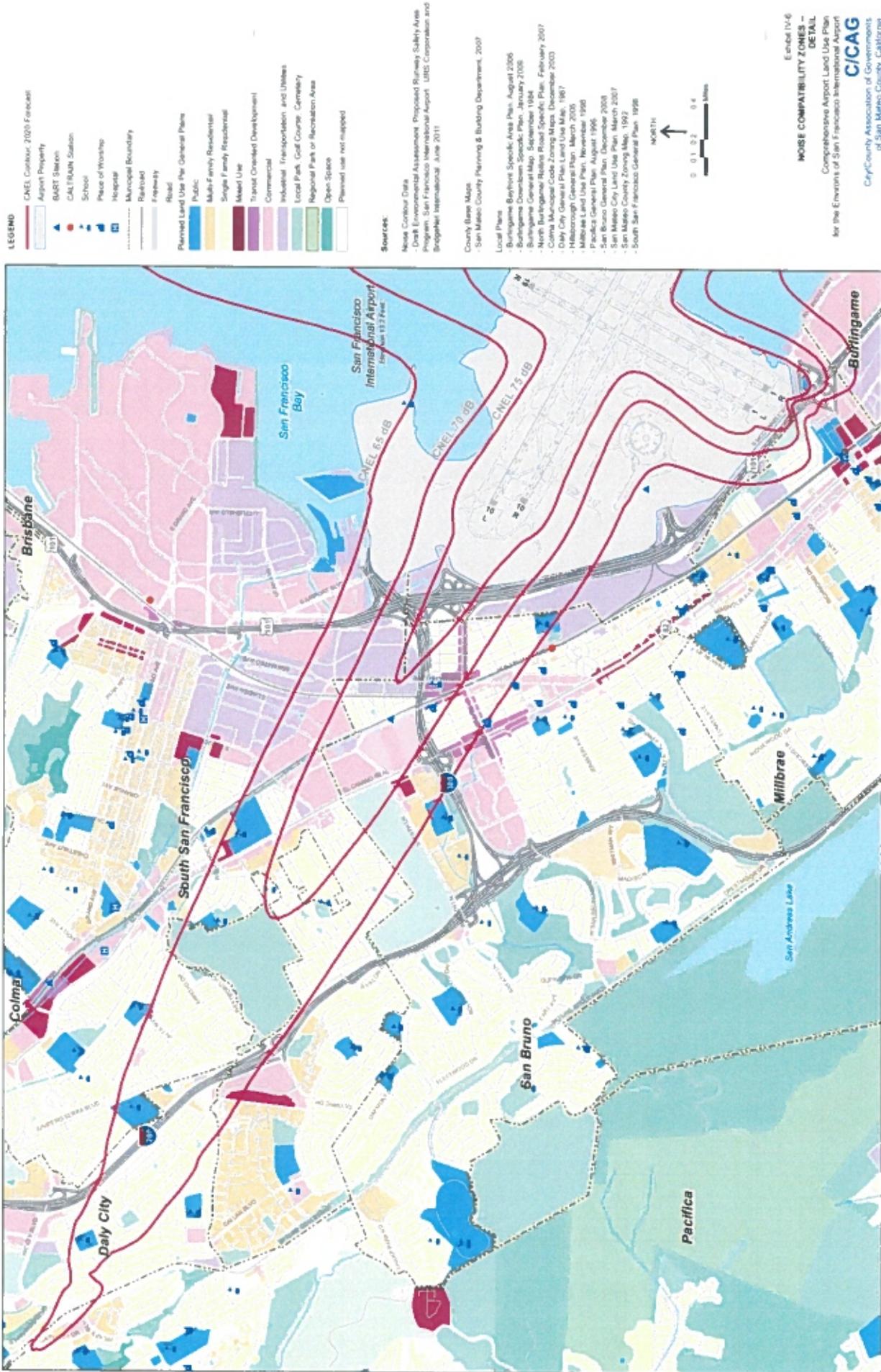
Not To Scale

The Project with a Parking Structure will be evaluated as the Preferred Option for purposes of CEQA. Other parking alignments (surface or underground parking) will be evaluated as alternative scenarios.

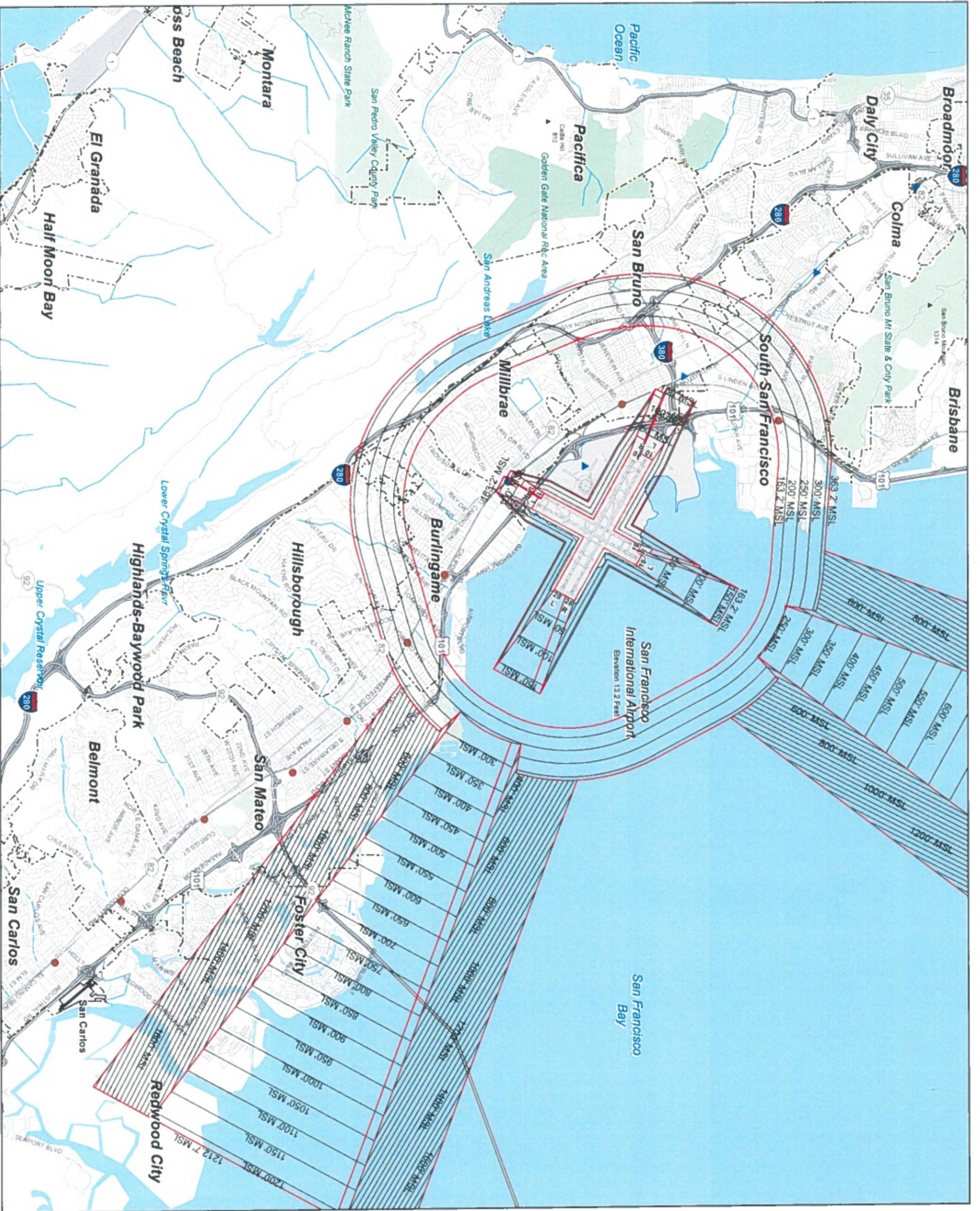
Summary of Changes to incorporate the Community Civic Campus Project – Updated 7/11/17

Table/Figure	Location	Changes
ECR Chestnut Area Plan		
Figure 2-1: Land Use Diagram	P.46	Changed property south of ECR and east of Oak Ave from Public to Mixed Use High Intensity
Table 2-2: Development Potential Summary	P.50	Combined “Projected within Focus Area” and “Projected Outside Focus Area” to one column “Projected”
Block A-J Massing Diagrams	PP.54-57	Rounded to the nearest five and added approximate symbols to unit, DU and FAR projections
Table 2-1: Standards for Density and Development Intensity	P.49	Added to Note 1 with addition text (underlined) to read “A minimum 0.3 FAR of the required 0.6 FAR shall be active uses. The requirement for a minimum 0.3 FAR of active uses does not apply to projects where 30% of the units are restricted and affordable to low- or low-moderate-income households <u>or where site constraints limit ground-floor development.</u> ”
Table 2-3: Illustrative Concept of Focus Area Development by Block	P.58	Rounded to the nearest five unit, DU and FAR projections and adjusted sum totals accordingly
Figure 3-3: Active Frontages	P.66	Changed active frontages along the Greenway in the southern 2 blocks, and along ECR between Oak Ave and Chestnut Ave from “Active Frontage-Retail and/or Eating and drinking required” and “Active Frontage-Retail required respectively to “Active Frontage”. Also added “Active Frontage-Retail and/or Eating and drinking required along Oak Ave south of ECR.
General Plan Chapter 2		
Figure 2-1 Land Use Diagram	P.2-6	Changed property south of ECR and east of Oak Ave from Public to Mixed Use High Intensity
General Plan Chapter 3		
El Camino Real Sub-Area Land Use Diagram	P.3-26	Changed property south of ECR and east of Oak Ave from Public to Mixed Use High Intensity
Zoning Code		
20.270.002: Sub Districts	P. 1 Word	Updated sub-district descriptions and clarified active uses category and site constraint exemption discretion by Chief Planner
Table 20.270.004-1:	P. 5	Minimum FAR active uses exemption for site

Development Standards	Word	constraints discretion by Chief Planner
20.270.004.A: Additional Development Standards	P. 9 Word	TDM measures for residential projects clarification to allow Chief Planner discretion
Figure 20.270.005(B) Required Active Frontage	P.13 Word	Altered to updated active uses definition





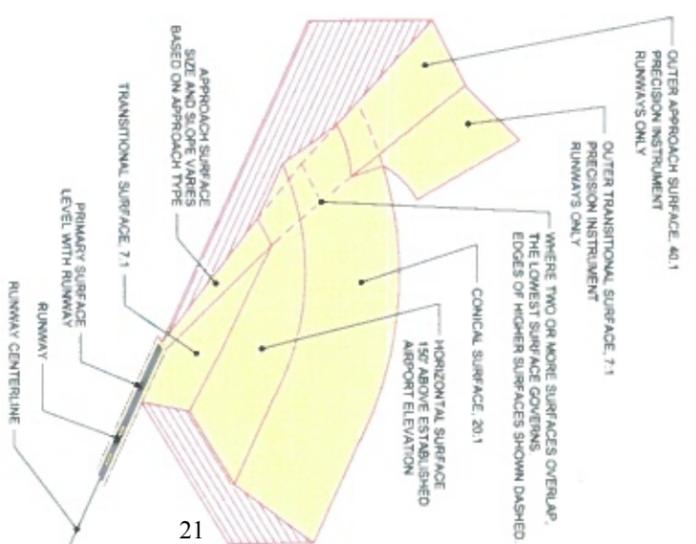


ATTACHMENT 4

LEGEND

- 14 CFR Part 77 Civil Airport Imaginary Surfaces
- 400'-MSL Elevation Contour, Feet AMSL
- BART Stations
- Caltrain Stations
- Regional Park or Recreation Area
- Municipal Boundary
- Railroads
- Freeways
- Roads

Isometric Drawing of 14 CFR Part 77, Section 77.19 Civil Airport Imaginary Surfaces



Sources:
 14 CFR Part 77 Surfaces: City and County of San Francisco, Ricondo & Associates, Inc. 2010.

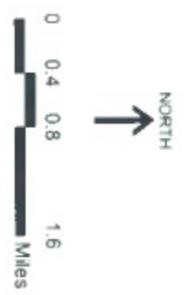
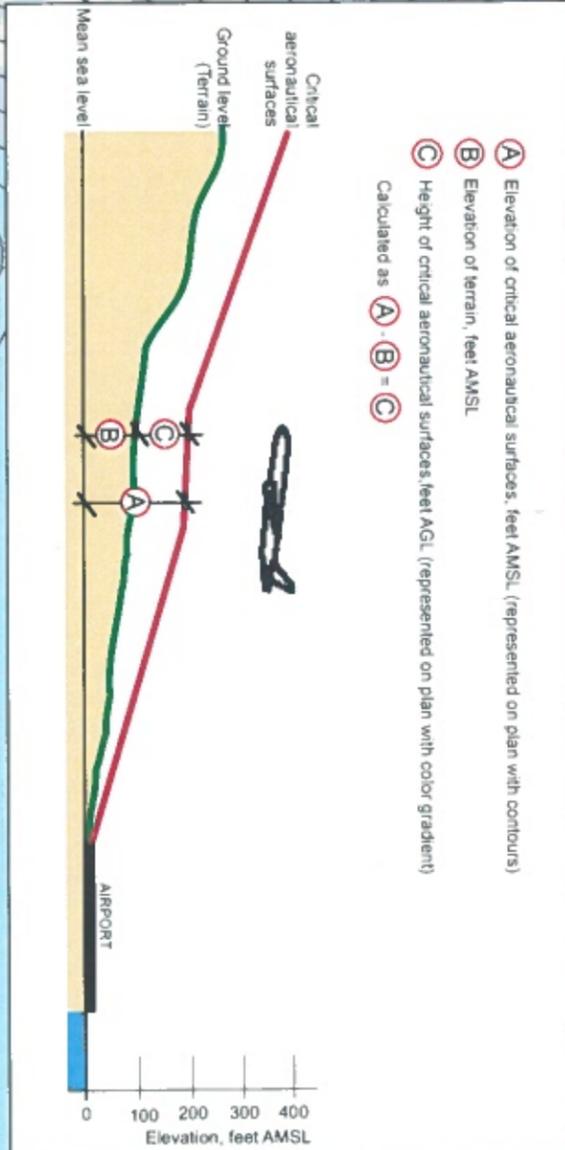
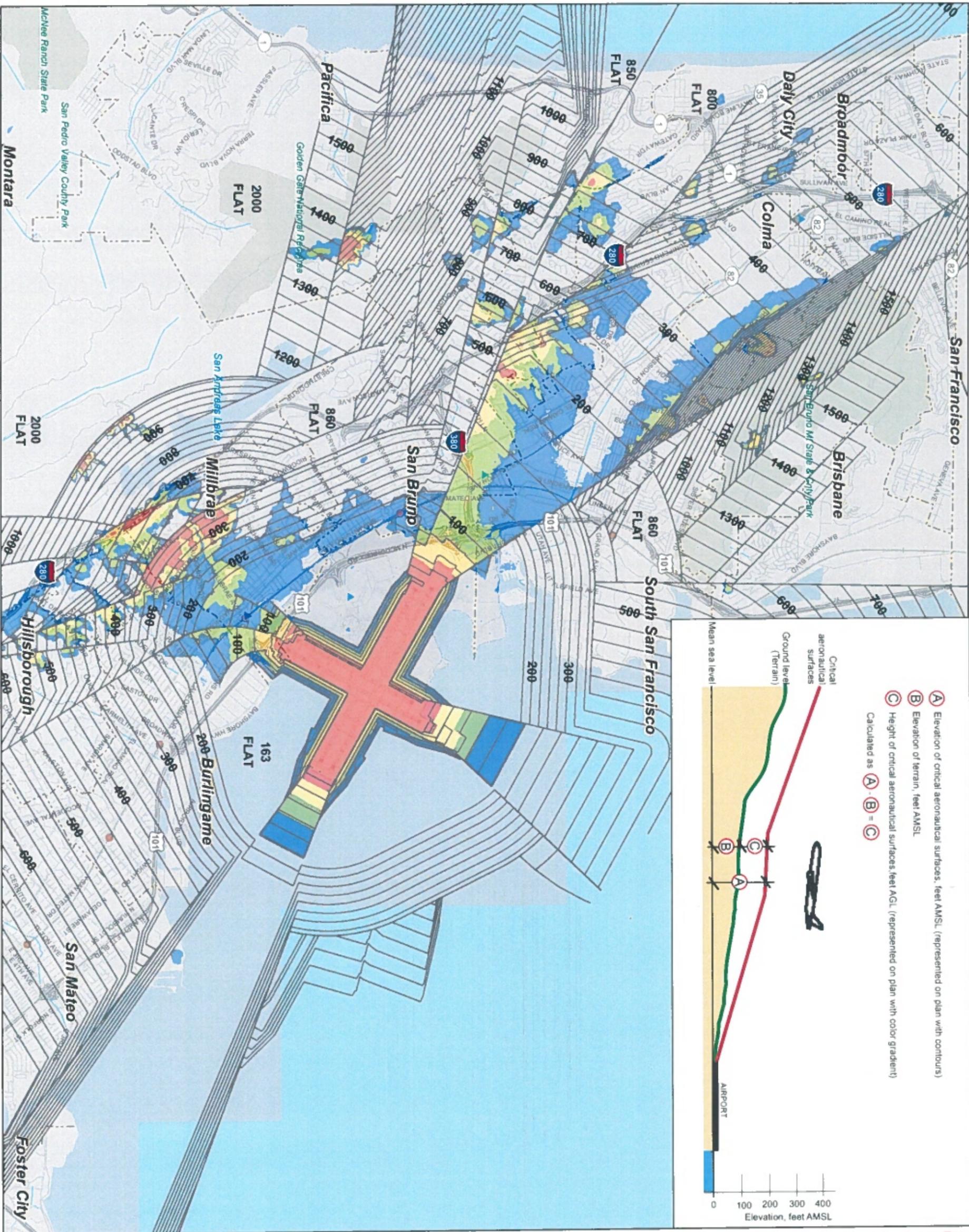


Exhibit IV-13
14 CFR PART 77
AIRPORT IMAGINARY SURFACES
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
C/CAG
 City/County Association of Governments
 of San Mateo County, California



- (A) Elevation of critical aeronautical surfaces, feet AMSL (represented on plan with contours)
- (B) Elevation of terrain, feet AMSL
- (C) Height of critical aeronautical surfaces, feet AGL (represented on plan with color gradient)
Calculated as $(A) - (B) = (C)$

- LEGEND**
- (A) 100 — Elevation of critical aeronautical surfaces, feet Above Mean Sea Level (AMSL), North American Vertical Datum of 1988 (NAVD88)
 - (C) Height of Critical Aeronautical Surfaces, Feet Above Ground Level (AGL)
 - 35 and lower
 - 35-65
 - 65 - 100
 - 100 - 150
 - 150 and more
 - 150 and more
 - ▲ Airport Property
 - BART Station
 - CALTRAIN Station
 - Regional Park or Recreation Area
 - Municipal Boundary
 - Railroad
 - == Freeway
 - Road

Notes:

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

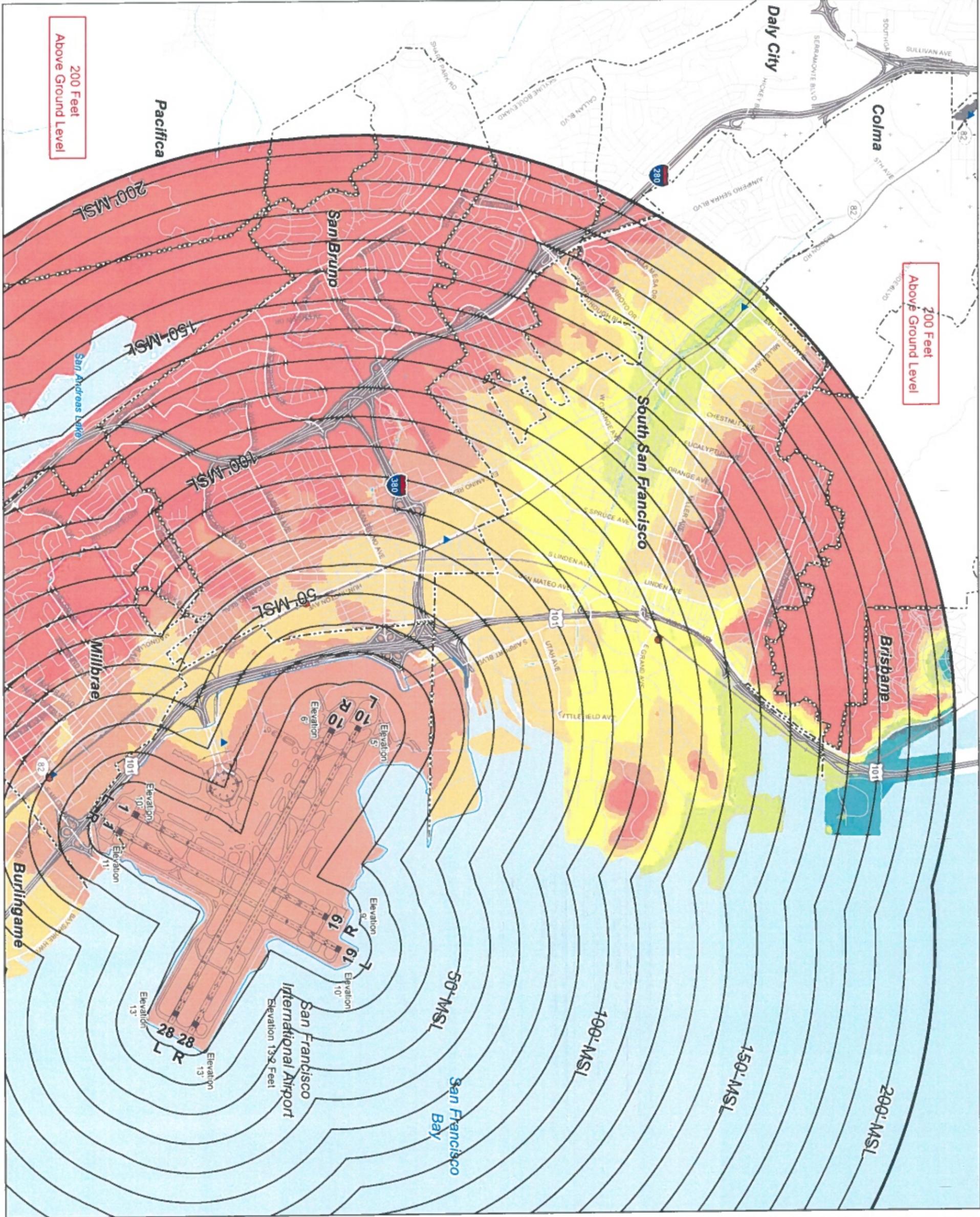
2. This map does not replace the FAA's obstruction evaluation / airport airspace analysis (OE/AAA) review process. Proposing construction at elevations and heights that are lower than the critical aeronautical surfaces shown on this map: (a) does not relieve the construction sponsor of the obligation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

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



CRITICAL AERONAUTICAL SURFACES -- NORTHWEST SIDE

Exhibit IV-17
Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport
City/County Association of Governments
CICAG
City/County Association of Governments
of San Mateo County, California



FAA NOTIFICATION REQUIREMENTS

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

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

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

20,000 Feet Limit From Nearest Runway

400 - Elevation Above Mean Sea Level

Heights of 100:1 Surface Above Ground (AGL)

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

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

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

Structure proponents or their representatives may file via traditional paper forms via US mail, or online at the FAA's OE/AA website: <http://oeaaas.faa.gov>

LEGEND

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

Note:

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

Source:

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



Exhibit IV-11

FAA NOTIFICATION FORM 7460-1
 FILING REQUIREMENTS – NORTH SIDE
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport

CICAG

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