



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

APPLICANT INFORMATION

Agency: City of Daly City

Project Name: 141 Third Avenue Townhouses

Address: 141 Third Avenue

APN: 006-254-030

City: Daly City

State: CA

ZIP Code: 94015

Staff Contact: Michael VanLonkhuisen

Phone: 650 991 8158

Email: mvanlonkhuisen@dalycity.org

PROJECT DESCRIPTION

The applicant, PIH, LLC, proposes to construct seven duplexes on a 30,919 square foot property that presently vacant. The project is located generally northwest of the intersection of East Market Street and Hillside Drive in Daly City, at 141 Third Avenue. Each duplex would be three stories, 35 feet tall maximum, and constructed on site that ranges from 117 and 135 feet above mean sea level. The project architecture is a traditional design that uses typical amount of fenestration. No solar panels are currently proposed.

REQUIRED PROJECT INFORMATION

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

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

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
 - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.
 - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.
 - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
 - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.
 - c) Airspace Protection:
 - Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

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

2. Real Estate Disclosure requirements related to airport proximity
3. Any related environmental documentation (electronic copy preferred)
4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

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

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

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

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

From: [Michael Van Lonkhuysen](#)
To: [Susy Kalkin](#)
Subject: FW: 141 Third Avenue Townhouses
Date: Wednesday, October 26, 2022 2:50:53 PM
Attachments: [aluc applicaiton.mtv.pdf](#)
[3rd Avenue Residential ADIS \(7-14-21\).docx](#)

From: Michael Van Lonkhuysen
Sent: Wednesday, October 26, 2022 1:57 PM
To: 'Susy Kalkin' <kkalkin@smcgov.org>
Subject: 141 Third Avenue Townhouses

Hi, Susy. Please see attached ALUC application for the above project. ALUC review is required because we are changing the General Plan from Residential Low Density (R-LD) to Residential – Low Medium Density (R-LMD) and the zoning from Unzoned to R-2 (Two-Family Residential District).

I've also attached a copy of the Admin Draft of the project's Initial Study. Pages 78 through 80 contain a discussion of noise levels and overall ALUC compatibility. Here are some highlights.

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

In 1967, the State legislature adopted legislation requiring the establishment of airport land use commissions in counties with one or more airports serving the general public. Amendments adopted by the legislature in 1970 required each commission to develop comprehensive ALUCPs. The purpose of the ALUCPs is to provide for the orderly growth of airports and the surrounding areas to minimize the public's exposure to excessive noise and safety hazards.

The project site is located within the AIA of SFO. Properties within the AIA may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, and odors). The airport/land use compatibility of a proposed development or land use policy action shall be determined by comparing the proposed development or land use policy action with the safety compatibility criteria, noise compatibility criteria, and airspace protection/height limitation criteria in the ALUCP.

Furthermore, properties located within the 70 dB CNEL aircraft noise contour for SFO warrant land use controls to promote noise compatibility. The project site is not located within SFO's 70 dB CNEL aircraft noise contour.

The ALUCP also includes airspace protection/height limitation criteria based on Federal Aviation Regulations. Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (referred to as FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft

in flight. These regulations require that the FAA be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground. For the project site, any proposed structure of a height greater than approximately 200 feet above mean ground level is required under FAR Part 77 to be submitted to the FAA for review.

Any proposed land use policy actions, including the proposed General Plan Amendment and rezoning, that affect properties within the ALUCP Airport Influence Area B boundary in Daly City (such as the project site), must be referred to the C/CAG Board for an ALUCP consistency review and determination.

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SFO Airport Land Use Compatibility Plan

The project site is located within the SFO AIA and thus, the project would be required to comply with the SFO ALUCP. For the project site, any structure exceeding 200 feet in height above ground would require submittal to the FAA for airspace safety review. The proposed residences would reach a maximum of 35 feet above ground level, therefore, notification to the FAA would not be required. Given that the project proposes a General Plan amendment and rezoning and is located within the ALUCP Area B boundary, the project would be referred to the C/CAG Board for an ALUCP consistency review and determination. The project site is outside of the 70 dB CNEL aircraft noise contour and therefore does not require controls to promote noise compatibility.”

Here is a link to plans

1. [3rd St Daly City DRAWING SET.pdf \(dropbox.com\)](#)

Please let me know if there is anything else you need from me on this.

GENERAL NOTES

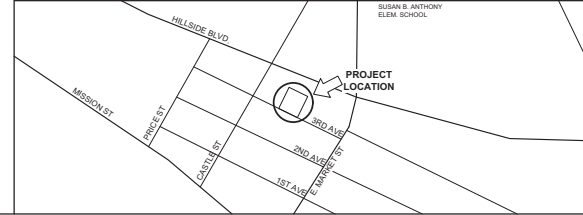
- THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURE AND FOR ALL SAFETY PROGRAMS AND PRECAUTIONS IN CONNECTION WITH THE PROJECT. NEITHER THE ARCHITECT IS RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO FOLLOW PROPER SAFETY PROCEDURES.
- ALL CODES HAVING JURISDICTION ARE HEREBY MADE A PART OF THIS DOCUMENT AND ARE TO BE STRICTLY OBSERVED BY THE CONTRACTOR IN THE CONSTRUCTION OF THE PROJECT. IN THE EVENT OF CONFLICT BETWEEN THESE DOCUMENTS AND THE CODE, THE CODE SHALL PREVAIL. ANY CONFLICT OR DISCREPANCY SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.
- ALL WORK TO BE ACCEPTABLE MUST BE IN COMPLIANCE WITH THESE DRAWINGS AND SPECIFICATIONS, AND MUST BE OF A QUALITY EQUAL OR BETTER THAN THE STANDARD OF THE TRADE. FINISHED WORK SHALL BE PROPERLY ANCHORED, IN TRUE ALIGNMENT, PLUMB, LEVEL, WITH SMOOTH, CLEAN, UNIFORM APPEARANCE.
- CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION AGAINST WEATHER, RAIN, WINDSTORMS, OR HEAT SO AS TO MAINTAIN ALL WORK, MATERIALS, EQUIPMENT AND APPARATUS FREE FROM INJURY OR DAMAGE.
- CONTRACTOR SHALL VISIT THE SITE OF THE PROJECT, EXAMINE FOR HIMSELF/HERSELF THE NATURE OF THE EXISTING CONDITIONS AND ALL OTHER CONDITIONS RELEVANT TO THE SATISFACTORY COMPLETION OF THE PROJECT. SUBMISSION OF A BID FOR CONSTRUCTION SHALL BE CONSIDERED EVIDENCE OF SUCH EXAMINATION BY THE CONTRACTOR.
- BEFORE ORDERING MATERIAL OR COMMENCING WORK WHICH IS DEPENDENT FOR THE PROPER SIZE AND INSTALLATION UPON COORDINATION WITH CONDITIONS IN THE BUILDING, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND SHALL BE RESPONSIBLE FOR THE CORRECTNESS. ANY DISCREPANCIES BETWEEN THE DOCUMENTS AND THE EXISTING CONDITIONS SHALL BE REFERRED TO THE ARCHITECT FOR ADJUSTMENTS BEFORE ANY WORK BEGINS OR MATERIALS ARE PURCHASED.
- MATERIALS, PRODUCTS AND EQUIPMENT SHALL ALL BE NEW, EXCEPT AS SPECIFICALLY NOTED OTHERWISE.
- CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL DEBRIS IN A LOCATION OF THE PROPERTY APPROVED BY THE OWNER AND SHALL REMOVE SAME IN A TIMELY MANNER DURING THE COURSE OF WORK.
- CONTRACTOR SHALL REMOVE FROM SITE ANY IMPROVEMENTS NECESSARY FOR COMPLETION OF THE PROJECT, PROTECT FROM DAMAGE OR INJURY ALL EXISTING TREES, LANDSCAPING AND IMPROVEMENTS INDICATED BY THE ARCHITECT.
- EXCAVATE ALL FOOTINGS AS INDICATED ON THE DRAWINGS TO REACH SOLID UNDISTURBED SOIL. BOTTOMS OF EXCAVATIONS SHALL BE LEVEL, CLEAN AND DRY AND AT THE ELEVATIONS INDICATED ON THE STRUCTURAL DRAWINGS.
- PROVIDE FINISH GRACES TO DRAIN AWAY FROM THE FOUNDATIONS ON ALL SIDES OF THE BUILDING.
- CONTRACTOR TO PRECISELY LOCATE ALL UTILITIES PRIOR TO ANY CONSTRUCTION AND/OR EXCAVATION.
- WORK HOURS: CONSTRUCTION, DELIVERIES, AND/OR SERVICING OF ANY ITEM ON SITE SHALL BE PROHIBITED BEFORE 8:00 AM AND AFTER 5:00 PM, WEEKDAYS, ALL DAY SATURDAY, SUNDAY AND HOLIDAYS.
- CONSTRUCTION PARKING IS PERMITTED ONLY ON THE SITE AND ONLY ON THE SIDE OF THE STREET FRONTING THE PROPERTY FOR WHICH THE PERMIT IS ISSUED.
- NO PERSON SHALL CAUSE AND NO PROPERTY OWNER SHALL PERMIT ON SUCH OWNER'S PROPERTY A NOISE PRODUCED BY ANY PERSON, MACHINE, ANIMAL OR DEVICE, OR ANY COMBINATION THEREOF, IN EXCESS OF THE SOUND LEVEL LIMITS SET FORTH IN LOCAL MUNICIPAL CODES TO EMANATE FROM ANY PROPERTY, PUBLIC OR PRIVATE, BEYOND THE PROPERTY LINE ANY SOUND IN EXCESS OF THE SOUND LEVEL LIMITS SET FORTH IN LOCAL MUNICIPAL CODES SHALL CONSTITUTE A NOISE DISTURBANCE. FOR PURPOSES OF DETERMINING SOUND LEVELS, SOUND LEVEL MEASUREMENTS SHALL BE MADE AT ANY LOCATION ON THE RECEIVING PROPERTY. PROFESSIONAL CERTIFICATION OF MEETING THIS REQUIREMENT MAY BE REQUIRED PRIOR TO FINAL INSPECTION.
- SURVEYOR IS REQUIRED TO PROVIDE LETTERS VERIFYING THE STRUCTURE IS LOCATED AS APPROVED ON THE PLANS FOR SETBACKS PRIOR TO POURING ANY CONCRETE AND VERIFYING THE HEIGHT OF THE STRUCTURE IS AS SHOWN ON THE PLANS AT FRAME INTERSECTION.
- THE GEOTECHNICAL ASPECTS OF THE CONSTRUCTION, INCLUDING EXCAVATION OF FOUNDATIONS, PIER DRILLING, UNDERPINNING, PREPARATION OF FILL, AND SURFACE SLABS-ON-GRADE, PLACEMENT AND COMPACTION OF ENGINEERED FILL, AND SURFACE DRAINAGE INSTALLATION SHALL BE PROVIDED BY A REGISTERED PROFESSIONAL ENGINEER. A GEOTECHNICAL REPORT PREPARED BY EARTH SYSTEMS PACIFIC, DATED JUNE 23, 2020, EARTH SYSTEMS PACIFIC SHOULD BE PROVIDED AT LEAST 48 HOURS IN ADVANCE. NOTICE OF ANY EARTHWORK OPERATIONS AND SHOULD BE PRESENT TO OBSERVE AND TEST, AS NECESSARY, THE EARTHWORK AND FOUNDATION INSTALLATION PHASES OF THE PROJECT.

15 NEW HOMES AT 141 3rd AVENUE

PERSPECTIVE VIEW FROM 3rd AVENUE



VICINITY MAP



cka
ARCHITECTS

CHRIS KUMMERER & ASSOCIATES
P 650.233.0342
2089 AVE AVENUE, MENLO PARK, CA 94025
CHRIS@CKA-ARCHITECTS.COM
CKA-ARCHITECTS.COM

REVISIONS:	
PRE-APPLICATION SUBMITTAL	10.17.2019
PLANNING SUBMITTAL	6.10.2020
PLANNING RESUBMITTAL	4.19.2021
PLANNING RESUBMITTAL	5. 9. 2021
PLANNING RESUBMITTAL	5.27.2022
PLANNING RESUBMITTAL	7.28.2022

141 3rd AVENUE

APN #: 006-254-030

DALY CITY CA 94014

ABBREVIATIONS

A	AND	MISC.	MISCELLANEOUS
B	DIAMETER OR ROUND	MTL.MET.	METAL
ACCUS.	ACCIDENTAL	INT. or NEW	NEW
ADJ.	ADJUTABLE	NORTH	NORTH IN CONTRACT
A.F.F.	ABOVE FINISHED FLOOR	NO. or #	NUMBER
APPROX.	APPROXIMATE	N.T.	NOT TO SCALE
ARCH.	ARCHITECTURAL	O.C.	OVER
BLDG.	BUILDING	O.C.	ON CENTER
BLKG.	BLOCKING	O.D.	OUTSIDE DIAMETER
BM	BEAM	OPENG.	OPENING
CAB.	CABINET	P.E.N.	PLYWOOD EDGE NAILING
C.C.	CONTROL JOINT	PL.	PLATE OR PROPERTY LINE
C.D.	COLD WATER	P.L.A.M.	PLASTIC LAMINATE
CLO.	CLOSET	P.LYWD.	PLYWOOD
C.P.R.	CLEAR	P.R.E.A.B.	PREFABRICATED
C.M.U.	CONCRETE MASONRY UNIT	P.P.D.	PAPER TOWEL DISPENSER
C.O.	CLEANOUT OR CASSED OPENING	P.T.D.	PRESSURE TREATED
C.O.L.	COLUMN	R.	DOUGLAS FIR
CONC.	CONCRETE	R.	RISER
C.T.	COLLAR TIE	RAD.	RADIUS
C.W.	COLD WATER	R.D.	ROOF DRAIN
DEPT.	DEPARTMENT	REF.	REFERENCE
DETL.	DETAIL	REINFC.	REINFORCEMENT
D.F.	DOUGLAS FIR	REQD.	REQUIRED
DIA.	DIAMETER	R.O.D.	ROOF OPENING
DM.	DIMENSION	R.W.D.	REINFORCED
DN.	DOWN	R.W.L.	RAIN WATER LEADER
DS.	DOWNSPOUT	R.S.	REINFORCED
DW.	DISHWASHER	S.C.	SOLID CORE
DWGS.	DRAWING	S.D.	SMOKE DETECTOR
EACH.	EACH	SHE.	SHEET
E.L.E.C.T.	ELECTRICAL	S.M.	SMILEAR
ENCL.	ENCLOSURE	SPEC.	SPECIFICATIONS(S)
E.S.	EDGE OF SLAB	S.T.	STAINLESS STEEL
EQ.	EQUAL	S.T.L.	STEEL
EQ. (E)	EQUAL EQUIP.	STOR.	STORAGE
EXP.	EXPANSION	STRUC.T/STR.	STRUCTURAL
G.S.M.	GALVANIZED SHEET METAL	SUB.	SUBSTITUTION
GYP. BD.	GYP. BOARD	SYM.	SYMBOL OR SYMMETRIC
GYP.	GYP. BOARD	T&B.	TOP AND BOTTOM
H.B.	HOSE BIB	T.&G.	TONGUE AND GROOVE
H.C.	HOLLOW CORE	T&G.	TONGUE AND GROOVE
HWDR. ROWE	HARDWARE	TEL.	TELEPHONE
H.M.	HOLLOW METAL	THRU.	THROUGH
HORIZ.	HORIZONTAL	T.O.C.	TOP OF CURB
H.T.	HEIGHT	T.O.P.	TOP OF PAVEMENT
HTR.	HEATER	T.O.W./TW.	TOP OF WALL
H.W.	HOT WATER	T.O.P.	TOILET PAPER HOLDER
HW.D.	HARDWOOD	T.P.D.	TOILET PAPER DISPENSER
H.W.D.	HOLLOW DIAMETER (DIM.)	TV.	TYPICAL
IN. or (")	INCH OR INCHES	UNL.	UNLESS OTHERWISE
INSUL.	INSULATION	UNL.	UNLESS OTHERWISE
INT.	INTERIOR	VERT.	VERTICAL
JANITR.	JANITOR	V.G.	VERTICAL GRAIN
JST.	JOIST	W.	WITH
KITCH.	KITCHEN	W/O.	WITHOUT
LAM.	LAMINATE	W.C.	WATER CLOSET
LAV.	LAVATORY	W.D.	WOOD
MAX.	MAXIMUM	W.H.	WATER HEATER
M.ECH.	MECHANICAL	W.P.	WATERPROOF
MEZZ.	MEZZANINE	W.W.F.	WELDED WIRE FABRIC
MFR.	MANUFACTURER		
MNM.	MANUFACTURER		

DALY CITY DESIGN GUIDELINES (SMALL RESIDENTIAL)

BUILDING SETBACKS:
MATCH PREDOMINANT FRONT SETBACK ALONG THE BLOCK FACE.
15' FRONT SETBACK MATCHES PREDOMINANT SETBACK ON BLOCK.

FAÇADE SCALE AND CHARACTER:
FAÇADE LONG FAÇADES INTO REGULAR SEGMENTS:
FRONT FAÇADE (3RD AVENUE) IS BROKEN INTO 7 UNITS OF THE SAME WIDTH. THESE REGULAR SEGMENTS ARE DIFFERENTIATED FOR INTEREST.

PROVIDE BAY WINDOWS COMMON TO OLDER HOMES;
MODERN SQUARE BAYS WITH A VARIETY OF WINDOW DETAILS (CORNER, CENTERED, RECESSED) HAVE BEEN PROVIDED.

PROVIDE INTERESTING PARAPET PROFILES:
VARYING PARAPET HEIGHTS PROVIDE AN INTERESTING STREET FAÇADE AS THE BUILDINGS STEPS. PARAPETS VARY IN COLOR AND MATERIAL FROM UNIT TO UNIT.

STEP BACK UPPER FLOOR 5' MIN;
THIRD FLOOR SETBACK APPROXIMATELY 5' FROM LOWER FLOORS.

CONTINUOUS FRONT FAÇADE ARCHITECTURAL MATERIALS AND DETAILS ONTO VISIBLE SIDE WALLS:
STUCCO AND SIDING CONTINUES ALONG ALL SIDE WALLS VISIBLE FROM STREET FRONTAGE. SIDE WALLS HAVE BEEN DIVIDED WITH A CENTRAL COLOR BAND AND WRAPPING HORIZONTAL SIDING PROVIDING VISUAL INTEREST SIMILAR TO THAT FOUND ON FRONT FAÇADES.

INCLUDE SPECIAL DESIGN FEATURES:
THE UNITS SHALL HAVE DISTINCTIVE COLOR PATTERNS AND VARIATION OF MATERIALS. METAL AWNINGS AND DECORATIVE IRON GATES OFFER INTEREST. VARYING FAÇADE FORMS ALSO OFFER VISUAL INTEREST.

GARAGE DOORS:
LIMIT GARAGE ENTRIES TO ONE CAR WIDTH;
UNITS HAVE 8' WIDE GARAGE DOORS AND NO STREET FACING GARAGE DOORS

LIMIT GARAGE WIDTH TO 50% OF FAÇADE;
FRONT FACING UNITS HAVE NO VISIBLE GARAGES. 8' GARAGE DOOR IN 521' FAÇADE COVER 38% OF REAR UNITS.

RECESS DOORS 2' MIN FROM FRONT FAÇADE;
GARAGE DOORS ARE RECESSED 2'-0" FROM FRONT WALL.

LIVING UNIT ENTRIES:
RECESS ENTRIES/ METAL ENTRY GATES;
ENTRIES ARE STAGGERED AND RECESSED TO PROVIDE INTEREST; DECORATIVE METAL ENTRY GATES ARE PROVIDED IN SOME UNITS.

EMPHASIZE ENTRIES BY PROVIDING A ROOF ELEMENT OVER THE ENTRY;
SINGLE STORY FLAT ROOF ELEMENT IS PROVIDED OVER ENTRIES ON SOME UNITS.

WINDOWS:
RECESS WINDOWS FROM FRONT FAÇADE WALL;
RECESSED WINDOW DETAIL PROVIDED IN SQUARE BAYS.

MATERIALS AND COLOURS:
EMPHASIZE SINGLE BUILDING MATERIAL;
STUCCO IS THE PREDOMINANT BUILDING MATERIAL.

NEUTRAL OR PRIMARY FAÇADE COLOR FOR GARAGE DOOR COLOR;
GARAGE DOORS PAINTED TO MATCH PRIMARY EXTERIOR COLOR OF HOME. IN ADDITION THERE ARE NO STREET FACING GARAGE DOORS

PAINTED GRILLES, GATES ETC.
ALL GRILLES, GATES ETC WILL BE PAINTED.

PAINTED SIDE WALLS;
ALL FACES OF BUILDING (FRONT, SIDE AND REAR WALLS) WILL BE PAINTED.

LANDSCAPING:
PROVIDE LANDSCAPED PLANTING AREAS IN FRONT SETBACK AREAS NOT REQUIRED FOR ACCESS;
FRONT SETBACK SHALL BE LANDSCAPED WITH NATIVE SPECIES PLANS AND FEATURE TREES IN PLANTERSTRIP.

PROJECT SUMMARY

ADDRESS: 141 3RD AVENUE, DALY CITY CA 94014
OWNERS: PIH, LLC.
ARCHITECT: CHRIS KUMMERER, ARCHITECT PH: (650) 233-0342
E-MAIL: CHRIS@CKA-ARCHITECTS.COM
APN# 006-254-030

RECESS DOORS 2' MIN FROM FRONT FAÇADE;
GARAGE DOORS ARE RECESSED 2'-0" FROM FRONT WALL.

ZONING: R-3 (MEDIUM DENSITY)
LOT SIZE: 330919 SF

NUMBER OF UNITS PER ACRE IN RESIDENTIAL MEDIUM DENSITY:
20.135
MAX. UNITS ALLOWED ON LOT: (20.1-35) x 30919 = 14-24 UNITS
PROPOSED NUMBER OF UNITS: 14

SETBACKS: FRONT: 15' REAR: 10' SIDE: 0 MIN.

BUILDING OCCUPANCY GROUP: R-3
TYPE OF CONSTRUCTION: V-A
AUTOMATIC FIRE SPRINKLERS REQUIRED?: YES

MAX HT: 36'-0"
PROPOSED HEIGHT: ±35'-0"

MAX ALLOWABLE COVERAGE: 23,189 SF (75%)
PROPOSED COVERAGE: 1,644.67 x 7 = 11,512.69 SF (37.2%)

MAX ALLOWABLE FLOOR AREA: NO MAX.
PROPOSED UNIT FLOOR AREA:
ALL UNITS
1810SF (LIVING SPACE) + 425SF (GARAGE) = 2,235 SF

PROPOSED FLOOR AREA: 14 x 2235 = 31,290 SF

PROVIDED PARKING: 2 TANDEM SPACES PER UNIT (COVERED)
SEE SHEET A1.1 FOR PARKING AND CIRCULATION DIAGRAM

REQUIRED OPEN/ GREEN SPACE: 150 SF MIN. PER UNIT
SEE SHEET A1.1 FOR OPEN SPACE DIAGRAM

PROJECT DESCRIPTION

THIS PROJECT INVOLVES:
GENERAL PLAN AMENDMENT FOR REZONING OF PROPERTY TO R-3, MEDIUM DENSITY

CONSTRUCTION OF 14 NEW 2,055 SF, 3 STORY TOWN-HOUSES W/ 2-CAR TANDEM GARAGE UNITS WITH CONDO MAP

PRIVATE INTERIOR STREET - 120' HAMMERHEAD DEAD END FIRE APPARATUS TURN-AROUND ACCESS ROAD

PRIVATE DRIVEWAYS, LANDSCAPE, CIVIL IMPROVEMENTS AND UTILITIES

CIVIL / SURVEY:
LEA & BRAZE ENGINEERING, INC
WWW.LEABRAZE.COM
JOHNNY CHIU, P.E., D.S.D.
510-887-4086 X 157
EMAIL: JCHIU@LEABRAZE.COM

LANDSCAPE:
SANDRA REED, ZAC LANDSCAPE ARCHITECTS
145 KELLER STREET, PETALUMA, CA 94952
707-496-2967
EMAIL: SR@ZACLANDSCAPE.COM

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APPLICABLE CODES

2019 CALIFORNIA BUILDING CODE, VOLUMES 1 & 2
2019 CALIFORNIA RESIDENTIAL CODE
2019 CALIFORNIA ENERGY CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA FIRE CODE
2019 CALIFORNIA GREEN BUILDING CODE
AND CURRENT LOCAL BUILDING AND ZONING CODES

STAMP:

PAGE NUMBER:

A0.0

COVER SHEET

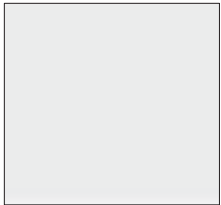
2019 CALIFORNIA BUILDING CODE, VOLUMES 1 & 2
2019 CALIFORNIA RESIDENTIAL CODE
2019 CALIFORNIA ENERGY CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA FIRE CODE
2019 CALIFORNIA GREEN BUILDING CODE
AND CURRENT LOCAL BUILDING AND ZONING CODES



AERIAL VIEW



VIEW FROM INTERIOR OF SITE LOOKING NORTH



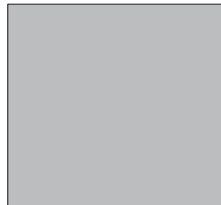
SINGLE-PLY MEMBRANE ROOFING



WINDOW / EXTERIOR DOOR



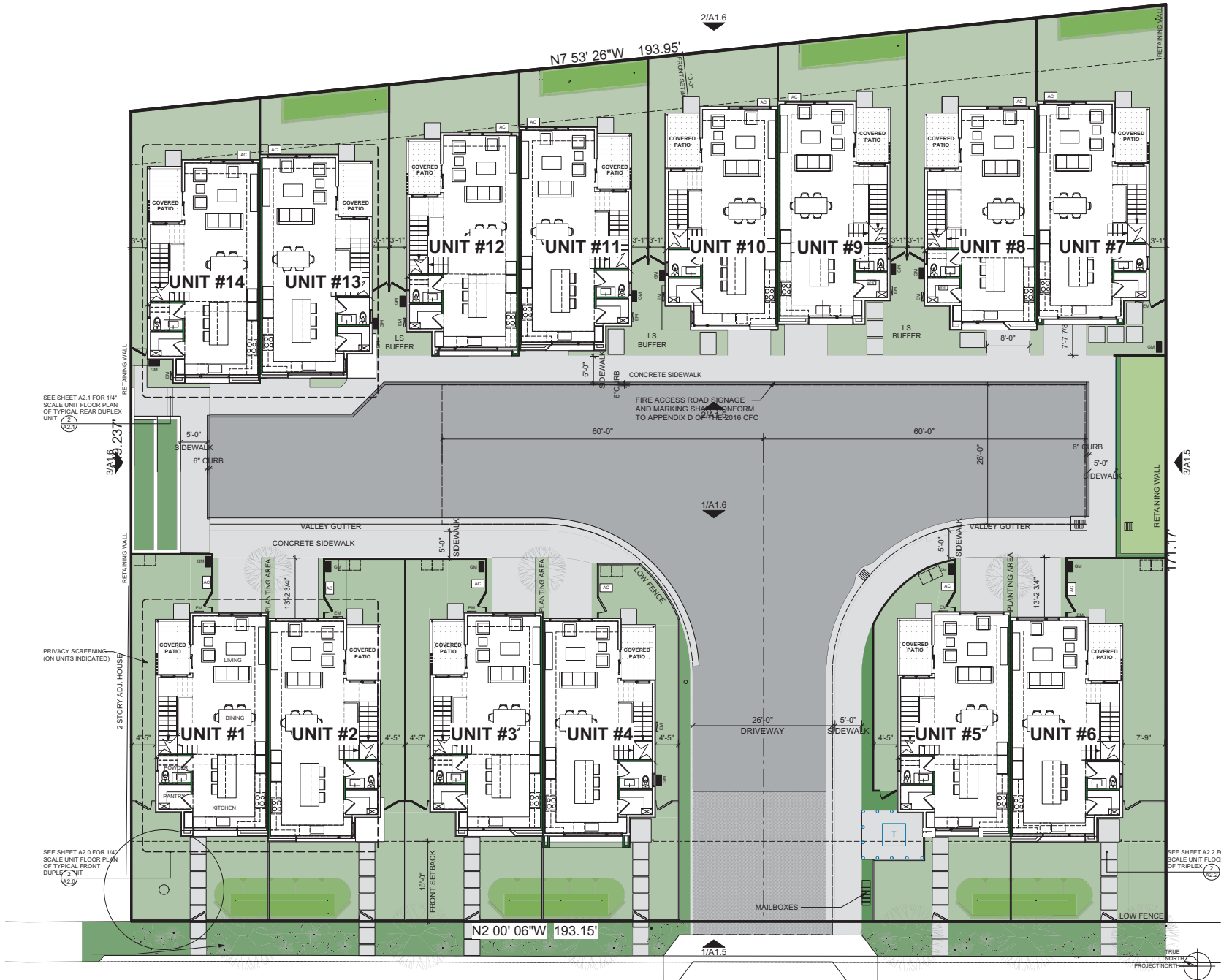
PAINTED HORIZONTAL SIDING
- SEE ELEVATION FOR COLORS



STUCCO SIDING
- SEE ELEVATION FOR COLORS



VIEW FROM 3RD AVENUE LOOKING NORTH



1 PROPOSED SITE WITH SECOND FLOOR PLAN
Scale: 1/8" = 1'-0"



cka
ARCHITECTS

CHRIS KUMMERER & ASSOCIATES
P 650.233.0342
2089 AYY AVENUE, MENLO PARK, CA 94025
CKA-ARCHITECTS.COM

REVISIONS:
PRE-APPLICATION SUBMITTAL 10.17.2019
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PLANNING RESUBMITTAL 5.27.2022
PLANNING RESUBMITTAL 7.28.2022

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PAGE NUMBER:

A1.3

PROJECT NORTH

REVISIONS:

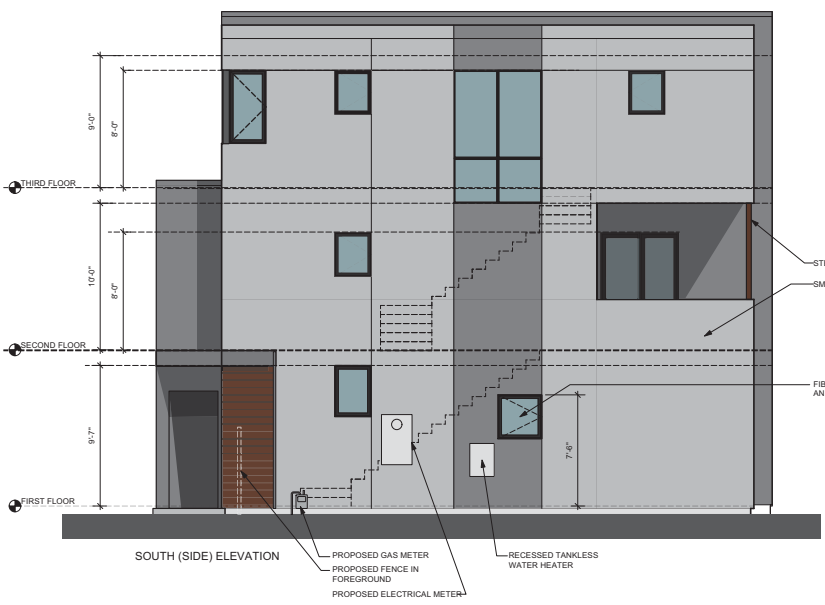
PRE-APPLICATION SUBMITTAL	10.17.2019
PLANNING SUBMITTAL	6.10.2020
PLANNING RESUBMITTAL	4.19.2021
PLANNING RESUBMITTAL	9.9.2021
PLANNING RESUBMITTAL	5.27.2022
PLANNING RESUBMITTAL	7.28.2022

141 3rd AVENUE
DALY CITY CA 94014 APN #: 006-254-030

STAMP:

PAGE NUMBER:

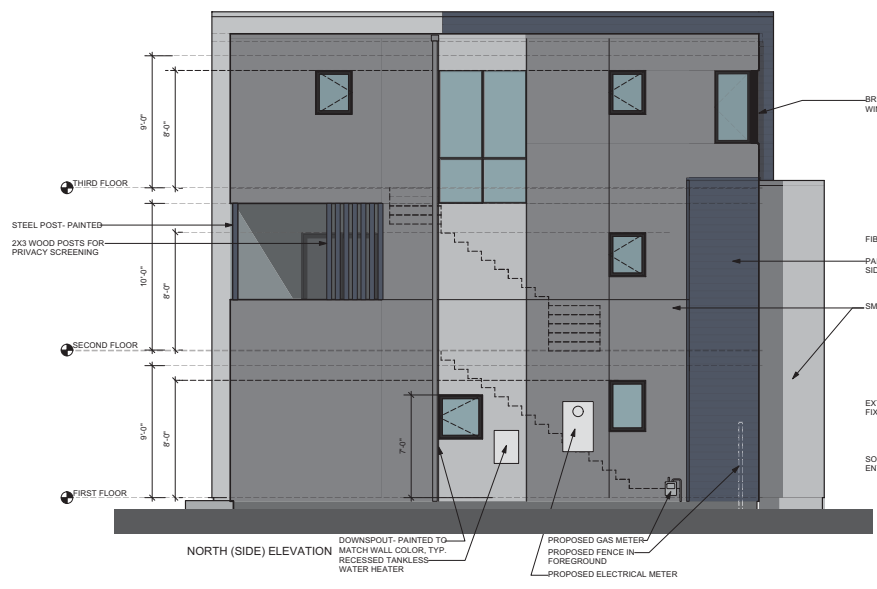
A3.0



SOUTH (SIDE) ELEVATION



EAST ELEVATION (SITE INTERIOR DRIVEWAY)



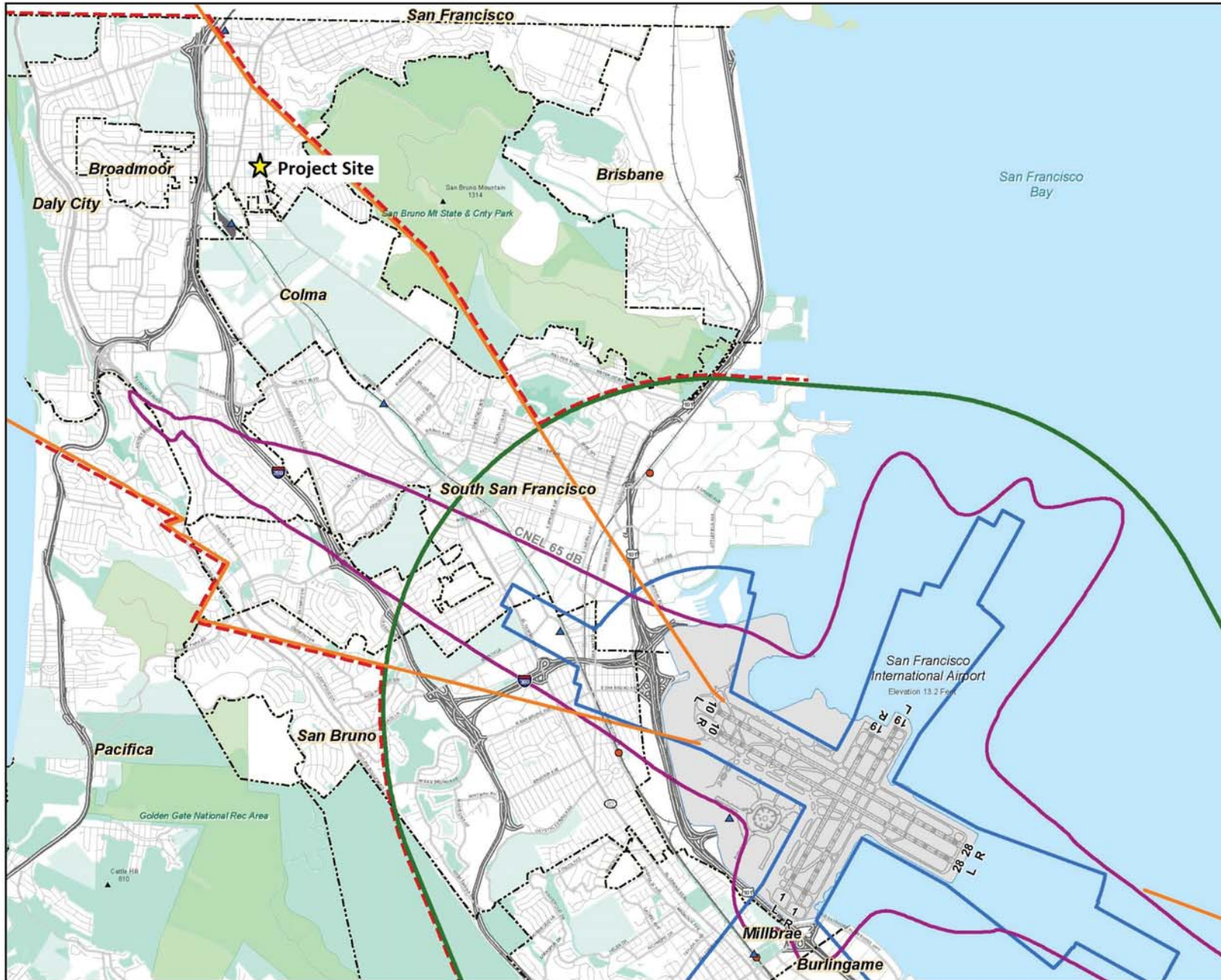
NORTH (SIDE) ELEVATION



WEST (FRONT) ELEVATION (FACING 3RD AVENUE)

1 UNIT ELEVATIONS - DUPLEX FRONT
Scale: 1/4" = 1'-0"





- LEGEND**
- - - Boundary for Airport Influence Area B
 - Outer Boundary of Safety Zones
 - CNEL Contour, 2020 Forecast
 - 14 CFR Part 77 Conical Surface
 - Outer Boundary of TERPS Approach and OEI Departure Surfaces
 - Airport Property
 - ▲ BART Station
 - CALTRAIN Station
 - Municipal Boundary
 - Railroad
 - Freeway
 - Road
 - Local Park, Golf Course, Cemetery
 - Regional Park or Recreation Area
 - Open Space

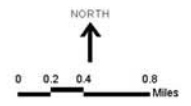
Sources:

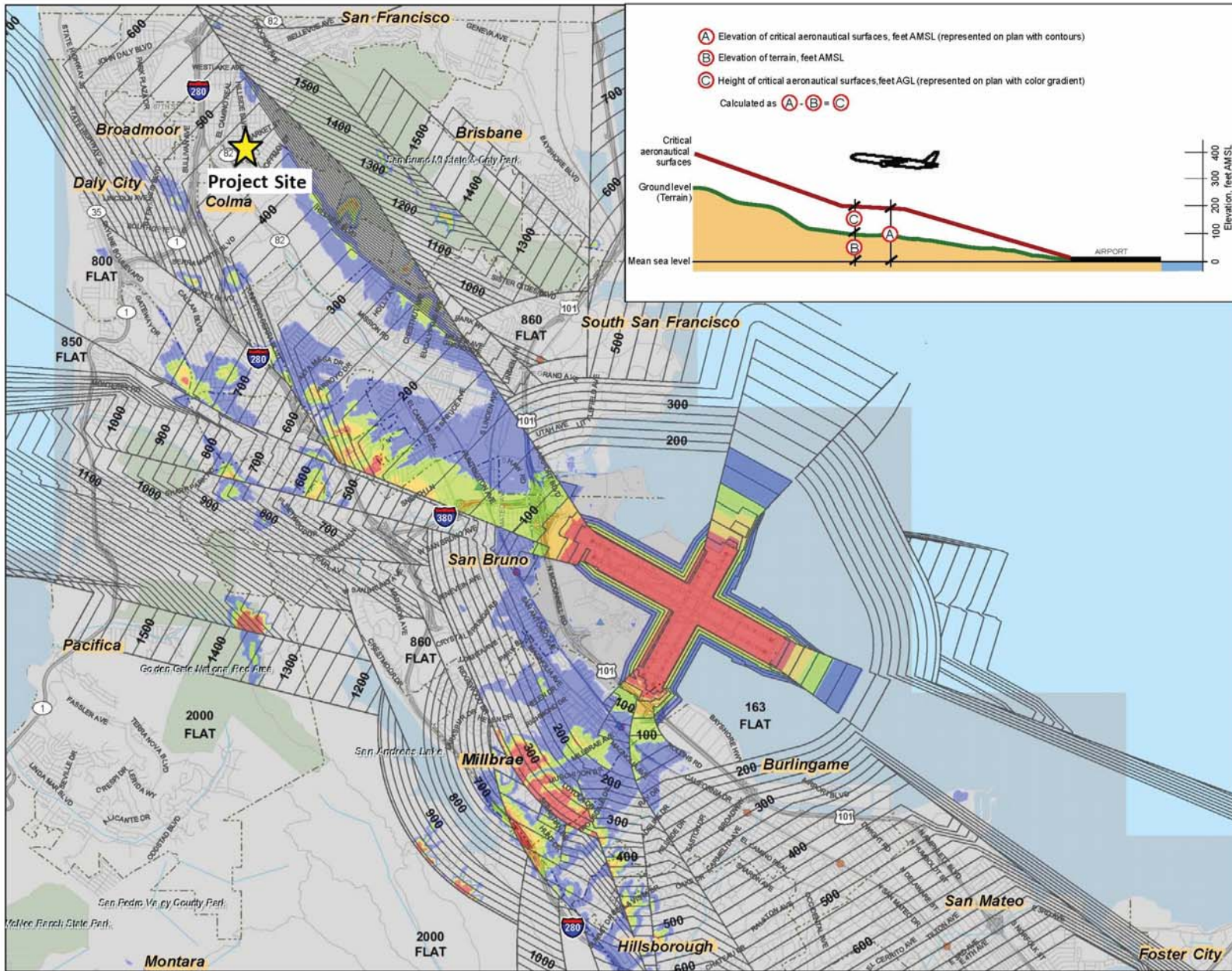
100:1 FAA Notification Zone: Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR Part 77, Subpart B, Section 77.9.

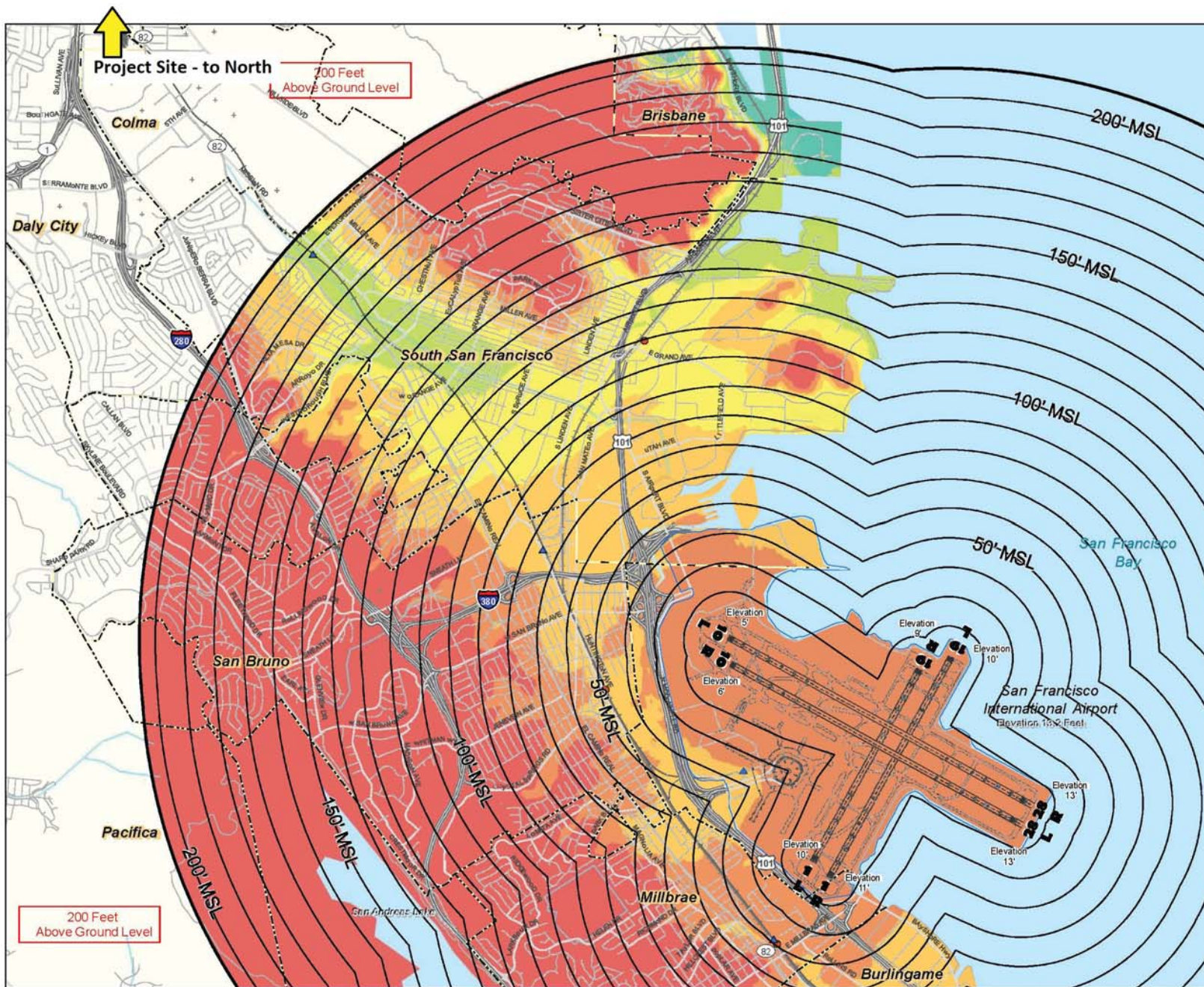
Outer Boundary of TERPS Approach and OEI Departure Surfaces: San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009

Safety Compatibility Zones: Jacobs Consultancy Team, 2009; Ricondo & Associates, Inc., 2011

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







FAA NOTIFICATION REQUIREMENTS

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

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

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

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

Heights of 100:1 Surface Above Ground (AGL)

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

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

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

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

LEGEND

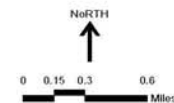
- ▲ BART Station
- CALTRAIN Station
- Municipal Boundary
- Railroad
- Freeway
- Road

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.





San Francisco International Airport

November 28, 2022

TRANSMITTED VIA E-MAIL
kkalkin@smcgov.org

Susy Kalkin
 ALUC Staff
 City/County Association of Governments of San Mateo County
 555 County Center, 5th Floor
 Redwood City, California 94063

Subject: Application for Land Use Consistency Determination for New Townhouses at 141 Third Avenue, Daly City

Thank you for notifying San Francisco International Airport (SFO or the Airport) regarding the Airport Land Use Commission's (ALUC) land use consistency determination for the proposed construction of seven new townhouses at 141 Third Avenue (the Proposed Project) within the City of Daly City (the City). We appreciate this opportunity to coordinate with ALUC in considering and evaluating potential land use compatibility issues for the Project.

According to the Application for Land Use Consistency Determination, the Proposed Project is located on 30,919 square feet (SF) of vacant property at 141 Third Avenue (Assessor's Parcel Number 006-254-030) in the City, located generally northwest of the intersection of East Market Street and Hillside Drive. The Proposed Project includes construction of 15 new three-story townhomes, each with a two-car tandem garage, and includes a 120-foot internal access road, associated private driveways, landscaping, and utility improvements. The Proposed Project also includes a General Plan amendment to Residential – Medium Density (R-MD).

The Proposed Project site is inside Airport Influence Area B as defined by the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP). The Proposed Project site would be located outside the 65 decibel Community Noise Equivalent Level (dBA CNEL) contour and the safety compatibility zones, and therefore would not appear to be inconsistent with the Noise and Safety Compatibility policies adopted in the SFO ALUCP.

As depicted on Exhibit IV-17 of the SFO ALUCP (see Attachment), the lowest critical aeronautical surfaces above the Proposed Project are at an elevation of approximately 469 feet above mean sea level (AMSL) as defined from the origin of the North American Vertical Datum of 1988 (NAVD88). Given that the ground elevation at the Proposed Project site is between 193 to 202 feet AMSL (NAVD88), the maximum height of the buildings, as currently defined (at 35 feet above ground level [237 feet AMSL]), would be below the critical aeronautical surfaces and the Proposed Project would not appear to be incompatible with the Airspace Compatibility Policies of the SFO ALUCP, subject to the issuance of a "Determination of No Hazard" from the Federal Aviation Administration (FAA) for any proposed structures (see below), and determinations from the City/County Association of Governments of San Mateo County as the designated ALUC.

This determination does not negate the requirement for the Proposed Project sponsor to undergo FAA review as described in 14 Code of Federal Regulations Part 77 for both (1) the permanent structures and (2) any equipment taller than the permanent buildings which would be required to construct those structures.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

LONDON N. BREED
MAYOR

ELEANOR JOHNS
PRESIDENT

MALCOLM YEUNG
VICE PRESIDENT

EVERETT A. HEWLETT, JR.

JANE NATOLI

JOSE F. ALMANZA

IVAR C. SATERO
AIRPORT DIRECTOR

Susy Kalkin
November 28, 2022
Page 2 of 2

Due to the proximity of the Proposed Project to the Airport, Airspace Protection Policies (AP-1 through AP-4) from the SFO ALUCP are enclosed as reminders of incompatible site characteristics, especially as it pertains to wildlife attractants, particularly large flocks of birds, that pose threats to safe aircraft operations, and building materials or features that reflect and create bright lights or glare.

* * *

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

Sincerely,

DocuSigned by:
Nupur Sinha
7D552AE8A4CE495...

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

Attachment

cc: Sean Charpentier, C/CAG
Audrey Park, SFO

and associated with human disease of varying severity.

- b. Biosafety Level 3 practices, safety equipment, and facility design and construction are applicable to clinical, diagnostic, teaching, research, or production facilities in which work is done with indigenous or exotic agents with a potential for respiratory transmission, and which may cause serious and potentially lethal infection.
- c. Biosafety Level 4 practices, safety equipment, and facility design and construction are applicable for work with dangerous and exotic agents that pose a high individual risk of life-threatening disease, which may be transmitted via the aerosol route and for which there is no available vaccine or therapy.

4.5 Airspace Protection

The compatibility of proposed land uses with respect to airspace protection shall be evaluated in accordance with the policies set forth in this section. These policies are established with a twofold purpose:

1. To protect the public health, safety, and welfare by minimizing the public's exposure to potential safety hazards that could be created through the construction of tall structures.
2. To protect the public interest in providing for the orderly development of SFO by ensuring that new development in the Airport environs avoids compromising the airspace in the Airport vicinity. This avoids the degradation in the safety, utility, efficiency, and air service capability of the Airport that could be caused by the attendant need to raise visibility minimums, increase minimum rates of climb, or cancel, restrict, or redesign flight procedures.

4.5.1 FEDERAL REGULATIONS REGARDING TALL STRUCTURES

14 Code of Federal Regulations (CFR) Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*, governs the FAA's review of proposed construction exceeding certain height limits, defines airspace obstruction criteria, and provides for FAA aeronautical studies of proposed construction. **Appendix F** describes the FAA airspace review process and the extent of FAA authority related to airspace protection.

4.5.2 PART 77, SUBPART B, NOTIFICATION PROCESS

Federal regulations require any person proposing to build a new structure or alter an existing structure with a height that would exceed the elevations described in CFR Part 77, Subpart B, Section 77.9, to prepare an FAA Form 7460-1, *Notice of Proposed Construction or Alteration*, and submit the notice to the FAA. The regulations apply to buildings and other structures or portions of structures, such as mechanical equipment, flag poles, and other projections that may exceed the aforementioned elevations.

Exhibit IV-10 depicts the approximate elevations at which the 14 CFR Part 77 notification requirements would be triggered; see **Exhibit IV-11** for a close-up view of the northern half and **Exhibit IV-12** for a close-up view of the southern half of the area. These exhibits are provided for informational purposes only. Official determinations of the areas and elevations within which the federal notification requirements apply are subject to the authority of the FAA. The FAA is empowered to require the filing of notices for proposed construction based on considerations other than height. For example, in some areas of complex airspace and high air traffic volumes, the FAA may be concerned about the potential for new construction of any height to interfere with electronic navigation aids. In these areas, the FAA will want to review all proposed construction projects.

The FAA has developed an on-line tool for project sponsors to use in determining whether they are required to file a 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>

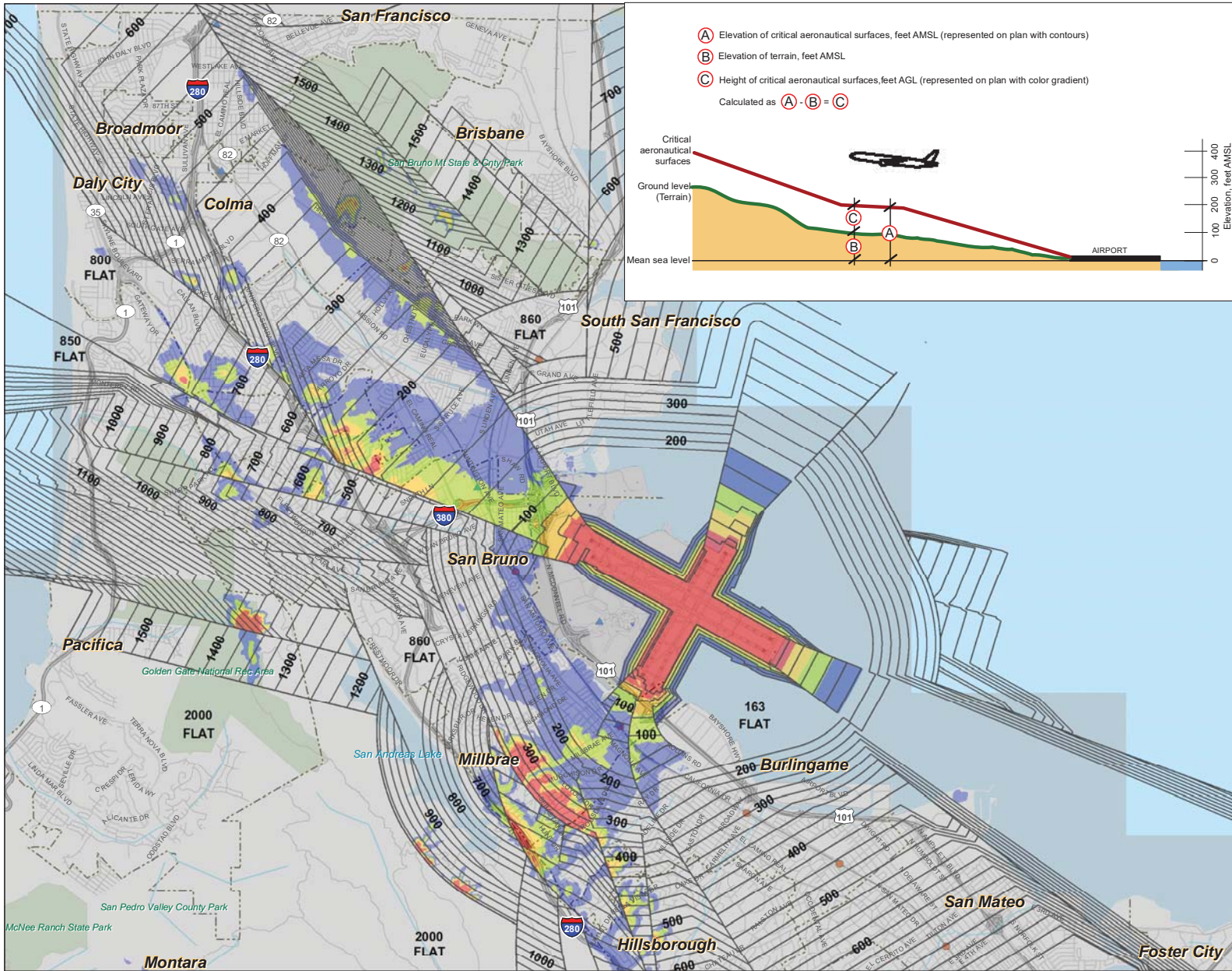
4.5.3 AIRSPACE MAPPING

Part 77, Subpart C, establishes obstruction standards for the airspace around airports including approach zones, conical zones, transitional zones, and horizontal zones known as “imaginary surfaces.” **Exhibit IV-13** depicts the Part 77 Civil Airport Imaginary Surfaces at SFO. The imaginary surfaces rise from the primary surface, which is at ground level immediately around the runways. The surfaces rise gradually along the approach slopes associated with each runway end and somewhat more steeply off the sides of the runways. The FAA considers any objects penetrating these surfaces, whether buildings, trees or vehicles travelling on roads and railroads, as obstructions to air navigation. Obstructions may occur without compromising safe air navigation, but they must be marked, lighted, and noted on aeronautical publications to ensure that pilots can see and avoid them.

Close-up views of the north and south sides of the Part 77 surfaces are provided in **Exhibit IV-14** and **Exhibit IV-15**, respectively. Additionally, **Exhibit IV-16** provides an illustration of the outer approach and transitional surfaces located on the southeast side of the Part 77 surfaces.

Together with its tenant airlines, SFO has undertaken a mapping effort to illustrate the critical aeronautical surfaces that protect the airspace required for multiple types of flight procedures such as those typically factored into FAA aeronautical studies, as shown on **Exhibit IV-17** and **Exhibit IV-18**. These aeronautical surfaces include those established in accordance with FAA Order 8260.3B, *U.S. Standard for Terminal Instrument Procedures (TERPS)*, and a surface representing the airspace required for One-Engine Inoperative (OEI) departures from Runway 28L (to the west through the San Bruno Gap).¹⁶ The exhibits depict the lowest elevations from the combination of the OEI procedure surface and all TERPS surfaces. The surfaces are defined with Required Obstacle Clearance (ROC) criteria to ensure safe separation of aircraft using the procedures from the underlying obstacles. Any proposed structures penetrating these surfaces are likely to receive Determinations of Hazard (DOH) from the FAA through the 7460-1 aeronautical study process. These surfaces indicate the maximum height at which structures can be considered compatible with Airport operations.

¹⁶ See Appendix F, Section F.3.2 for a discussion of one-engine inoperative procedures.



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
- Airport Property
- ▲ BART Station
- CALTRAIN Station
- Regional Park or Recreation Area
- - - Municipal Boundary
- Railroad
- Freeway
- Road

Notes:

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

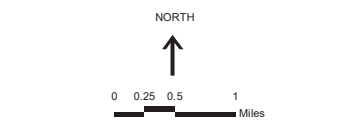


Exhibit IV-19, which is provided for information purposes only, depicts a profile view of the lowest critical airspace surfaces along the extended centerline of Runway 10L-28R – the TERPS Obstacle Departure Procedure (ODP) surface, representing standard all-engines departures, and the approximate OEI surface developed by SFO through independent study in consultation with the airlines serving SFO. The exhibit also shows the terrain elevation beneath the airspace surfaces and various aircraft approach and departure profiles, based on varying operating assumptions. The exhibit illustrates a fundamental principle related to the design of airspace protection surfaces. The surfaces are always designed below the actual aircraft flight profile which they are designed to protect, thus providing a margin of safety. Note that the ODP climb profile is above the ODP airspace surface, and the OEI climb profile is above the OEI airspace surface.

4.5.4 AIRSPACE PROTECTION POLICIES

The following airspace protection policies (AP) shall apply to the ALUCP.

AP-1 COMPLIANCE WITH 14 CFR PART 77, SUBPART B, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

AP-1.1 Local Government Responsibility to Notify Project Sponsors

Local governments should notify sponsors of proposed projects at the earliest opportunity to file Form 7460-1, *Notice of Proposed Construction or Alteration*, with the FAA for any proposed project that would exceed the FAA notification heights, as shown approximately on Exhibit IV-10. 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. This requirement applies independent of this ALUCP.

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.

AP-3 MAXIMUM COMPATIBLE BUILDING HEIGHT

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the SFO critical aeronautical surfaces map (Exhibits IV-17 and IV-18), or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

For the vast majority of parcels, the height limits established in local zoning ordinances are lower than the critical airspace surfaces. In those cases, the zoning district height regulations will control. Compliance with the zoning district height and the SFO critical aeronautical surfaces map, however, does not relieve the construction sponsor of the obligation to file a FAA Form 7460-1 *Notice of Proposed Construction or Alteration*, if required, and to comply with the determinations resulting from the FAA’s aeronautical study.

For a project to be consistent with this ALUCP, no local agency development permits shall be issued for any proposed structure that would penetrate the aeronautical surfaces shown on Exhibits IV-17 and IV-18 or the construction of which **has not** received a Determination of No Hazard from the FAA, or which would cause the FAA to increase the minimum visibility requirements for any instrument approach or departure procedure at the Airport.

AP-4 OTHER FLIGHT HAZARDS ARE INCOMPATIBLE

Proposed land uses with characteristics that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft taking off or landing at the Airport or in flight are incompatible in Area B of the Airport Influence Area. They may be permitted only if the uses are consistent with FAA rules and regulations. Proof of consistency with FAA rules and regulations and with any performance standards cited below must be provided to the Airport Land Use Commission (C/CAG Board) by the sponsor of the proposed land use action.

Specific characteristics that may create hazards to aircraft in flight and which are incompatible include:

- (a) Sources of glare, such as highly reflective buildings or building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots making approaches to the Airport.
- (b) Distracting lights that that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting.
- (c) Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.
- (d) Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.
- (e) Land uses that, as a regular byproduct of their operations, produce thermal plumes with the potential to rise high enough and at sufficient velocities to interfere with the control of aircraft in

flight. Upward velocities of 4.3 meters (14.1 feet) per second at altitudes above 200 feet above the ground shall be considered as potentially interfering with the control of aircraft in flight.¹⁷

(f) Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, *Waste Disposal Sites On or Near Airports*, FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, and any successor or replacement orders or advisory circulars. Exceptions to this policy are acceptable for wetlands or other environmental mitigation projects required by ordinance, statute, court order, or Record of Decision issued by a federal agency under the National Environmental Policy Act.

4.5.5 iALP AIRSPACE TOOL

In consultation with C/CAG, SFO developed the iALP Airspace Tool, a web-based, interactive tool to evaluate the relationship of proposed buildings with the Airport's critical airspace surfaces. The iALP Airspace Tool is designed to assist planners, developers, and other interested persons with the implementation of the airspace protection policies of the SFO ALUCP. The tool helps users determine: (1) the maximum allowable building height at a given site, and/or (2) whether a building penetrates a critical airspace surface, and by how much, given the proposed building height.

A more detailed description of the iALP Airspace Tool and a tutorial explaining how to use it is presented in **Appendix J**. Use of this tool, however, does not relieve a project sponsor of the duty to comply with all federal regulations, including the obligation to file Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA.

¹⁷ This is a threshold established by the California Energy Commission in its review of power plant licensing applications. See *Blythe Solar Power Project: Supplemental Staff Assessment, Part 2*, CEC-700-2010-004-REVI-SUP-PT2, July 2010. California Energy Commission. Docket Number 09-AFC-6, p. 25. This criterion is based on guidance established by the Australian Government Civil Aviation Authority (Advisory Circular AC 139-05(0), June 2004). The FAA's Airport Obstructions Standards Committee (AOSC) is studying this matter but has not yet issued specific guidance.