



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

APPLICANT INFORMATION

Agency: CITY OF DALY CITY - PLANNING DIVISION

Project Name: HOUSING ELEMENT (RHNA6) ALUC CONSISTENCY DETERMINATION

Address: 333 90th STREET

APN: CITYWIDE

City: DALY CITY

State: CA

ZIP Code: 94015

Staff Contact: MICHAEL VANLONKHUYSEN

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PROJECT DESCRIPTION

See attached.

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>

City of Daly City RHN6 Housing Element Project Description (ALUC Review)

The 2023-2031 Housing Element project consists of a comprehensive analysis of the status of housing in Daly City and setting forth goals, policies, and programs (tasks) to improve the quality of housing stock and increase housing opportunities in Daly City. To have a substantially compliant Housing Element, the City needs to show that it has capacity to meet the RHNA requirement of 4,838 units by 2031. The City has identified existing capacity for 3,985 new units under current land use designations and zoning districts through pipeline projects and vacant and underutilized sites. However, the existing capacity would not completely meet the RHNA requirements; therefore, the City is proposing zoning and land use designation amendments for specific parcels to accommodate an additional total realistic capacity of 1,110 new units that when combined with the existing capacity for 3,985 units would to meet the RHNA of 4,838 units and provide a surplus of 256 new units. The seven parcels proposed for redesignation are as follows:

Assessor's Parcel Number	Existing Land Use Designations	Proposed Land Use Designations
006-252-080	Residential Medium Low Density (R-MLD)	Residential High Density (R-HD)
008-104-110 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-104-120 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-520-180 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-520-190 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-521-110 ^a	Commercial Office (C-O)	Residential High Density (R-HD)
091-247-080 ^a	Commercial Mixed-Use (C-MU)	Residential High Density (R-HD)

Notes:

a. These parcels have also been proposed for rezoning.

b. These parcels have a land use designation of Public Facilities (PF) in the Daly City General Plan, but a land use designation of Hospital (HOSP) in the Sullivan Corridor Specific Plan.

Source: City of Daly City, 2023, *City of Daly City 2023-2031 Housing Element*.

In addition to redesignating these parcels, the City is also proposing to rezone them to R-3 Multiple Family Residential and amend the City's zoning regulations for the R-3 district to:

- Require that all new development be multiple family residential in nature only, constructed pursuant to the density parameters established by the General Plan, and without the requirement for design review, unless by objective standards;
- Amend the maximum building height to 120 feet;
- Amend the minimum lot area for new parcels to one acre;
- Remove the maximum lot coverage; and
- Remove the regulation pertain to lot area per dwelling unit (General Plan densities to be used instead).

Citywide, General Plan land use designations would be as follows to allow for additional capacity to meet the RHNA:

- Increase the permitted density in the Residential – Medium Low Density General Plan Land Use Designation from 14.6 to 20 dwelling units per acre to 14.6 to 35 dwelling units per acre.
- Increase the permitted density in the Residential – Medium Density General Plan Land Use Designation from 20.1 to 35 dwelling units per acre to 35.1 to 60 dwelling units per acre.
- Increase the pe permitted density in the Residential – Very High Density General Plan Land Use Designation to a minimum of 120.1 dwelling units per acre.

These amendments to the General Plan and Zoning Ordinance would be proposed for adoption as the same time the new Housing Element is adopted by the Planning Commission and City Council.

City of Daly City RHN6 Housing Element Project Description (ALUC Review)

Introduction – Daly City RHNA

The 2023-2031 Housing Element project consists of a comprehensive analysis of the status of housing in Daly City and setting forth goals, policies, and programs (tasks) to improve the quality of housing stock and increase housing opportunities in Daly City. To have a substantially compliant Housing Element, the City needs to show that it has capacity to meet the RHNA requirement of 4,838 units by 2031 (see Table 1 below).

TABLE 1 2023-2031 REGIONAL HOUSING NEEDS ALLOCATION

Income Category	Allocation	Percentage
Very Low*	1,336	27%
Low	769	16%
Moderate	762	16%
Above Moderate	1,971	41%
Total	4,838	100%

Note: *It is assumed that 50 percent of the very low-income category (668 units) is allocated to the extremely low-income category.

Source: Association of Bay Area Government, updated November 2022, *Final Regional Housing Needs Allocation (RHNA) Plan: San Francisco Bay Area, 2023-2031*.

As part of the Housing Element analysis, the City has identified existing capacity for 3,985 new units under current land use designations and zoning districts through pipeline projects and vacant and underutilized sites.

General Plan Amendments

Because the existing capacity would not completely meet the RHNA requirements, the City is proposing General Plan amendments for specific parcels to accommodate an additional total realistic capacity of 1,110 new units that when combined with the existing capacity for 3,985 units would meet the RHNA of 4,838 units and provide a surplus of 256 new units. In total, seven parcels are proposed for General Plan redesignation as follows:

TABLE 2 PROPOSED LAND USE DESIGNATIONS

Assessor's Parcel Number	Existing Land Use Designations	Proposed Land Use Designations
006-252-080	Residential Medium Low Density (R-MLD)	Residential High Density (R-HD)
008-104-110 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-104-120 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-520-180 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-520-190 ^a	Public Facilities (PF) ^b	Residential High Density (R-HD)
008-521-110 ^a	Commercial Office (C-O)	Residential High Density (R-HD)
091-247-080 ^a	Commercial Mixed-Use (C-MU)	Residential High Density (R-HD)

Notes:

a. These parcels have also been proposed for rezoning (see Table 3, *Proposed Zoning Designations*, for more details).

b. These parcels have a land use designation of Public Facilities (PF) in the Daly City General Plan, but a land use designation of Hospital (HOSP) in the Sullivan Corridor Specific Plan (see Table 5, *Proposed Parcels in the Sullivan Corridor Specific Plan Area to be Amended to General Plan Land Use and Zoning District Residential Uses*).

Source: City of Daly City, 2023, *City of Daly City 2023-2031 Housing Element*.

Citywide, the allowable density under the City's residential General Plan land use designations would also be amended as follows to allow for additional capacity to meet the RHNA:

- Increase the permitted density in the Residential – Medium Low Density General Plan Land Use Designation from 14.6 to 20 dwelling units per acre to 14.6 to 35 dwelling units per acre.

- Increase the permitted density in the Residential – Medium Density General Plan Land Use Designation from 20.1 to 35 dwelling units per acre to 35.1 to 60 dwelling units per acre.
- Increase the permitted density in the Residential – Very High Density General Plan Land Use Designation to a minimum of 120.1 dwelling units per acre.

Zoning Ordinance Amendments

Rezoning is also necessary to meet the RHNA and would consist of rezoning five properties to R-3 Multiple Family Residential and amending the regulations within two existing Planned Development zones to allow for residential uses at greater building heights (see Table 3 below).

TABLE 3 PROPOSED ZONING DISTRICTS

Assessor’s Parcel Number	Existing Zoning Districts	Proposed Zoning Districts
003-224-100	Planned Development (Permitting Office)	Planned Development (Permitting Residential)
008-104-110*	Hospital (HOSP)	Multiple Family (R-3)
008-104-120*	Hospital (HOSP)	Multiple Family (R-3)
008-520-180*	Hospital (HOSP)	Multiple Family (R-3)
008-520-190*	Hospital (HOSP)	Multiple Family (R-3)
008-521-110*	Office Commercial (C-O)	Multiple Family (R-3)
091-247-080*	Planned Development (Permitting Hotel)	Planned Development (Permitting Residential)

Note: *These parcels have also been proposed for new land use designations (see Table 2, *Proposed Land Use Designations*, for more details).
 Source: City of Daly City, 2023, *City of Daly City 2023-2031 Housing Element*.

Specifically, Planned Development PD57B, which is the Serramonte Views project on Serramonte Boulevard, would be amended to allow for very high residential uses instead of a hotel at a height of up to 250 feet (with 15 additional feet for elevator shafts and rooftop mechanical equipment). This height is the same as the heights previously permitted for an adjacent 323-unit condominium in three buildings approved on the site in 2018.

The amendments to Planned Development 59A, which essentially pertain to a remnant office parcel from the “Landmark” project on Mission Street would replace the allowance for solely office development on this parcel and instead permit a mixed-use or purely residential building on the parcel of up to 150 feet.

Both Planned Development amendments stipulate that allowable building heights shall be subject to additional height limitations imposed by the SFO Airport Land Use Compatibility Plan.

In addition to property rezonings, the City would amend regulations in the R-3 zoning district citywide to:

- Require that all new development be multiple family residential in nature only, constructed pursuant to the density parameters established by the General Plan, and without the requirement for design review, unless by objective standards;
- Amend the maximum building height to 120 feet (plus 15 additional feet may be permitted for elevator shafts and rooftop mechanical equipment). The revised zoning table would stipulate that all allowable heights would be subject to additional height limitations imposed by SFO Airport Land Use Compatibility Plan;
- Amend the minimum lot area for new parcels to one acre;
- Remove the maximum lot coverage; and
- Remove the regulation pertain to lot area per dwelling unit (General Plan densities to be used instead).

The most recent version of the Draft Housing Element also proposes a revision to development standards in the C-MU zone to permit development of up to 175 feet in height, with an allowance that stair and elevator towers at the building roof may exceed the maximum building height by up to fifteen feet.

The attached map shows all the R-3 and C-MU parcels that would be affected by these amendments.

At the time, the City Council considers the Housing Element for adoption, the Council will consider amendment to the Zoning Ordinance that ensure consistency with the San Francisco International Airport Land Use Compatibility Plan (SFO ALUCP). These measures include requirements for the evaluation of potential airport noise impacts within the CNEL 65 dB contour line of SFO, the provision of aviation easements for conditionally compatible land uses, and the codification of maximum building heights per FAA regulations and Critical Aeronautical Surfaces identified in the SFO ALUCP. The proposed amendment to Chapter 17 is attached.

All the amendments to the General Plan, Zoning Map, and Zoning Ordinance would be proposed for adoption concurrently with the adoption of the new Housing Element by the Planning Commission and City Council.

CITY OF DALY CITY

PROPOSED AMENDMENTS TO DCMC CHAPTER 17 – ZONING, RE: ALUP CONSISTENCY

Chapter 17.xx - AIRPORT LAND USE COMPATIBILITY PLAN CONSISTENCY

17.xx.010 - General provisions.

This section establishes standards and requirements related to consistency with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). The following requirements and criteria shall be incorporated into all projects located within the Airport Influence Area applicable to Daly City in the Airport Land Use Plan.

17.xx.020 - Airport Real Estate Disclosure Notices. All new development, including all residential structures, shall be required to comply with the real estate disclosure requirements of California Business and Professions Code Section 11010(b)(13). The following statement shall be included in the notice of intention to offer the property for sale or lease:

“Notice of Airport in Vicinity. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.”

17.xx.030 - General provisions Airport Noise Evaluation and Mitigation. Project applicants shall be required to evaluate potential airport noise impacts if the project is located within the CNEL 65 dB contour line of San Francisco International Airport (as mapped in the ALUCP). All projects so located shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the ALUCP or [insert city name] General Plan, whichever is more restrictive.

17.xx.040 - General provisions Avigation Easement. Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the ALUCP) shall include the grant of an avigation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with ALUCP Policy NP-3 Grant of Avigation Easement.

17.xx.050 - Airspace Protection Evaluation. All projects shall comply with Airspace Protection Policies of the ALUCP.

- A. **Notice of Proposed Construction or Alteration.** Project applicants shall file Form 7460-1, Notice of Proposed Construction or Alteration, with the Federal Aviation Administration (FAA) for any proposed new structure and/or alterations to existing structures (including ancillary antennae, mechanical equipment, and other appurtenances) that would exceed the FAA notification height of 200 feet above ground level. Any project that would exceed the FAA notification height shall submit a copy of the findings of the FAA’s aeronautical study, or evidence demonstrating exemption from having to file FAA Form 7460-1, as part of the development permit application.
- B. **Maximum Compatible Building Height.** Building heights, including related roof-mounted equipment, stair/elevator towers, antennae, exhaust stacks, and other appurtenances, shall not exceed the maximum height limits permissible under either FAA regulations or the Critical Aeronautical Surfaces identified in SFO ALUCP. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height. Upon receiving any application for land use entitlement or building permit, the

Planning Division shall consult with SFO/CCAG to determine a proposed project's compliance with this requirement.

C. **Other Flight Hazards.** Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

1. Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight.
2. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting.
3. Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight.
4. Sources of electrical/electronic interference with aircraft communications/navigation equipment.
5. 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 Site On or Near Airports and FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports and any successor or replacement orders or advisory circulars.

**PLANNED DEVELOPMENT STANDARDS
PLANNED DEVELOPMENT ZONE PD-~~57A~~57B
SERRAMONTE VIEWS CONDOMINIUMS AND HOTEL**

The purpose and intent of these Planned Development Standards is to establish a Planned Development Zoning District for PD-~~57A~~57B, which encompasses the entire project site.

I. GENERAL

1. When these planned development standards conflict with other sections of the Zoning Ordinance, these standards prevail only to the extent of the conflict. Where these planned development standards do not provide regulations, the Zoning Ordinance shall apply as to the most similar land use or standard.
2. Any modifications to plans approved by the City Council shall require an amendment of the original PD approval and shall be subject to separate approval by the Planning Commission and City Council. Minor changes of the approved plans due to code requirements or conditions of approval may be approved by the Planning Division.
3. All structures, landscape areas, required facilities and amenities shall be maintained in a neat, safe, and healthful condition, subject to improvement and upgrading of plans as required by this Planned Development approval.
4. CC&R's shall be prepared for PD-~~57A~~57B for review and approval by the City Attorney.

II. PERMITTED USES

The following uses are permitted as part of Planned Development Zone PD-~~57A~~57B.

~~A. The following uses shall be permitted in the non-residential portion of PD-~~57A~~57B:~~

~~176-room extended stay hotel with associated parking facilities~~

B.A. The following uses may be permitted with a Use Permit in the nonresidential portion of PD-~~57A~~57B zone:

Administrative, business and professional offices
Banks and savings and loan offices
Finance companies
Title Companies
Travel Agencies
Medical and dental clinics and laboratories
Prescription pharmacies
Public Uses

~~C.B.~~ The residential portion of Planned Development PD-57A57B shall be limited to three structures, Buildings A, B and C and a total of 281 condominium 323 units and associated parking and recreational facilities. 323 units shall be permitted upon approval of the City Council of a density bonus plus an additional 176 residential units up to a maximum density of 135 dwelling units per acre.

E. When a use is not specifically listed, it shall be assumed that when the unlisted use is similar to nor more objectionable than a permitted use, such use shall be permitted in the district to the same requirements of the most similarly listed use.

II. DEVELOPMENT STANDARDS

A. Parking

1. The property owners shall comply with and enforce a Parking Management Plan approved by the City. The Parking Management Plan shall be an appendix to and recorded as part of the Planned Development Standards for PD-~~57A~~57B and the CC&R's for PD-~~57A~~57B. The Parking Management Plan shall include the following:
 - a. Operable or inoperable vehicles shall be stored at the site for more than 24 hours.
 - b. No vehicles or trailers shall be advertised for sale or rent on the site and no vehicle sales, leasing or rentals shall be conducted at the site.
 - c. Residential parking spaces shall be designated in the plan.
 - d. Measures to manage the parking during the peak hours. The plan may include such measures as valet parking, and incentives to carpooling.
 - e. Lease documents of existing and future tenants shall incorporate compliance with the Parking Management Plan as a requirement of the lease. Lease documents shall be submitted to the Planning Division for approval.
 - f. Applicant will post signs, impose conditions upon tenant, and make every effort to restrict deliveries to the development from by large semi-trucks, refrigerated trucks, or trucks larger than a four wheel delivery van between the hours of 8:00 a.m. and 7:00 p.m.

seven days per week. Smaller delivery vehicles may make such deliveries.

- j. The total number of on-site parking spaces shall reflect the parking provision of the approved plans, i.e., 480 dedicated residential spaces and 149 dedicated hotel spaces, with the ability for up to 80 valet hotel spaces which could occur within the drive aisles on any of the hotel's four parking levels. The use of carousel parking system shall be permitted for up to 342 spaces. The project shall provide a minimum of 19 electric vehicle charging stations equipped with minimum level two chargers and 172 bicycle parking spaces.
- k. An office development will have to meet the parking standards as established in the Zoning Ordinance Chapter 17.34
- c. The parking areas shall conform to plans approved as part of the precise plan for PD-~~57A~~57B and shall be maintained in accordance with City standards.

B. Circulation

- I. All deliveries shall gain access to the project site by way of Serramonte Boulevard
 - a. Deliveries to the development by large semi-type trucks shall not take place before 8 a.m. or after 10 p.m. Smaller delivery vehicles may deliver at all hours.
 - b. The applicant shall implement a Congestion Management Plan, per the C/CAG Guidelines for Implementation of the Land Use Component of the Congestion Management Program, which will include but not be limited to, provisions for such programs as carpooling, preferential parking and use of the Hire Daly City First Program and encouraging a hiring preference for local residents.

D. Landscaping

- I. All landscaping improvements shall conform to the approved landscaping plan and with Section 17.41 (Landscaping) of the Zoning Ordinance.
 - a. Landscaping shall be installed in accordance with approved plans and maintained in a neat, clean and healthful condition.

- b. In general, all shrubs or any vegetation at points of ingress or egress shall be maintained at a height of no greater than 30 inches. Trees must be trimmed in a manner to maintain a site clearance underneath the branches of five feet from grade.
- c. Landscaping shall be planted at the base of any monument signs and shall be maintained in a healthy growing condition and be replaced as necessary. The plants shall include a variety of flowering evergreen shrubs and flowering ground cover.

D. Architecture/Site Design

- 1. Architectural design of all structures and facades, all materials and colors, and all landscaping shall comply with plans approved by a Design Review Committee.
 - b. Once approved, any major architectural modification shall be subject to approval by a Design Review Committee, except that minor changes may be approved administratively by the Planning Division.
 - c. All roof equipment shall be screened from view from the surrounding streets.
 - d. The Planning Division shall approve the design and location of all trash or storage enclosures and other proposed fencing or walls.
 - e. All visible elevations shall be provided with architectural treatment of the same quality and character as the front building elevations facing Serramonte Boulevard.
 - f. All ground mounted appurtenances, such as transformers or air conditioning units shall be undergrounded.

E. Maintenance

- 1. A maintenance plan for on-site litter control shall be submitted by the applicant and approved by the City. The litter control maintenance plan shall include provision for on-going maintenance required for the project use. The maintenance plan shall be incorporated into the CC&R's for the project and recorded as part of the PD-~~57A~~57B planned development standards. The maintenance plan shall include the following standards:

- b. The entire development area shall be maintained in a neat, safe, and healthful condition.
- c. A garbage disposal plan approved by the Planning Division and the Streets Division shall specify that:
- d. All trash shall be confined in approved receptacles and enclosures.
- e. All unenclosed materials, equipment and/or supplies of any kind shall be maintained within approved enclosure areas. Any stacked or stored items shall not exceed the height of the enclosure.
- f. All trash and storage enclosures shall be properly maintained in accordance with approved plans.
- g. The applicant shall prepare an agreement to implement a weekly litter cleanup plan for all open areas, planters and public sidewalks adjacent to the development. All waste materials generated by the development, such as cardboard boxes, skids, garbage, litter, etc., must be stored in the enclosure for disposal. No waste material shall be visible at anytime. All enclosures shall be designed to conceal the contents. All enclosures should be kept clean and free of odor at all times.

F. Lighting

- I. All exterior lighting shall be in accordance with precise plans and shall be adequately maintained according to approved standards.
 - a. Site lighting shall be directed downward to protect adjacent residential neighborhoods from glare.

G. Building Area Limitation

- 1. There shall be no additional square footage allowed in PD-~~57A~~57B beyond what is permitted through approval of the precise plan. Minor additions or alterations to square footage for any given designated use (+/- 2%) may be approved by the Planning Division if such changes are to meet specific code requirements and do not effect the overall mass of the building.
 - a. The residential portion of the project shall include 3 separate buildings, each with no more than 185,000 square feet of residential

floor area. Under each building, there shall be parking facilities. Each of the four buildings will have no more than 70,000 square feet of parking garage underneath. .

- b. The hotel development shall include up to 155,000 square feet hotel space and a three-level garage, with up to 130,000 square feet provided for parking.

H. Building Height Limitation

- I. The maximum height allowed for PD-~~57A~~57B is 250 feet, except that the maximum building height of the 15 additional feet may be permitted for elevator shafts and rooftop mechanical equipment. Building heights shall be subject to additional height limitations imposed by the SFO Airport Land Use Compatibility Plan.

**PLANNED DEVELOPMENT STANDARDS
PLANNED DEVELOPMENT ZONE PD-59A
LANDMARK PLAZA**

The purpose and intent of these Planned Development Standards is to establish a Planned Development Zoning District for PD-59A, which encompasses the entire project site.

I. GENERAL

1. When these planned development standards conflict with other sections of the Zoning Ordinance, these standards prevail only to the extent of the conflict. Where these planned development standards do not provide regulations, the Zoning Ordinance shall apply as to the most similar land use or standard.
2. Any modifications to plans approved by the City Council shall require an amendment of the original PD approval and shall be subject to separate approval by the Planning Commission and City Council. Minor changes of the approved plans due to code requirements or conditions of approval may be approved by the Planning Division.
3. All structures, landscape areas, required facilities and amenities shall be maintained in a neat, safe, and healthful condition, subject to improvement and upgrading of plans as required by this Planned Development approval.
4. CC&R's shall be prepared for PD-59A for review and approval by the City Attorney through the Major Subdivision and Use Permit Process.
5. The property owners of PD-59AA shall seek to provide a balanced mix of uses with compatible peak hours and parking needs.

II. PERMITTED USES

The following uses are permitted as part of Planned Development Zone PD-59A.

A. The following uses shall be permitted in the Phase I, non-residential portion, of PD-59A:

Art Studio
Bakery (retail)
Bank
Barber or Beauty shop
Book or stationary store
Business office
Candy store
Clothing store
Coffee shop
Drugstore

- Retail household appliance sales and services
- Florist
- Gift shop
- Ice cream store
- Laundry or cleaning stores
- Instruction studio (dance or martial arts)
- Jewelry store
- Medical/Dental clinic
- Pet food store
- Professional office
- Photographic studio
- Restaurant (excluding drive-through)
- Shoe repair
- Sporting goods
- Tailor shop
- Trade or business school
- Toy Store
- Travel agent
- Variety store
- Video rental

B. The following uses will be permitted with a Use Permit in the Phase I, nonresidential portion, of PD-59A zone:

- Accessory buildings or use
- Bar or Cocktail lounge
- One health and fitness club
- Outdoor sales
- Pet shop
- Businesses whose principal use is for the operation of amusement devices
- Veterinary hospital or office

C. The following uses shall be permitted ~~in the~~ at the first floor of Phase II ~~office tower~~:

- Administrative, business and professional offices
- Banks and savings and loan offices
- Finance companies
- Title companies
- Travel agencies
- Medical and dental clinics and laboratories
- Prescription pharmacies
- Public Uses

Only residential uses shall be permitted on the remaining floors of Phase 2. Fifteen additional feet may be permitted for elevator shafts and rooftop mechanical equipment. The allowance of residential uses shall not be subject to discretionary approval and shall instead be subject to Objective Design Standards.

- D. The Phase 1 residential portion of PD-59A shall be limited to 95 condominium units. This numerical limitation shall not apply to Phase 2.
- E. When a use is not specifically listed, it shall be assumed that when the unlisted use is similar to nor more objectionable than a permitted use, such use shall be permitted in the district to the same requirements of the most similarly listed use.

II. DEVELOPMENT STANDARDS

A. Parking

1. The property owners shall comply with and enforce a Parking Management Plan approved by the City. The Parking Management Plan shall be an appendix to and recorded as part of the Planned Development Standards for PD-59A and the CC&R's for PD-59A. The Parking Management Plan shall include the following:
 - a. Operable or inoperable vehicles shall be stored at the site for more than 24 hours.
 - b. No vehicles or trailers shall be advertised for sale or rent on the site and no vehicle sales, leasing or rentals shall be conducted at the site.
 - c. Residential parking spaces shall be designated in the plan.
 - d. Measures to manage the parking during the peak hours. The plan may include such measures as valet parking, incentives to carpooling and disincentives to parking in the residential streets behind the development.
 - e. Lease documents of existing and future tenants shall incorporate compliance with the Parking Management Plan as a requirement of the lease. Lease documents shall be submitted to the Planning Division for approval.

- f. A provision to allow shared parking for patrons of all commercial uses and the War Memorial Community Center in PD-59A, with the exception that parking specifically designated for the residential users and the 15 designated spaces for exclusive use of the War Memorial Community Center.
- g. The precise plan shall show all required dimensions on back-up distance, fire access drives and parking stalls, including compact and handicap spaces. The plan shall indicate how the compact spaces shall be marked on the site.
- i. Applicant will post signs, impose conditions upon tenant, and make every effort to restrict deliveries to the development from by large semi-trucks, refrigerated trucks, or trucks larger than a four wheel delivery van between the hours of 8:00 a.m. and 7:00 p.m. seven days per week. Smaller delivery vehicles may make such deliveries.
- j. The total number of on-site parking spaces required for the Landmark Plaza development is 443.
- k. Total parking for Phase I and II will be 443 parking spaces contained in the parking garage and the parking platform accessible from Hillside Boulevard. Parking in this garage will be made available through a shared parking program for retail/commercial uses and War Memorial Community Center patrons.
- c. The parking areas shall conform to plans approved as part of the precise plan for PD-59A and shall be maintained in accordance with City standards.

B. Signage

- 1. All project site signage shall conform to the Master Sign Program (MSP) for PD-59A. All changes to the MSP shall be submitted to the Design Review Committee for approval, except that minor changes can be approved administratively by the Planning Division.
 - a. The Master Sign Program shall be an appendix to and recorded as part of the Planned Development Standards for PD-59A and the CC&R's for PD-59A.

C. Circulation

- I. All deliveries shall gain access to the project site by way of Mission Street.
 - a. Deliveries to the development by large semi-type trucks shall not take place before 8 a.m. or after 10 p.m. Smaller delivery vehicles may deliver at all hours.
 - b. The applicant shall implement a Congestion Management Plan, per the C/CAG Guidelines for Implementation of the Land Use Component of the Congestion Management Program, which will include but not be limited to, provisions for such programs as carpooling, preferential parking and use of the Hire Daly City First Program and encouraging a hiring preference for local residents.

D. Landscaping

- I. All landscaping improvements shall conform to the approved landscaping plan and with Section 17.41 (Landscaping) of the Zoning Ordinance.
 - a. Landscaping shall be installed in accordance with approved plans and maintained in a neat, clean and healthful condition.
 - b. In general, all shrubs or any vegetation at points of ingress or egress shall be maintained at a height of no greater than 30 inches. Trees must be trimmed in a manner to maintain a site clearance underneath the branches of five feet from grade.
 - c. Landscaping shall be planted at the base of any monument signs and shall be maintained in a healthy growing condition and be replaced as necessary. The plants shall include a variety of flowering evergreen shrubs and flowering ground cover.

D. Architecture/Site Design

1. Architectural design of all structures and facades, all materials and colors, and all landscaping shall comply with plans approved by a Design Review Committee.
 - b. Once approved, any major architectural modification shall be subject to approval by a Design Review Committee, except that minor changes may be approved administratively by the Planning Division.

- c. All roof equipment shall be screened from view from the surrounding streets.
- d. The Planning Division shall approve the design and location of all trash or storage enclosures and other proposed fencing or walls.
- e. All visible elevations shall be provided with architectural treatment of the same quality and character as the front building elevations facing Mission Street and Hillside Boulevard.
- f. All restaurants shall be provided with a state-of-the-art, low-noise, air filtration system to remove odors from air emissions caused by cooking.
- g. A landscaped plaza shall be provided at the north end of the office tower in PD-59A. No structures other than underground appurtenances, directional signs or other minor structures shall be constructed in this plaza. During the interim period after construction of Phase I and before construction of Phase II, a landscape area should be developed where the Phase II office tower will be built to prevent an unfinished appearance.
- h. All ground mounted appurtenances, such as transformers or air conditioning units shall be undergrounded.

E. Maintenance

- 1. A maintenance plan for on-site litter control shall be submitted by the applicant and approved by the City. The litter control maintenance plan shall include provision for on-going maintenance required for the project use. The maintenance plan shall be incorporated into the CC&R's for the project and recorded as part of the PD-59A planned development standards. The maintenance plan shall include the following standards:
 - b. The entire development area shall be maintained in a neat, safe, and healthful condition.
 - c. A garbage disposal plan approved by the Planning Division and the Streets Division shall specify that:
 - d. All trash shall be confined in approved receptacles and enclosures.

- e. All unenclosed materials, equipment and/or supplies of any kind shall be maintained within approved enclosure areas. Any stacked or stored items shall not exceed the height of the enclosure.
- f. All trash and storage enclosures shall be properly maintained in accordance with approved plans.
- g. The applicant shall prepare an agreement to implement a weekly litter cleanup plan for all open areas, planters and public sidewalks adjacent to the development. All waste materials generated by the development, such as cardboard boxes, skids, garbage, litter, etc., must be stored in the enclosure for disposal. No waste material shall be visible at anytime. All enclosures shall be designed to conceal the contents. All enclosures should be kept clean and free of odor at all times.

F. Lighting

- I. All exterior lighting shall be in accordance with precise plans and shall be adequately maintained according to approved standards.
 - a. Site lighting shall be directed downward to protect adjacent residential neighborhoods from glare.

G. Building Area Limitation

- 1. Aside from additional square feet allowed in Phase 2, there shall be no additional square footage allowed in PD-59A beyond what is permitted through approval of the precise plan. Minor additions or alterations to square footage for any given designated use (+/- 2%) may be approved by the Planning Division if such changes are to meet specific code requirements and do not effect the overall mass of the building.
 - a. Phase I shall include 17,050 (17,050) square feet commercial, 101,250 square feet residential, and 242,380 square feet for parking garage/podium structure.
 - b. ~~Phase II shall include 76,140 (55,080) square feet of office/commercial use.~~

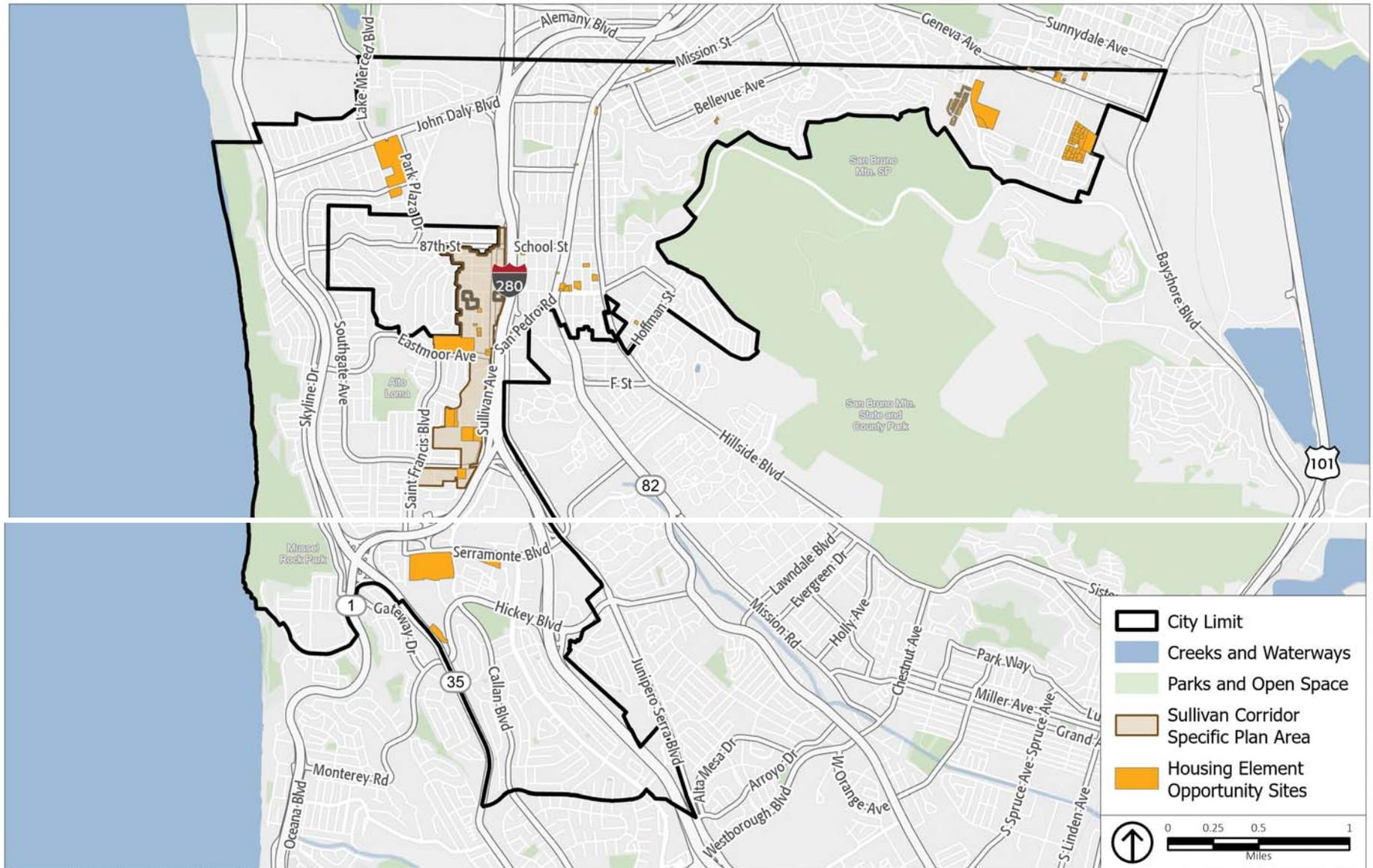
H. Building Height Limitation

- I. The maximum height allowed on Mission Street for PD-59A is 83 feet for Phase I and 150 feet for Phase II. The maximum allowed height on Hillside Boulevard for Phase I shall be 61 feet, is and 85 (65) for Phase II. Building heights shall be subject to additional height limitations imposed by the SFO Airport Land Use Compatibility Plan.

I. Hours of Operation

- I. The hours of retail store operation shall not be limited. However, if the store operation receives significant complaints due to noise or public nuisance, the issue of limiting store hours shall be brought before a Council Committee appointed by the Mayor for consideration.

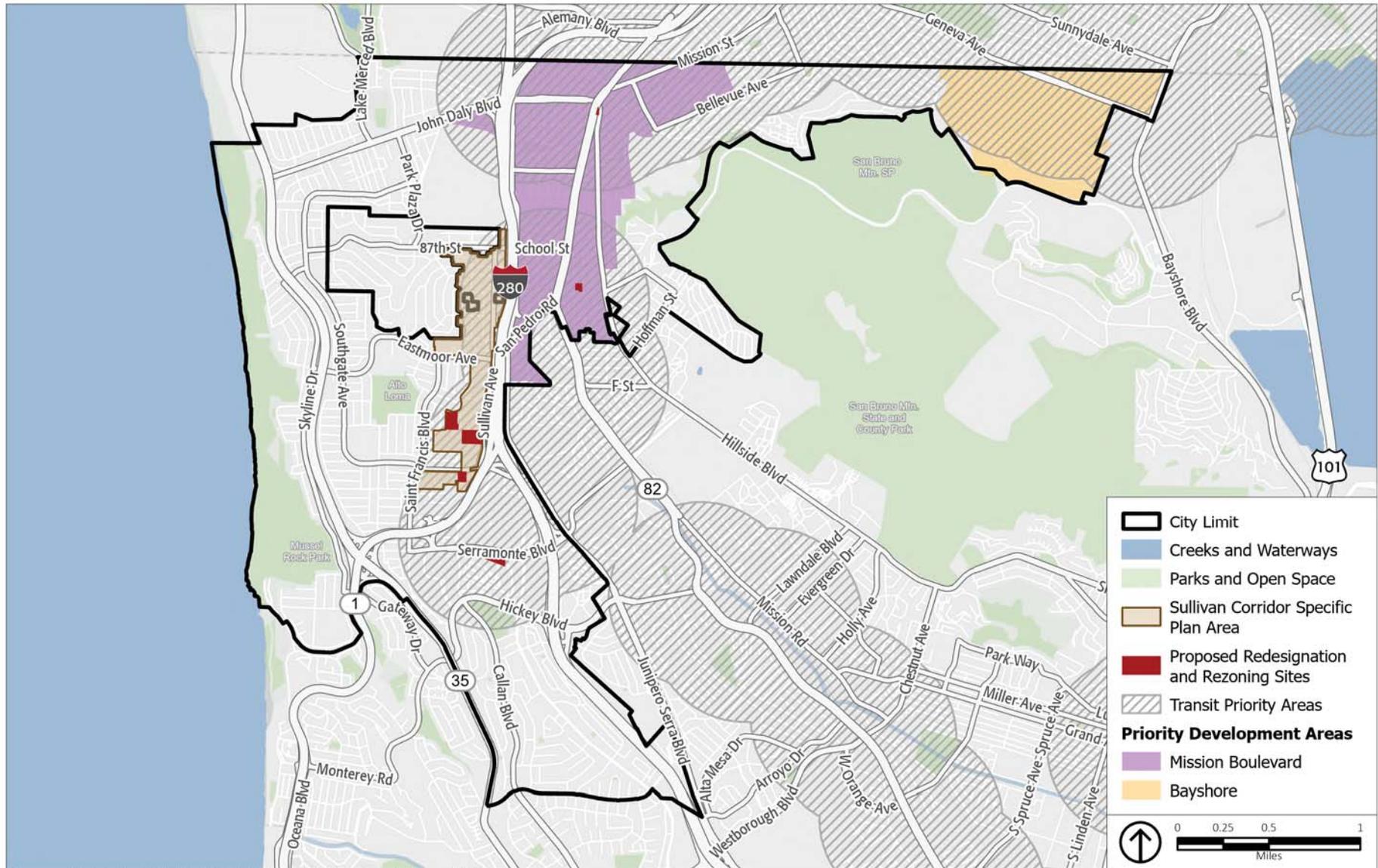
2. Project Description



Source: Daly City, 2023; PlaceWorks, 2023.

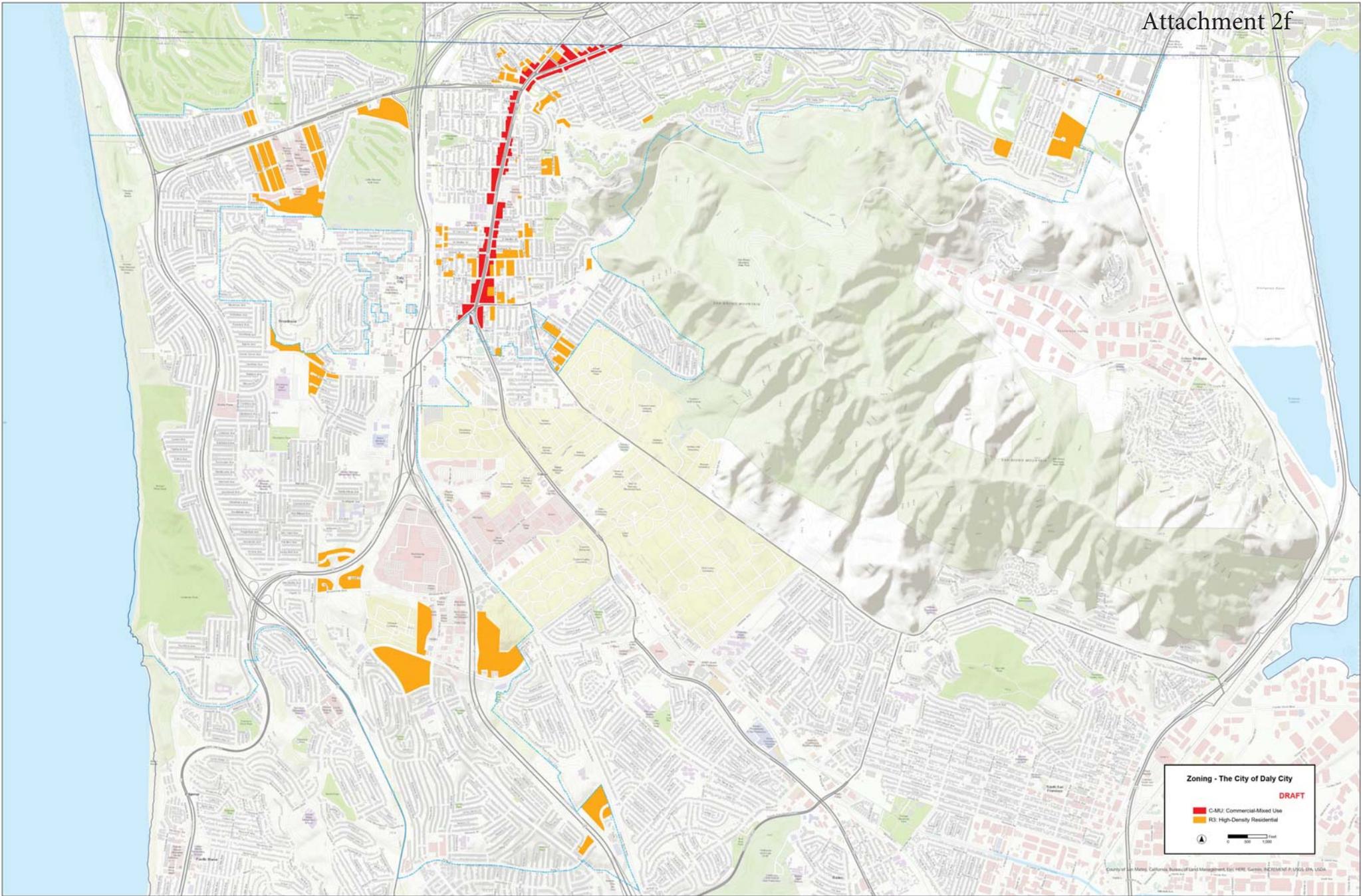
Figure 1
2023-2031 Housing Element Opportunity Sites

2. Project Description



Source: Daly City, 2022; ABAG/MTC, 2023; PlaceWorks, 2023.

Figure 5
Proposed Redesignation and Rezoning Sites



Zoning - The City of Daly City
DRAFT

- C-MU Commercial Mixed Use
- R-3 High-Density Residential

▲ North Arrow
0 500 1,000 Feet

Attachment 3



- 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

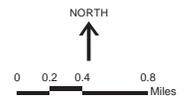
Sources:

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





San Francisco International Airport

February 20, 2024

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

TRANSMITTED VIA EMAIL
kkalkin@smcgov.org

***Subject:* San Francisco International Airport's Comments on the City of Daly City's Proposed Zoning Amendment (2023-2031 Housing Element Update)**

Dear Susy:

Thank you for the opportunity for San Francisco International Airport (SFO or the Airport) to comment on the City of Daly City's (City) proposed zoning amendment, which would allow residential uses on specific development sites where residential uses are currently not permitted. We appreciate this opportunity to coordinate with the Airport Land Use Commission (ALUC) in evaluating the proposed rezoning.

The proposed rezoning would implement the goals, policies, and programs of the City's 2023-2031 Housing Element Update, which is currently undergoing review by the California Department of Housing and Community Development. As described in the City's application for the proposed rezoning and as shown in the table below, the City's General Plan land use designations and zoning controls would be amended to allow residential uses on the following development sites:

Assessor's Parcel Number	Existing GP Land Use Designation	Proposed GP Land Use Designation	Existing Zoning	Proposed Zoning
006-252-080	Residential Medium Low Density (R-MLD)	Residential High Density (R-HD)	Planned Development (Permitting Office)	Planned Development (Permitting Residential)
008-104-110	Public Facilities (PF)	Residential High Density (R-HD)	Hospital (HOSP)	Multiple Family (R-3)
008-104-120	Public Facilities (PF)	Residential High Density (R-HD)	Hospital (HOSP)	Multiple Family (R-3)
008-520-180	Public Facilities (PF)	Residential High Density (R-HD)	Hospital (HOSP)	Multiple Family (R-3)
008-520-190	Public Facilities (PF)	Residential High Density (R-HD)	Hospital (HOSP)	Multiple Family (R-3)
008-521-110	Commercial Office (C-O)	Residential High Density (R-HD)	Office Commercial (C-O)	Multiple Family (R-3)
091-247-080	Commercial Mixed-Use (C-MU)	Residential High Density (R-HD)	Planned Development (Permitting Hotel)	Planned Development (Permitting Residential)

In addition to amending the General Plan land use designations and zoning controls as shown above, the height limit would also be increased to 120 feet on the five development sites being rezoned to Multiple Family (R-3).

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

LONDON N. BREED
MAYORMALCOLM YEUNG
PRESIDENTEVERETT A. HEWLETT, JR.
VICE PRESIDENT

JANE NATOLI

JOSE F. ALMANZA

MARK BUELL

IVAR C. SATERO
AIRPORT DIRECTOR

*Susy Kalkin, ALUC
February 20, 2024
Page 2 of 3*

SFO ALUCP AIRPORT INFLUENCE AREAS

The City is within two Airport Influence Areas: Area A – Real Estate Disclosure Area (all of San Mateo County) and Area B – Policy/Project Referral Area (a smaller subarea in the northern part of San Mateo County), as defined by the SFO ALUCP. Within Area A, the real estate disclosure requirements of state law apply (see **Attachment A**). A property owner offering a property for sale or lease must disclose the presence of planned or existing airports within two miles of the property. Within Area B, the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), acting as the designated Airport Land Use Commission (ALUC), shall review proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments and rezonings, and land development proposals (see **Attachment A**). The real estate disclosure requirements in Area A also apply in Area B.

As depicted on Exhibit IV-1 of the SFO ALUCP, the entire City is within Area A. As depicted on Exhibit IV-2, most of the City is within Area B except for some portions north of San Bruno Mountain. The real estate disclosure requirements would apply to all of the development sites identified above, and any future projects that are within Area B would be subject to review by the ALUC.

SFO ALUCP NOISE COMPATIBILITY POLICIES

A small area of the City is within the Community Noise Equivalent Level (CNEL) 65 A-weighted decibel (dBA) noise contour (see **Attachment B**). Any future housing projects in this area would be conditionally compatible with the noise compatibility policies adopted in the SFO ALUCP, provided that such housing projects incorporate sound insulation to reduce interior noise levels from exterior sources to CNEL 45 dBA or lower and that an avigation easement is granted to the City and County of San Francisco as the operator of the Airport. Subject to these two conditions, the proposed rezoning would not appear to be inconsistent with the noise compatibility policies adopted in the SFO ALUCP.

Although the areas near Serramonte and Seton Medical Center are outside of the CNEL 65 dBA contour, many airport departure procedures are currently designed to ascend over these areas. New residential uses in these areas could experience noise disturbance from aircraft departures.

SFO ALUCP SAFETY COMPATIBILITY POLICIES

The entire City is outside of the safety compatibility zones. Therefore, the proposed rezoning would not appear to be inconsistent with the safety compatibility policies adopted in the SFO ALUCP.

SFO ALUCP AIRSPACE PROTECTION POLICIES

All proposed development within the City is subject to the airspace protection policies adopted in the SFO ALUCP (see **Attachment C**). Exhibit IV-17 of the SFO ALUCP shows the elevations of critical aeronautical surfaces throughout the City in feet above mean sea level as defined from the origin of the North American Vertical Datum of 1988.

The proposed rezoning would increase the height limit for the R-3 Zoning District to 120 feet. Depending on the specific locations of areas that are zoned R-3, 120-foot-tall buildings could exceed the elevations of the critical aeronautical surfaces given the City's hilly terrain. To avoid confusion, the proposed update should be amended to reflect that the maximum allowable height is the lower of 120 feet or the the critical aeronautical surfaces defined in the Airspace Protection Policies of the SFO ALUCP. As noted previously, land development proposals that are within Airport Influence Area B must be reviewed by the ALUC for consistency with the SFO ALUCP.

*Susy Kalkin, ALUC
February 20, 2024
Page 3 of 3*

In addition, for projects where 14 Code of Federal Regulations (CFR) Part 77 applies, a Determination of No Hazard to Air Navigation from the Federal Aviation Administration (FAA) is required for such proposals to be considered compatible with the SFO ALUCP. Project sponsors would be required to undergo FAA airspace review as described in 14 CFR Part 77 for both (1) the permanent structures and (2) any equipment taller than the permanent structures required to construct those structures.

Due to the proximity of the subject development sites to the Airport, Airspace Protection Policies AP-1 through AP-4 of the SFO ALUCP are attached as reminders of incompatible site characteristics, especially as they pertain to building materials or features that reflect and create bright lights or glare, which can pose serious safety hazard to pilots and aircraft. If any projects are constructed on the subject development sites, building materials and lighting should be selected and designed to minimize visual hazards to pilots.

* * *

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
7D552AE6A4CE495...

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

Attachments

- Attachment A – SFO ALUCP Airport Influence Areas
- Attachment B – SFO ALUCP Noise Compatibility Policies
- Attachment C – SFO ALUCP Airspace Protection Policies

cc: Audrey Park, SFO
Chris DiPrima, SFO

Attachment A:
SFO ALUCP Airport Influence Areas

4.2 Airport Influence Area (AIA)

The AIA for SFO includes two parts: Area A and Area B. Area A is the larger of the two areas and encompasses all of San Mateo County. Area B lies within Area A and includes land exposed to aircraft noise above CNEL 65 dB or lying below critical airspace.

Area A, depicted on **Exhibit IV-1**, includes the entire county, all of which is overflown by aircraft flying to and from SFO at least once per week at altitudes of 10,000 feet or less above mean sea level (MSL). (Appendix L explains the rationale for defining the AIA Area A boundary.)

Area B of the AIA, depicted on **Exhibit IV-2**, is based on a combination of the outer boundaries of the noise compatibility and safety zones, the 14 CFR Part 77 conical surface, and the TERPS approach and One-Engine Inoperative (OEI) departure surfaces.¹ As depicted on Exhibit IV-2, the Area B boundary has been adjusted to follow streets, highways, and corporate boundaries to make it easier to identify and implement. See **Exhibit IV-3** for a close-up view of the northwestern half of Area B and **Exhibit IV-4** for a close-up view of the southeastern half.

The following AIA policies (IP) shall apply to the ALUCP.

IP-1 AIRPORT INFLUENCE AREA A – REAL ESTATE DISCLOSURE AREA

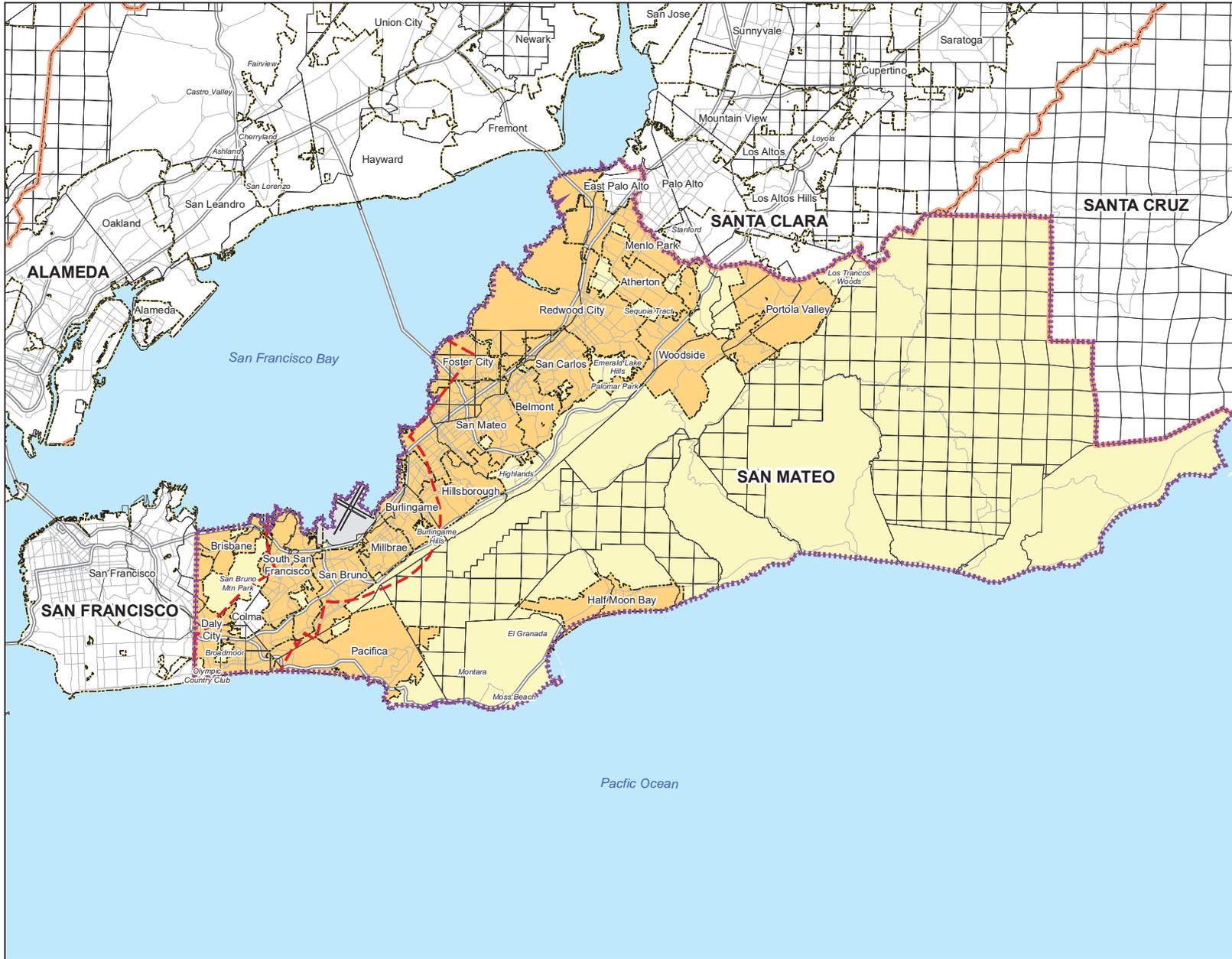
Within Area A, the real estate disclosure requirements of state law apply. Section 11010 of the Business and Professions Code requires people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property.² The law requires that, if the property is within an “airport influence area” designated by the airport land use commission, the following statement must be included in the notice of intention to offer the property for sale:

NOTICE OF AIRPORT IN VICINITY

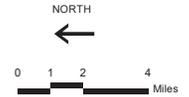
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

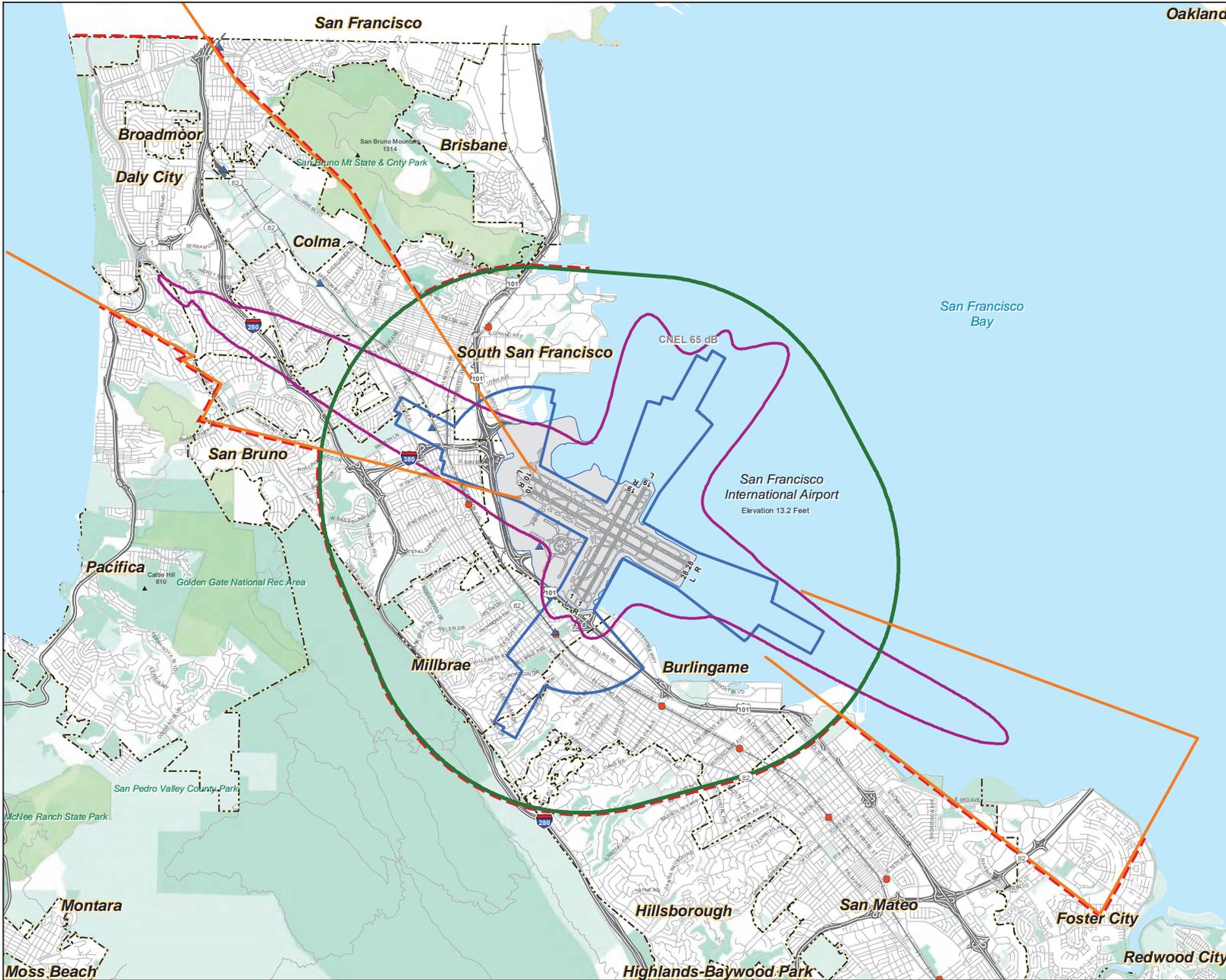
¹ On the northwest side, the Area B boundary corresponds to the 800-foot elevation line of the TERPS approach surface and the OEI departure surface. On the southeast side, the Area B boundary corresponds with the transitional surfaces rising from the flat, central portion of the TERPS surface having an elevation of 210 feet MSL. See Exhibits IV-17 and IV-18 for a detailed depiction of the airspace surfaces.

² California Business and Professions Code, Section 11010(b)(13).



- LEGEND**
- - - Boundary for Airport Influence Area B
 - Airport Influence Area A Boundary
 - County Boundary
 - City Boundary
 - Range/ Township/ Section and Rancho Lines
 - Freeways
 - Roads
 - Municipal Members of SFO/Community Roundtable
 - Unincorporated San Mateo County





- 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

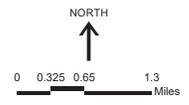
Sources:

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





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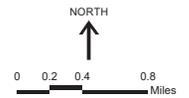
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IP-2 AIRPORT INFLUENCE AREA B – POLICY/PROJECT REFERRAL AREA

Within Area B, the Airport Land Use Commission (the C/CAG Board) shall exercise its statutory duties to review proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments and rezonings, and land development proposals. The real estate disclosure requirements in Area A also apply in Area B. For the purposes of this policy, parcels along the edge of the Area B Boundary that are split by the boundary shall be considered as fully being within Area B.

Portions of unincorporated San Mateo County and the following municipalities are located within Area B:

- Daly City – small part of the city in the Serramonte area
- Colma –the entire town
- Pacifica – north and northeast of the city
- South San Francisco – all but north and west sides of the city
- San Bruno – all but northwest corner of the city
- Millbrae – the entire city
- Burlingame – the entire city
- Hillsborough – the northern part of the town, north of Chateau Drive
- San Mateo – a few blocks in the City of San Mateo
- Foster City – the northern part of the City
- Unincorporated San Mateo County: California Golf Club, Country Club Park, Burlingame Hills, and San Francisco International Airport

The following special districts are located within Area B of the AIA:

- North San Mateo County Sanitation District
- Peninsula Health Care District
- San Mateo County Flood Control District
- San Mateo County Harbor District
- San Mateo County Mosquito & Vector Control District
- Westborough County Water District

The following school districts and community college district are located within Area B:

- Bayshore Elementary School District
- Brisbane Elementary School District
- Burlingame Elementary School District

- Hillsborough City Elementary School District
- Jefferson Elementary School District
- Jefferson Union High School District
- Millbrae Elementary School District
- Pacifica School District
- San Bruno Park Elementary School District
- San Mateo County Community College District
- San Mateo Foster City Elementary School District
- San Mateo Union High School District
- South San Francisco Elementary School District

4.3 Noise Compatibility Policies

The airport noise compatibility policies described in this section have a two-fold purpose:

1. To protect the public health, safety, and welfare by minimizing the exposure of residents and occupants of future noise-sensitive development to excessive noise.
2. To protect the public interest in providing for the orderly development of SFO by ensuring that new development in the Airport environs complies with all requirements necessary to ensure compatibility with aircraft noise in the area. The intent is to avoid the introduction of new incompatible land uses into the Airport's "noise impact area" so that the Airport will continue to be in compliance with the State Noise Standards for airports (California Code of Regulations, Title 21, Sections 5012 and 5014).³

The following noise compatibility policies (NP) shall apply to the ALUCP.

NP-1 NOISE COMPATIBILITY ZONES

For the purposes of this ALUCP, the projected 2020 CNEL noise contour map from the Draft Environmental Assessment for the Proposed Runway Safety Area Program shall define the boundaries within which noise compatibility policies described in this Section shall apply.⁴ **Exhibit IV-5** depicts the noise compatibility zones. More detail is provided on **Exhibit IV-6**. The zones are defined by the CNEL 65, 70 and 75 dB contours.

³ In 2002, the San Mateo County Board of Supervisors declared that the Airport had eliminated its "noise impact area," as defined under state law -- California Code of Regulations, Title 21, Sections 5012 and 5014.

⁴ URS Corporation and BridgeNet International. *Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport*, June 2011.

Attachment B:
SFO ALUCP Noise Compatibility Policies

- Hillsborough City Elementary School District
- Jefferson Elementary School District
- Jefferson Union High School District
- Millbrae Elementary School District
- Pacifica School District
- San Bruno Park Elementary School District
- San Mateo County Community College District
- San Mateo Foster City Elementary School District
- San Mateo Union High School District
- South San Francisco Elementary School District

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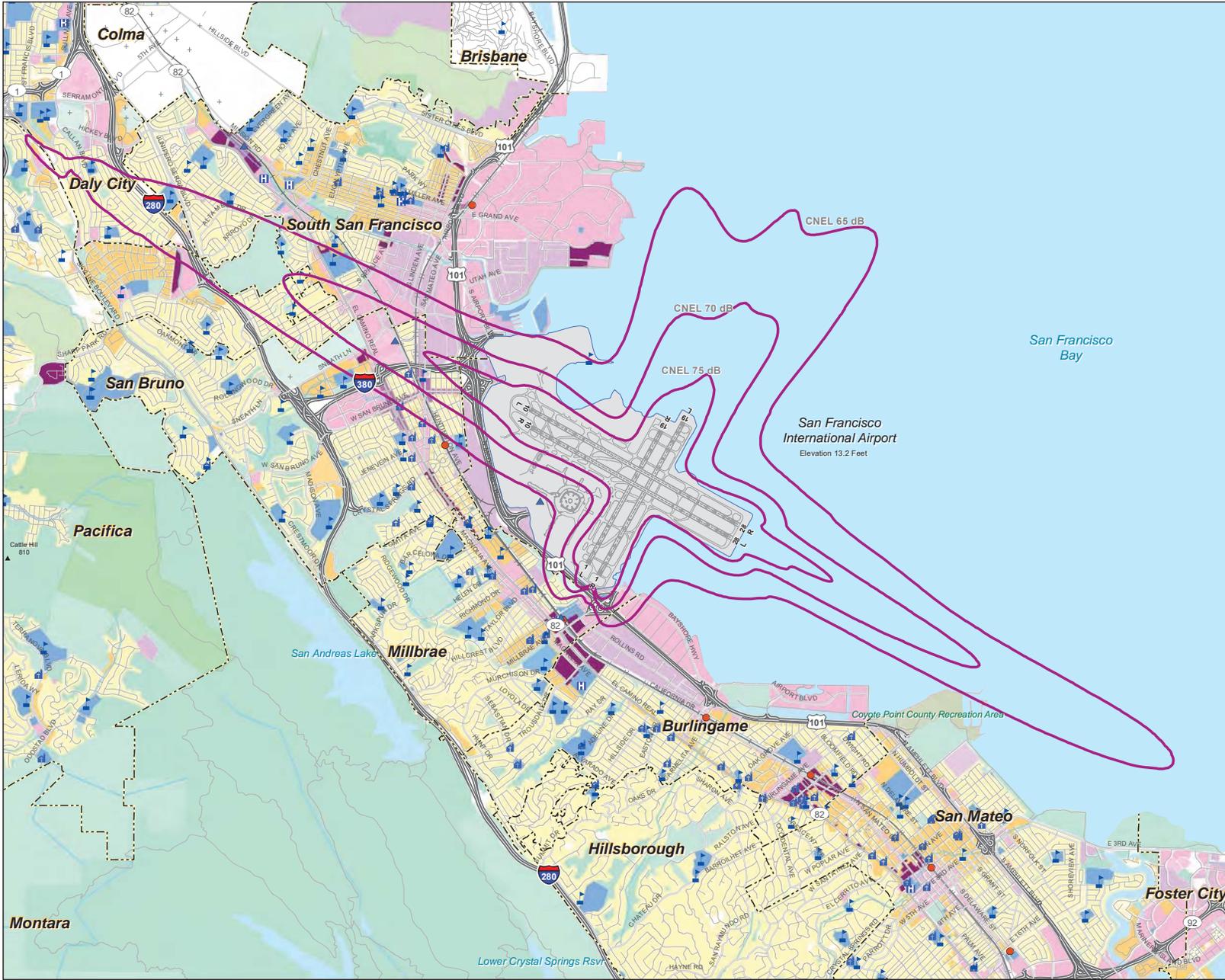
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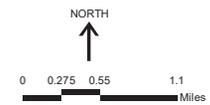
LEGEND

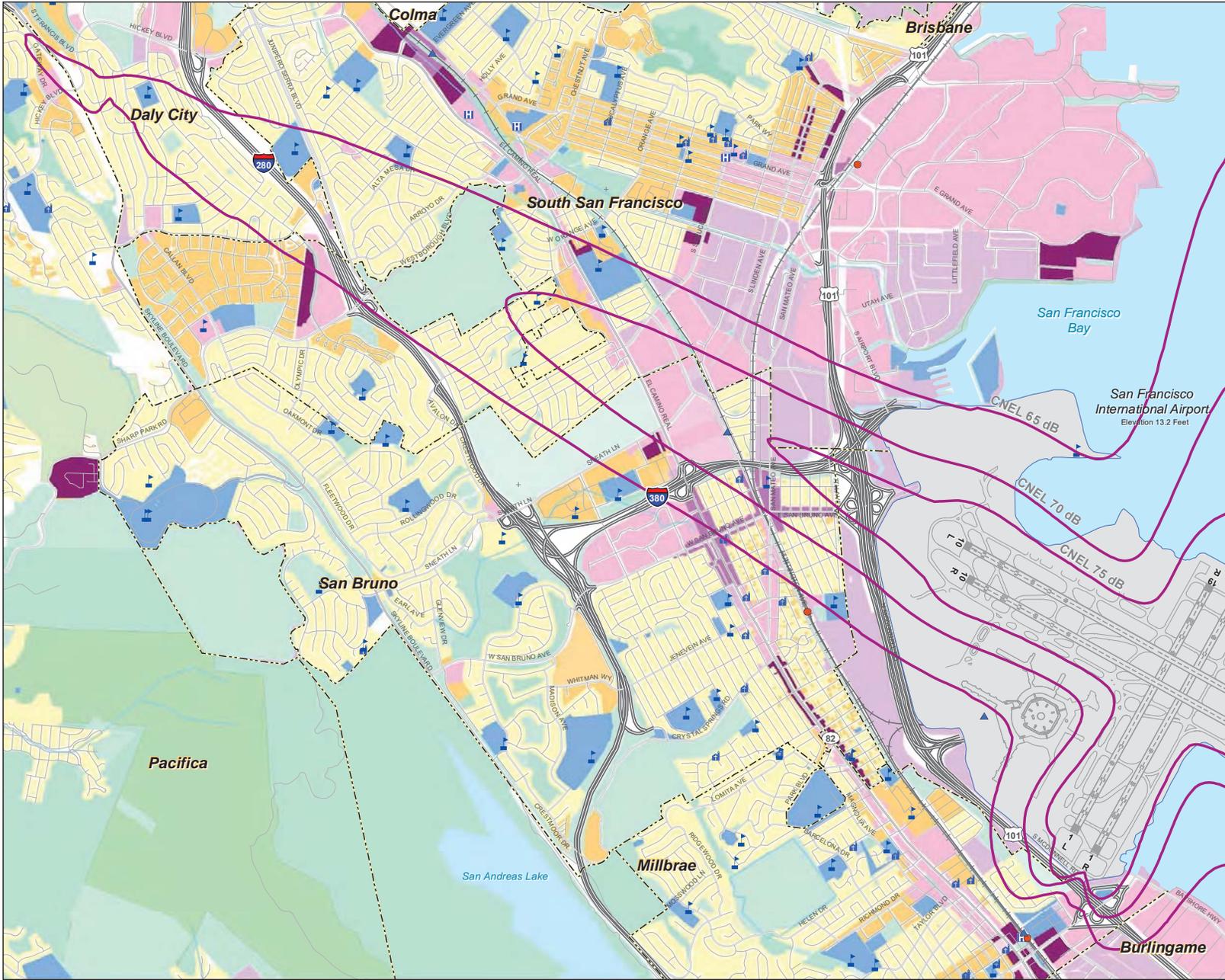
- CNEL Contour, 2020 Forecast
- Airport Property
- ▲ BART Station
- CALTRAIN Station
- ▲ School
- ▲ Place of Worship
- ▲ Hospital
- Municipal Boundary
- Railroad
- Freeway
- Road

Planned Land Use Per General Plans:

- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

- Sources:**
- Noise Contour Data:**
- Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport. URS Corporation and BridgeNet International, June 2011
- County Base Maps:**
- San Mateo County Planning & Building Department, 2007
- Local Plans:**
- Burlingame Bayfront Specific Area Plan, August 2006
 - Burlingame Downtown Specific Plan, January 2009
 - Burlingame General Map, September 1984
 - North Burlingame/ Rollins Road Specific Plan, February 2007
 - Colma Municipal Code Zoning Maps, December 2003
 - Daly City General Plan Land Use Map, 1987
 - Hillsborough General Plan, March 2005
 - Millbrae Land Use Plan, November 1998
 - Pacifica General Plan, August 1996
 - San Bruno General Plan, December 2008
 - San Mateo City Land Use Plan, March 2007
 - San Mateo County Zoning Map, 1992
 - South San Francisco General Plan, 1998





LEGEND

- CNEL Contour, 2020 Forecast
- Airport Property
- ▲ BART Station
- CALTRAIN Station
- School
- ⚓ Place of Worship
- ⚪ Hospital
- Municipal Boundary
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- Freeway
- Road

Planned Land Use Per General Plans:

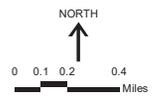
- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space
- Planned use not mapped

Sources:

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

County Base Maps:
 - San Mateo County Planning & Building Department, 2007

- Local Plans:**
- Burlingame Bayfront Specific Area Plan, August 2006
 - Burlingame Downtown Specific Plan, January 2009
 - Burlingame General Map, September 1984
 - North Burlingame/Rollins Road Specific Plan, February 2007
 - Daly City General Plan Land Use Map, 1987
 - Hillsborough General Plan, March 2005
 - Millbrae Land Use Plan, November 1998
 - Pacifica General Plan, August 1996
 - San Bruno General Plan, December 2008
 - San Mateo City Land Use Plan, March 2007
 - San Mateo County Zoning Map, 1992
 - South San Francisco General Plan, 1998



The CNEL noise contours presented in Exhibit IV-6 designate the area where noise exposure is great enough to warrant land use controls to promote noise compatibility. It is acknowledged that aircraft noise at levels below CNEL 65 dB can be disturbing to some people.

Although the contours were established using the best available information at the time, noise contours are subject to changes that can be difficult to predict over long periods of time. The primary causes of change in the noise contours at SFO are most likely to be changes in the numbers of operations (arrivals and departures) and in the mix of aircraft using the airport. The patterns of runway use and flight tracks are unlikely to change substantially due to the nature of local weather patterns, topography, and the presence of other airports and air traffic in the metropolitan area.

NP-2 AIRPORT NOISE/LAND USE COMPATIBILITY CRITERIA

The compatibility of proposed land uses located in the Airport noise compatibility zones shall be determined according to the noise/land use compatibility criteria shown in **Table IV-1**. The criteria indicate the maximum acceptable airport noise levels, described in terms of Community Noise Equivalent Level (CNEL), for the indicated land uses. The compatibility criteria indicate whether a proposed land use is “compatible,” “conditionally compatible,” or “not compatible” within each zone, designated by the identified CNEL ranges.

- “Compatible” means that the proposed land use is compatible with the CNEL level indicated in the table and may be permitted without any special requirements related to the attenuation of aircraft noise.
- “Conditionally compatible” means that the proposed land use is compatible if the conditions described in Table IV-1 are met.
- “Not compatible” means that the proposed land use is incompatible with aircraft noise at the indicated CNEL level.

Table IV-1 Noise/Land Use Compatibility Criteria

LAND USE	COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)			
	BELOW 65 dB	65-70 dB	70-75 dB	75 dB AND OVER
Residential				
Residential, single family detached	Y	C	N (a)	N
Residential, multi-family and single family attached	Y	C	N (a)	N
Transient lodgings	Y	C	C	N
Public/Institutional				
Public and Private Schools	Y	C	N	N
Hospitals and nursing homes	Y	C	N	N
Places of public assembly, including places of worship	Y	C	N	N
Auditoriums, and concert halls	Y	C	C	N
Libraries	Y	C	C	N
Outdoor music shells, amphitheaters	Y	N	N	N
Recreational				
Outdoor sports arenas and spectator sports	Y	Y	Y	N
Nature exhibits and zoos	Y	Y	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N
Golf courses, riding stables, and water recreation	Y	Y	Y	Y
Commercial				
Offices, business and professional, general retail	Y	Y	Y	Y
Wholesale; retail building materials, hardware, farm equipment	Y	Y	Y	Y
Industrial and Production				
Manufacturing	Y	Y	Y	Y
Utilities	Y	Y	Y	Y
Agriculture and forestry	Y	Y (b)	Y (c)	Y (c)
Mining and fishing, resource production and extraction	Y	Y	Y	Y

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..

- (a) Use is conditionally compatible only on an existing lot of record zoned only for residential use as of the effective date of the ALUCP. Use must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources. The property owners shall grant an avigation easement to the City and County of San Francisco prior to issuance of a building permit for the proposed building or structure. If the proposed development is not built, then, upon notice by the local permitting authority, SFO shall record a notice of termination of the avigation easement.
- (b) Residential buildings must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources.
- (c) Accessory dwelling units are not compatible.

SOURCES: Jacobs Consultancy Team 2010. Based on State of California General Plan Guidelines for noise elements of general plans; California Code of Regulations, Title 21, Division 2.5, Chapter 6, Section 5006; and 14 CFR Part 150, Appendix A, Table I.

PREPARED BY: Ricondo & Associates, Inc., June 2012.

NP-3 GRANT OF AVIGATION EASEMENT

Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater shall be subject to this easement requirement. The determination of conditional compatibility shall be based on the criteria presented in Table IV-1 “Noise/Land Use Compatibility Criteria.”

The San Mateo County Airport Land Use Commission (the C/CAG Board) deems it necessary to: (1) ensure the unimpeded use of airspace in the vicinity of SFO; (2) to ensure that new noise-sensitive land uses within the CNEL 65 dB contour are made compatible with aircraft noise, in accordance with California Code of Regulations, Title 21, Section 5014; and (3) to provide notice to owners of real property near the Airport of the proximity to SFO and of the potential impacts that could occur on the property from airport/aircraft operations. Thus, C/CAG shall condition its approval of proposed development upon the owner of the subject property granting an avigation easement to the City and County of San Francisco, as the proprietor of SFO. The local government with the ultimate permitting and approval authority over the proposed development shall ensure that this condition is implemented prior to final approval of the proposed development. If the approval action for the proposed development includes construction of a building(s) and/or other structures, the local permitting authority shall require the grant of an avigation easement to the City and County of San Francisco prior to issuance of a building permit(s) for the proposed building or structure. If the proposed development is not built, then, upon notice by the local permitting authority, SFO shall record a notice of termination of the avigation easement.

The avigation easement to be used in fulfilling this condition is presented in **Appendix G**.

NP-4 RESIDENTIAL USES WITHIN CNEL 70 dB CONTOUR

As described in Table IV-1, residential uses are not compatible in areas exposed to noise above CNEL 70 dB and typically should not be allowed in these high noise areas. .

NP-4.1 Situations Where Residential Use Is Conditionally Compatible

Residential uses are considered conditionally compatible in areas exposed to noise above CNEL 70 dB only if the proposed use is on a lot of record zoned exclusively for residential use as of the effective date of the ALUCP. In such a case, the residential use must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources. The property owner also shall grant an avigation easement to the City and County of San Francisco in accordance with Policy NP-3 prior to issuance of a building permit for the proposed building or structure.

NP-4.2 Construction of Additional Dwellings on Lots Occupied by Residential Uses is Incompatible within CNEL 70 dB Contour

The construction of second homes on lots occupied by residential uses and the creation of additional housing units in existing buildings within the CNEL 70 dB contour shall be incompatible and inconsistent with this ALUCP.

NP-4.3 Residential Subdivisions and Lot Splits are Incompatible within CNEL 70 dB Contour

The subdivision of land and the splitting of lots to enable the construction of additional housing within the CNEL 70 dB contour shall be incompatible and inconsistent with this ALUCP.

NP-4.4 Residential Rezonings are Incompatible Within CNEL 70 dB Contour

The rezoning of land for residential use within the CNEL 70 dB contour shall be considered incompatible and inconsistent with this ALUCP.

4.4 Safety Compatibility Policies

The safety compatibility policies are established with a twofold purpose:

1. To protect the public health, safety, and welfare by minimizing the public's exposure to the risk associated with potential aircraft accidents in the Airport vicinity.
2. To protect the public interest in providing for the orderly development of SFO by preventing the creation of new safety problems in the Airport environs.

Compared to noise, safety is a much more difficult concern to address in airport/land use compatibility policies. A major reason is that safety policies address uncertain events that may occasionally occur with aircraft operations, whereas noise policies deal with known, more or less predictable, events that occur with every aircraft operation.

Because aircraft accidents happen infrequently, and the time, place, and consequences of their occurrence cannot be accurately predicted, the concept of risk is central to the assessment of safety compatibility. In terms of airport/land use compatibility planning, two questions must be addressed to determine the relative degree of risk posed by potential aircraft accidents in various locations:

- Accident Frequency – Where and when do aircraft accidents typically occur in the vicinity of an airport?
- Accident Severity – What aircraft and land use characteristics contribute to the consequences of an accident when one occurs?

The overall objective of safety compatibility guidelines is to minimize the risks associated with potential aircraft accidents. There are two components to this objective:

- Safety of Persons on the Ground – The most fundamental safety compatibility component is to provide for the safety of people and property on the ground in the event of an aircraft accident near an airport.
- Safety of Aircraft Occupants – The other safety compatibility component is to enhance the chances of survival of the occupants of an aircraft involved in an accident that occurs beyond the runway environment.

Attachment C
SFO ALUCP Airspace Protection Policies

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>

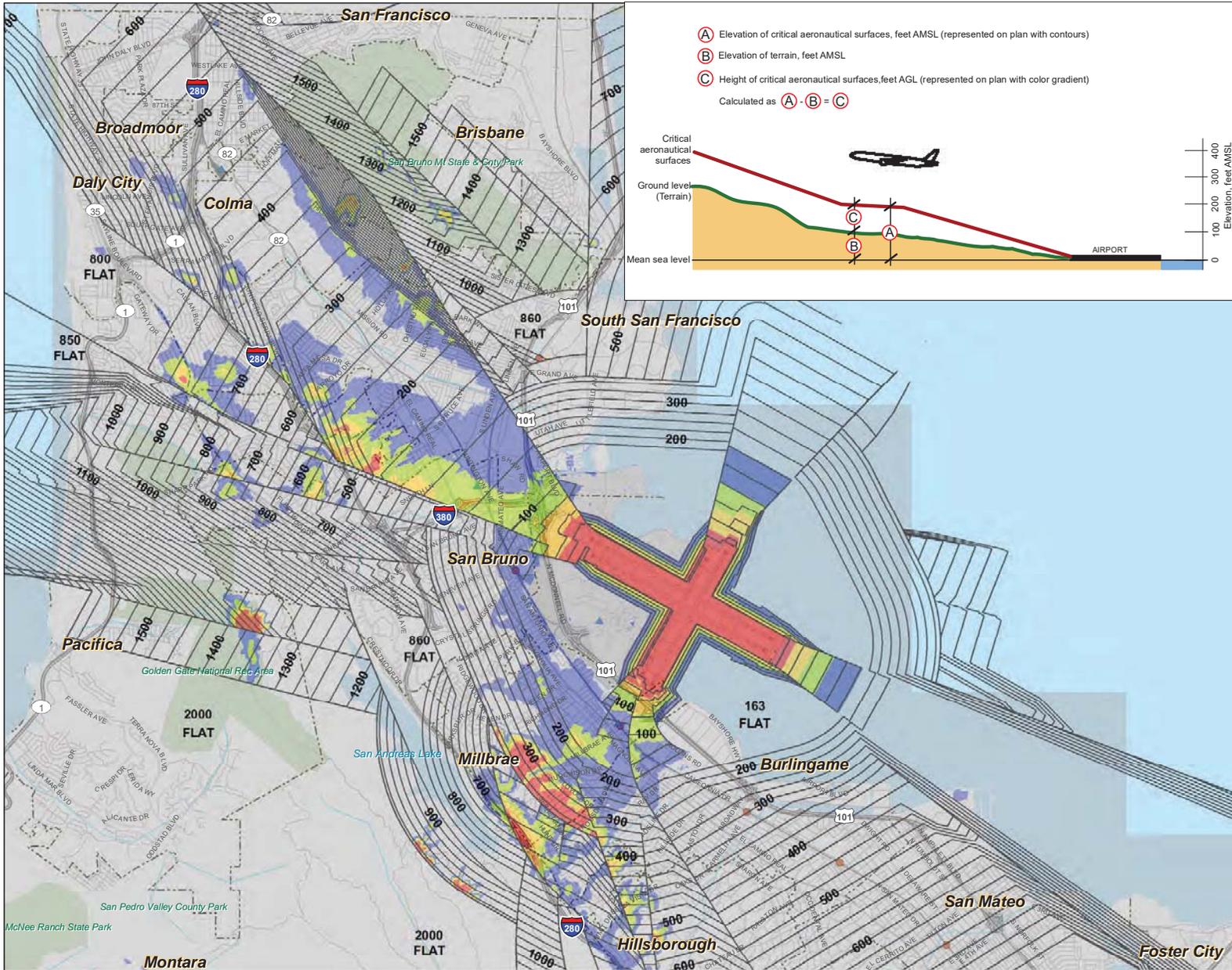
4.5.3 AIRSPACE MAPPING

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)
- (B)** — Elevation of terrain, feet AMSL
- (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

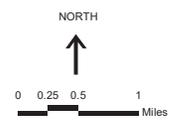


Exhibit IV-19, which is provided for information purposes only, depicts a profile view of the lowest critical airspace surfaces along the extended centerline of Runway 10L-28R – the TERPS Obstacle Departure Procedure (ODP) surface, representing standard all-engines departures, and the approximate OEI 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.