

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

AIRPORT LAND USE COMMITTEE (ALUC) AGENDA

Date: Thursday, January 22, 2026	Join by Zoom Webinar: https://us02web.zoom.us/j/81335481228?pwd=eEQ2cmI4VzUrRHk0Nk4ybKZ4cWtDUT09
Time: 4:30 p.m.	Webinar ID: 813 3548 1228
Location: Burlingame Community Center 850 Burlingame Avenue Burlingame, CA	Passcode: 839437
	Join by Phone: (669) 900-6833

*** IN-PERSON MEETING WITH REMOTE PUBLIC PARTICIPATION AVAILABLE***

This meeting of the Airport Land Use Committee will be held in person (at the location listed above). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

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- | | | |
|---|--|--------|
| 1. Call to Order/Roll Call | Action
(O'Connell) | |
| 2. Public Comment on Items not on the Agenda | Limited to 2
minutes per
speaker | |
| 3. Approval of Minutes for the October 23, 2025 meeting. | Action
(O'Connell) | Page 1 |
| 4. San Carlos Airport Land Use Compatibility Plan
Consistency Review – Proposed 5-story, 140-unit multi-
family housing development at 500-580 Masonic Way,
Belmont. | Action
(Kalkin) | Page 4 |

- | | | |
|--|--------------------|---------|
| 5. San Francisco International Airport Land Use Compatibility Plan Consistency Review - Proposed 4-story, 35-unit residential project with 2 additional accessory dwelling units at 271 El Camino Real, San Bruno. | Action
(Kalkin) | Page 20 |
| 6. San Francisco International Airport Land Use Compatibility Plan Consistency Review - Proposed 4-story, 20-unit residential project at 990 El Camino Real, San Bruno. | Action
(Kalkin) | Page 37 |
| 7. Election of ALUC Officers for Calendar Year 2026. | Action
(Kalkin) | Page 54 |
| 8. Member Comments/Announcements | Information | |
| 9. Items from Staff | Information | |
| 10. Adjournment – <i>Next regular meeting – Feb. 26, 2026</i> | | |

NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

If you have any questions regarding the C/CAG Airport Land Use Committee Meeting Agenda, please contact Susy Kalkin at kkalkin@smcgov.org .

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PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Courtyard, 555 County Center, Redwood City, CA, and on C/CAG’s website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the office of the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG’s website at: <http://www.ccag.ca.gov>. Please note that C/CAG’s office is open to the public by appointment only; please contact Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

ADA Requests: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

PUBLIC PARTICIPATION: Members of the public may address the Committee as follows:

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Written comments should be emailed to kkalkin@smcgov.org
2. The email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. If your emailed comments are received at least 2 hours prior to the meeting, they will be provided to the ALUC Committee members, made publicly available on the C/CAG website along with the agenda, but will not be read aloud by staff during the meeting. We cannot guarantee that comments received less than 2 hours before the meeting will be distributed to the Committee members, but they will be included in the administrative record of the meeting.

In Person Participation

1. Persons wishing to speak should fill out a speaker's slip provided in the meeting room. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to C/CAG staff who will distribute the information to the Committee members.
2. Public comment is limited to two minutes per speaker.

Remote Participation

Oral comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The ALUC Committee meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the C/CAG staff member or ALUC Committee Chair call for the item on which you wish to speak, click on "raise hand." The C/CAG staff member will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press *9 to raise your hand and when called upon press *6 to unmute.
5. When called, please limit your remarks to the two-minute time limit.

If you have any questions about this agenda, please contact C/CAG staff:

Executive Director: Sean Charpentier (650) 599-1409 or scharpentier@smcgov.org

ALUC Staff: Susy Kalkin (650) 599-1467 or kkalkin@smcgov.org

Airport Land Use Committee (ALUC)
Meeting Minutes
October 23, 2025

1. Call to Order/Roll Call

Chair O’Connell called the meeting to order at 4:36 pm. The attendance sheet is attached.

2. Public Comment on items not on the Agenda

None.

3. Minutes of the June 26, 2025 Meeting

Motion: Member Sullivan moved, and Member Ford seconded, approval of the June 26, 2025 minutes. Motion carried (8-0-0) by the following roll call vote: AYE - Members Sullivan, Nagengast, Rainaldi, Hamilton, Nicolas, Ford, Vice-chair Pappajohn and Chair O’Connell. NO – none. ABSTAIN – none.

4. San Carlos Airport Land Use Compatibility Plan Consistency Review – Draft San Carlos Downtown Specific Plan.

Susy Kalkin, C/CAG staff, presented the staff report.

Member Ford expressed appreciation for the conditions that were included in the recommendation.

Motion: Member Hamilton moved, and Member Nicolas seconded, approval of the staff recommendation. Motion carried (8-0-0) by the following roll call vote: AYE - Members Sullivan, Nagengast, Rainaldi, Hamilton, Nicolas, Ford, Vice-chair Pappajohn and Chair O’Connell. NO – none. ABSTAIN – none.

5. Review and Approval of ALUC Meeting Calendar – 2026.

Susy Kalkin, C/CAG staff, presented the staff report.

Motion: Member Ford moved, and Vice-Chair Pappajohn seconded, approval of the staff recommendation. Motion carried (8-0-0) by the following roll call vote: AYE - Members Sullivan, Nagengast, Rainaldi, Hamilton, Nicolas, Ford, Vice-chair Pappajohn and Chair O’Connell. NO – none. ABSTAIN – none.

6. Member Comments/Announcements

None

7. Items from Staff

Ms. Kalkin noted that correspondence was received from the City of Millbrae, a copy of which was included in the agenda packet materials. It notes their intention to consider an override of the ALUC determination that the Tanforan Planned Development is inconsistent with the noise

compatibility policies of the SFO ALUCP. Member Ford noted her deep concern about residential development on the site. Other members commented that: 1) housing has long existed in neighborhoods adjacent to this area, within the same noise contours; and 2) cities have the difficult task of being required to balance sometimes competing issues of State housing element compliance and airport land use plan compatibility.

C/CAG Executive Director Charpentier reported that the C/CAG Board, as the ALUC, approved the amendments to the San Carlos ALUCP to clarify childcare use within Safety Zone 6, and offered his appreciation to the working group for its efforts on the issue.

Adjournment

The meeting was adjourned at 4:53 pm.

DRAFT

2025 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Apr	May	June	Oct	
					In Person	AB2449
Terry O'Connell	City of Brisbane	X	X	X	X	
Andrea Pappajohn	City of Burlingame	X	X ^{arrived 4:40}	X	X	
Pamela DiGiovanni	City of Daly City		X	X		
Patrick Sullivan	City of Foster City	X	X		X	
Patric Jonsson/Paul Nagengast (6/25)	City of Half Moon Bay		Y	X	X	
Stephen Rainaldi	City of Millbrae	X	X	X		X ¹
Christopher Sturken	City of Redwood City		X	X ^{arrived 4:36}		
Tom Hamilton	City of San Bruno	X	X	X	X	
Pranita Venkatesh	City of San Carlos					
Ray Mueller	County of San Mateo & Aviation Rep.		X ^{arrived 4:45}			
Flor Nicolas	City of South San Francisco		X	X	X	
Carol Ford	Aviation Rep.	X	X ^{arrived 4:40}	X ^{arrived 4:37}	X	
Chistopher Yakabe	Half Moon Bay Pilots Assn.	Y				

X - Committee Member Attended

Y - Designated Alternate Attended

¹ Member Rainaldi noted for the record that he was traveling out of town, on official business related to LAFCO

Staff and guests in attendance for the Oct. 23, 2025 meeting: Susy Kalkin, Sean Charpentier and Sophia Palacio C/CAG staff; Gretchen Kelly, San Mateo County Airports Mgr.; Rendell Bustos and Lisa Porras, San Carlos city staff; and Anthony Alosi, San Carlos Airport Pilots Assn.

C/CAG AGENDA REPORT

Date: January 22, 2026

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed 5-story, 140-unit multi-family housing development at 500-580 Masonic Way, Belmont.

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

RECOMMENDATION

That the Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed 5-story, 140-unit multi-family housing development at 500-580 Masonic Way, Belmont, is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following conditions:

- *The City of Belmont shall advise the project sponsor of their obligation to comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.*
- *Prior to issuance of a building permit, the City of Belmont shall require that the project sponsor provide evidence of a recorded ‘Overflight Notification’ on each residential parcel in accordance with Overflight Policy 2 of the San Carlos ALUCP. (An example for the Overflight Notification to be used to fulfill this condition is included in the amended San Carlos ALUCP, Appendix E, Exhibit E-4.)*

BACKGROUND

Belmont has processed an application for a 140-unit multi-family housing development at 500-580 Masonic Way, comprised of four levels of residential units above a surface level lobby and garage. The project was processed as a “By Right” development pursuant to State law, with the provision that it would be subject to an ALUCP consistency determination. The adopted Belmont Resolution 2025-68 includes Conditions of Approval that address ALUCP consistency, as follows:

“Airport Hazards

- a) The project requires review by the Airport Land Use Commission prior to issuance of a building permit. The Community Development Department will prepare and submit the requisite application materials. The applicant may be asked to supply project specific data to assist in completing the application. The following conditions are typically applied by the Airport Land Use Commission:
 - The applicant has an obligation to comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.
 - The applicant shall provide evidence of a recorded ‘Overflight Notification’ on each residential parcel in accordance with Overflight Policy 2 of the San Carlos ALUCP. (An

example for the Overflight Notification to be used to fulfill this condition is included in the amended San Carlos ALUCP, Appendix E, Exhibit E.

- b) Applicant shall comply with all applicable requirements of the FAA, including but not limited to the requirements of the Determination of No Hazard issued for the project on March 2, 2024. At the time of building permit submittal, applicant must determine whether they are required to file FAA Form 7460-1 for construction equipment. In order to do so, the applicant must determine the maximum height of any cranes to be used during construction. The determination shall be submitted in writing.”

The project falls within Airport Influence Area (AIA) B, the Project Referral Area for San Carlos Airport and is subject to ALUC review pursuant to California Public Utilities Code (PUC) Section 21676.5(a), as Belmont has not yet brought its General Plan and Zoning Ordinance into full compliance with the ALUCP. Accordingly, Belmont has referred the subject project for a determination of consistency with the San Carlos ALUCP.

DISCUSSION

I. ALUCP Consistency Evaluation

Four sets of airport/land use compatibility policies in the San Carlos ALUCP relate to the proposed project: (a) noise compatibility policies and criteria, (b) safety policies and criteria, (c) airspace protection policies and (d) overflight compatibility. The following sections address each issue.

(a) Noise Policy Consistency

The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP.

As shown on San Carlos ALUCP Exhibit 4-2, **Attachment 2**, the subject property lies outside the bounds of the 60 dB CNEL contour and, therefore, the project is consistent with the San Carlos ALUCP noise policies and criteria.

(b) Safety Policy Consistency

Runway Safety Zones - The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on San Carlos ALUCP Exhibit 4-3, **Attachment 3**, the project site is not located within a Safety Zone, so is not impacted by the Safety Compatibility policies.

(c) Airspace Protection Policy Consistency

Structures Heights

Pursuant to Airspace Protection Policy 5, in order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower or (1) the height of the controlling airspace protection surface shown on Exhibit 4-4, or 2) the maximum height determined to not be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

The height of the structure is approximately 78'-8" to the top of the rooftop mechanical screen. Given an existing site elevation of approximately 18' above mean sea level (AMSL), the maximum height of the project would be approximately 97 ft. above mean sea level (AMSL). As shown on San Carlos ALUCP Exhibit 4-4, **Attachment 4**, the Part 77 Airspace Protection Surface lies approximately 255' ft AMSL, so the proposed project would be well below this surface, in compliance with the Airspace Protection policies of the ALUCP. Additionally, the applicant has filed Form 7460-1 with the FAA and received a determination of No Hazard, **Attachment 1d**. However, as noted in the application materials, it is likely that construction-related equipment will exceed the notification heights, so there is likely a need for further filings with the FAA. As discussed under the Background section above, Belmont has adopted conditions of approval that address this requirement, as noted below:

“Applicant shall comply with all applicable requirements of the FAA, including but not limited to the requirements of the Determination of No Hazard issued for the project on March 2, 2024. At the time of building permit submittal, applicant must determine whether they are required to file FAA Form 7460-1 for construction equipment. In order to do so, the applicant must determine the maximum height of any cranes to be used during construction. The determination shall be submitted in writing.”

Based on these factors, the project is determined to be compatible with Airspace Protection Policy 5.

Other Flight Hazards

In accordance with Airspace Protection Policy 6, within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per Airspace Protection Policy 6, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

- 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;
- Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting;
- Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight;
- Sources of electrical/electronic interference with aircraft communications/navigation equipment; or
- 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.

The proposed project does not include any features that would present unusual hazards to air navigation and therefore is determined to be compatible with Airspace Protection Policy 6.

(d) Overflight Compatibility Consistency

The San Carlos ALUCP contains two policies regarding overflight compatibility which are generally “buyer awareness” measures focused on informing prospective buyers and/or tenants of property within the vicinity of an airport about the airport’s impact on the property. Overflight Policy 1 – *Real Estate Transfer Disclosure* requires that a notice of potential for overflights be included among the disclosures made during real estate transactions. Overflight Policy 2 – *Overflight Notification Zone 2* requires that all new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 (AIA B) incorporate a recorded overflight notification requirement as a condition of approval.

The Project Area is located within both the Airport Influence Area (AIA) A & B boundaries for San Carlos Airport, so is subject to the requirements of both Overflight Policies. As Belmont’s municipal code address does not include these requirements, the following conditions are recommended:

- The City of Belmont shall advise the project sponsor of their obligation to comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.
- Prior to issuance of a building permit, the City of Belmont shall require that the project sponsor provide evidence of a recorded ‘Overflight Notification’ on each residential parcel in accordance with Overflight Policy 2 of the San Carlos ALUCP. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)

ATTACHMENTS

1. ALUCP application
 - a. San Carlos ALUCP Exh. 4-2 – Future Conditions (2035) Aircraft Noise Contours
 - b. San Carlos ALUCP Exh. 4-3 – Safety Zones.
 - c. San Carlos ALUCP Exh. 4-4 – Airspace Protection Surfaces
 - d. FAA Determination of No Hazard
 - e. Project plans

The following attachment is available on the C/CAG website (See January 2026 “Additional Agenda Materials”) at: <https://ccag.ca.gov/committees/airport-land-use-committee/>

2. Belmont Resolution 2025-68



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

APPLICANT INFORMATION

Agency: City of Belmont

Project Name: 580 Masonic Way

Address: 500-580 Masonic Way

APN: 040-315-010

City: Belmont

State: California

ZIP Code: 94002

Staff Contact: Rob Gill

Phone: (650) 598-4204

Email: rgill@belmont.gov

PROJECT DESCRIPTION

The 500-580 Masonic Way Project consists of the construction of a five story, approximately 147,198 sq. ft. building with a total of 140 apartment units, including 25 Affordable units, parking for 138 vehicles, landscaping and site improvements. The proposed apartment building will have a maximum structural height of 60 feet with an additional 8-foot mechanical equipment screen, resulting in a total height of 68 feet at its highest point.

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.

Response: Determined compatible per Noise Policy-1 (*Noise Impact Area*). The project site is located outside of the 60 dB CNEL Noise Contour on Exhibit 4-1 and 4-2 (Existing and Future Noise Conditions) of the ALUCP. See attached location map.

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.

Response: Determined compatible per Safety Compatibility Policy 2 (e) – (*Residential Development Criteria*). The project site is located outside of Zone 6 on Exhibit 4-3 (Airport Safety Zones). See attached location map. New residential development is compatible and is not restricted for safety reasons in Zone 6.

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.

Response: Determined compatible per Airspace Protection Policy 1 – (Airspace Protection Compatibility for New Development Compatibility). The project site has an average mean sea level (AMSL) of 93 feet. The proposed building, measuring approximately 68 feet in height to its topmost features, will reach a total elevation of 161 feet AMSL. The total height is well below the maximum elevation (Approx. 255 feet MSL) denoted on Exhibit 4-4 (San Carlos Airport Part 77 Airspace Protection Surfaces). See attached map.

The project site would be developed with residential apartments, and there would be no use of electronic equipment that would cause electronic or navigational hazards to aircraft. There would also be no expected visual impacts to aircraft from the project. There is no uplighting or floodlighting approved for the project, and standard Belmont conditions of approval require that all exterior building lighting be downcast to avoid off-site glare impacts.

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. 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.

Response: The applicant has received an FAA Determination of No Hazard to Air Navigation, confirming the structure does not exceed obstruction standards and poses no threat to air navigation. See attached FAA letter dated 3/1/24. However, the use of a crane during construction may exceed height thresholds. As conditioned, applicant must determine whether they are required to file FAA Form 7460-1 for construction equipment.

2. Real Estate Disclosure requirements related to airport proximity.

Response: The project is subject to the following Conditions of Approval:

- The applicant has an obligation to comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.
- The applicant shall provide evidence of a recorded 'Overflight Notification' on each residential parcel in accordance with Overflight Policy 2 of the San Carlos ALUCP. (An example for the Overflight Notification to be used to fulfill this condition is included in the amended San Carlos ALUCP, Appendix E, Exhibit E.

3. Any related environmental documentation (electronic copy preferred)

Response: The project is being processed "by right" as defined in Government Code Section 65583.2(i), as it meets the following criteria: at least 20 percent of the units are designated as affordable to lower income households as defined in Government Code Section 65584; and the

project is proposed wholly on a property that is identified in the 2023-2031 Housing Element for by right processing. Per State law, CEQA does not apply to this project.

Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17"

Latitude and longitude of development site – (Attached)

Latitude: 37°31'26.2"N

Longitude: 122°16'26.4"W

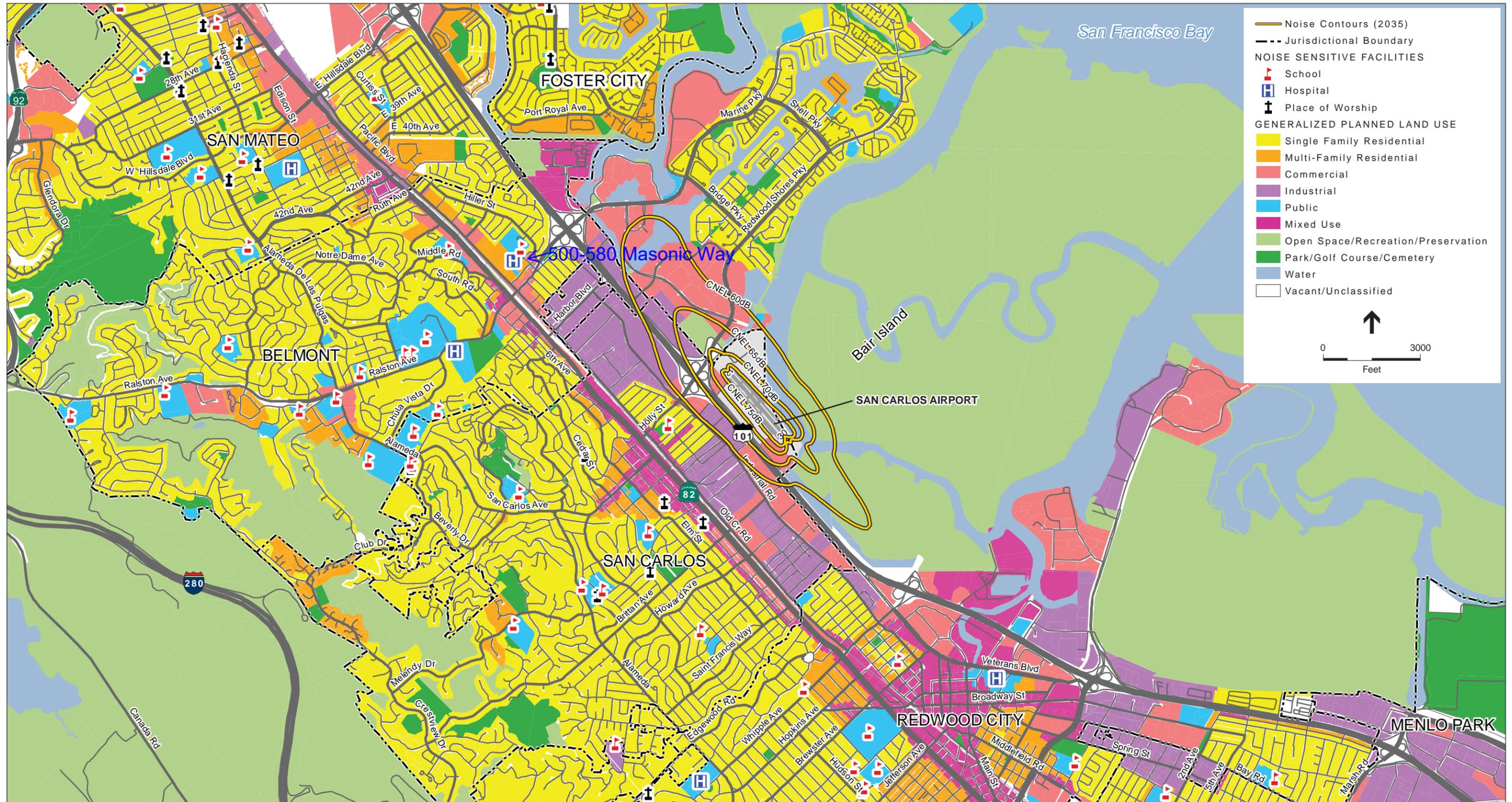
2. Building heights relative to mean sea level (MSL) - (30' above MSL)

161 feet AMSL

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>



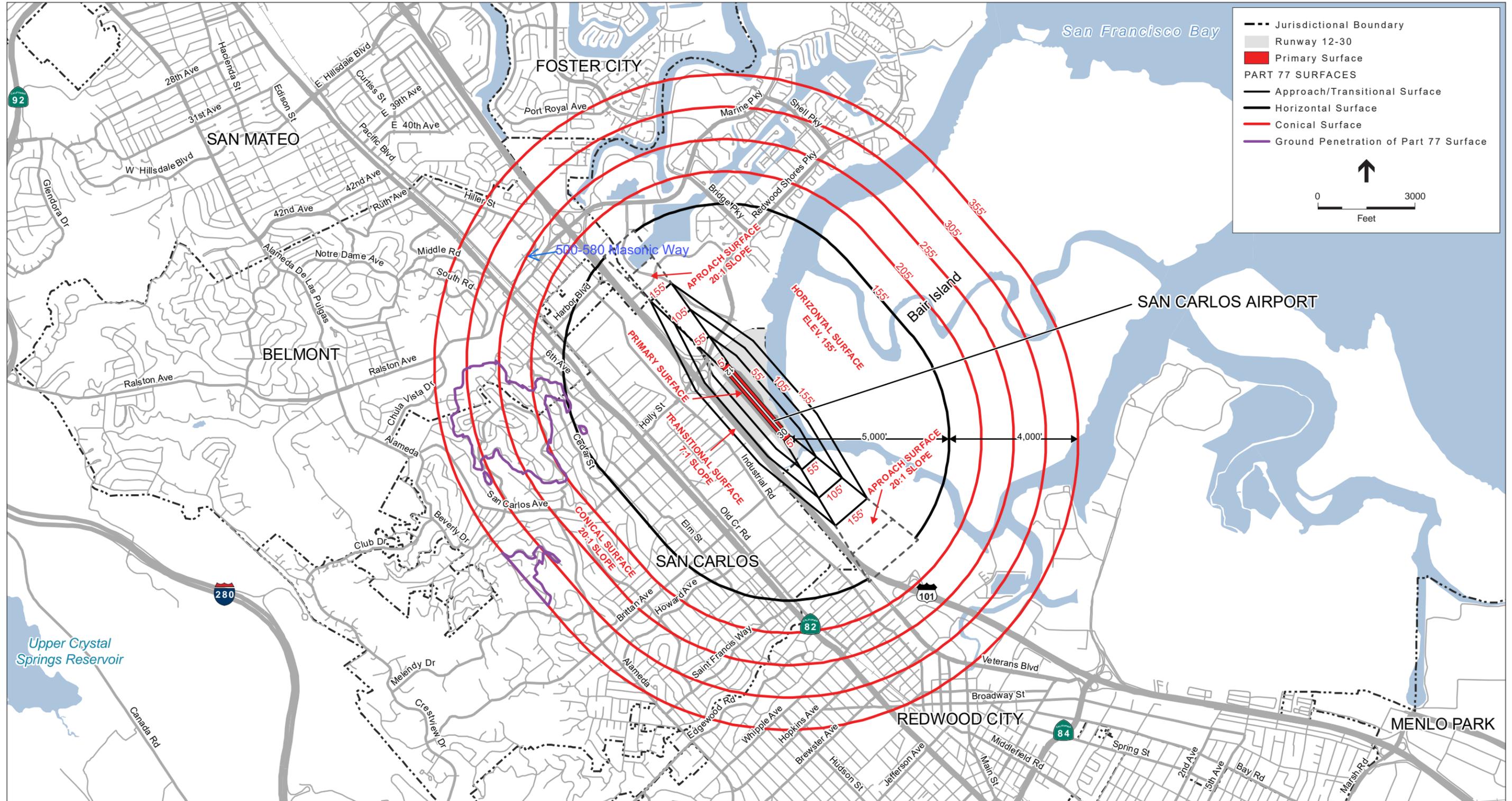
SOURCE: Belmont, 1982; San Mateo County, 1986; Foster City, 1993; Menlo Park, 1994; San Carlos, 2009; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

San Carlos Airport ALUCP . 130753

Exhibit 4-2
Future Conditions (2035) Aircraft Noise Contours



SOURCE: ESRI, 2014; ESA Airports, 2014



SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

NOTE 1: All elevations on this exhibit are expressed in feet above mean sea level (MSL). The elevation of San Carlos Airport is 5 feet MSL.

NOTE 2: Locations where the ground/terrain penetrates the FAR Part 77 airspace surfaces are approximate and were developed using ground elevation contours provided by the San Mateo County Planning and Building Department, 2014.

San Carlos Airport ALUCP . 130753

Exhibit 4-4

San Carlos Airport Part 77 Airspace Protection Surfaces



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

Aeronautical Study No.
 2024-AWP-396-OE

Issued Date: 03/01/2024

Jonathan Stone
 Prometheus
 1 North B Street
 Suite 4000
 San Mateo, CA 94401

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

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

Structure:	Multi-purpose Building 580 Masonic
Location:	Belmont, CA
Latitude:	37-31-24.64N NAD 83
Longitude:	122-16-25.81W
Heights:	18 feet site elevation (SE)
	75 feet above ground level (AGL)
	93 feet above mean sea level (AMSL)

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

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

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

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

This determination expires on 09/01/2025 unless:

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

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

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

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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

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

If we can be of further assistance, please contact our office at (424) 405-7641, or tameria.burch@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-396-OE.

Signature Control No: 609276347-614451851

(DNE)

Tameria Burch
Technician

PROJECT TEAM

OWNER:
PROMETHEUS REAL ESTATE GROUP
1000 S MORTWALK STREET, SUITE 100
SAN MATEO, CA 94403

ARCHITECT:
JONES ARCHITECTURE
960 HOWARD STREET
SAN FRANCISCO, CA 94103

DESIGN ARCHITECT:
JONES ARCHITECTURE
120 NW 57TH AVE, SUITE 210
PORTLAND, OREGON 97209

LANDSCAPE ARCHITECT:
PLACE
735 NW 18TH AVE,
PORTLAND OREGON 97209

CIVIL ENGINEER:
BPK ENGINEERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA 94065

JOINT TRENCH ENGINEER:
GACALONE DESIGN SERVICES, INC.
8020 STONERIDGE MALL RD, SUITE 345
PLEASANTON, CA 94588

TRASH MANAGEMENT:
AMERICAN TRASH MANAGEMENT
1900 POWELL STREET, SUITE 220
EMERYVILLE, CA 94608

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- G1.4 ZONING - GROUND STORY SETBACKS
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- E1.1 AUTOMATED PARKING SYSTEM
- E1.2 BICYCLE PARKING

PROJECT INFO

PROJECT ADDRESS:
580 MASONIC WAY, BELMONT, CA 94002
ASSESSOR'S PARCEL NUMBER: 040-310-010
PROJECT DESCRIPTION:
1 BUILDING - 5 STORIES
RESIDENTIAL UNITS OVER PARTIAL RETAIL / PARKING / UNITS

ZONING INFO

LOT AREA: 1.24 ACRES
54,139 SF
ZONING DISTRICT: VILLAGE STATION CORE (VSC)
LANDUSE TYPE: MULTI-FAMILY RESIDENTIAL
ZONING HEIGHT: 45' (UP TO 60' WITH COMMUNITY BENEFITS)
PROPOSED HEIGHT: MAX 60'-0" W/ 8'-0" MECHANICAL SCREEN ROOF

	REQUIRED:	PROPOSED:
ZONING BULK: (MAX FLR PLATE AS % OF 1ST FLOOR) (31.4 1th) / TABLE 31-2	1-STORY: 100% 2-STORY: 100% 3-STORY: 85% 4+ STORY: 70%	1-STORY: 100% 2-STORY: 80.8% 3-STORY: 62.8% 4+ STORY: 77.3%
LOT COVERAGE:	80% MAX	78.9% (EXCLUDES STOOPS)
RESIDENTIAL UNITS:	140 RESIDENTIAL UNITS	140 RESIDENTIAL UNITS
PARKING:	136 PARKING STALLS	138 PARKING STALLS
BICYCLE PARKING:		SHORT-TERM: 4 LONG-TERM: 140
OUTDOOR LIVING AREA:	36 SF / UNIT + 5,004 SF	44 SF / UNIT + 6,116 SF
LANDSCAPING:	5,414 SF (10%)	5,414 SF (10%)
PUBLIC OPEN SPACE:	300 SF	693.75 SF

THE WREN
UNIT AND AREA SUMMARY
10/9/2024

CONSTRUCTION TYPE:	TYPE V-A O/ TYPE I-A
FLOORS:	3 WOOD O/ 2 CONCRETE

UNITS TYPE	NAME	DESCRIPTION	UNIT AVG SF	FLOOR					UNIT TOTAL	NET RENTABLE		
				1ST	2ND	3RD	4TH	5TH				
STUDIOS	STUDIO A		629	5	5	7	1	1	19	11,950		
	STUDIO B		627	1	2	1	7	7	18	11,290		
	STUDIO C		552	0	0	2	0	0	2	1,194		
STUDIO SUB-TOTAL			624	6	7	10	8	8	39	24,344		
1 BEDROOMS	1 BED A		752	6	6	8	10	10	40	26,097		
	1 BED B		731	0	0	4	4	4	12	8,767		
	1 BED C		626	0	1	1	1	1	4	2,693		
	1 BED D		676	0	0	1	1	1	3	2,627		
	1 BED E		897	0	0	1	1	1	3	2,692		
	1 BED F		777	0	4	0	0	0	4	3,199		
	1 BED G		584	0	1	0	0	0	1	984		
	1 BED H		1,090	1	0	0	0	0	1	1,090		
	1 BEDROOM SUB-TOTAL			748	7	12	16	17	17	68	60,869	
2 BEDROOMS	2 BED A		1,153	1	1	6	6	6	20	23,059		
	2 BED B		1,137	0	0	4	4	4	12	13,640		
	2 BED C		1,239	1	0	0	0	0	1	1,238		
2 BEDROOM SUB-TOTAL			3,150	2	1	10	10	10	33	37,937		
TOTAL UNITS			AVERAGE	808	15	20	35	35	35	140	100.0%	113,150

Net rentable residential area is measured center of demising wall, ext face of sheathing of ext wall, ext face or stud of corridor, excludes decks

	11,355	14,656	28,851	29,144	29,144	113,150
NET RENTABLE Residential by floor (excludes decks)						
CIRCULATION / BIKE PARKING	4,053	4,382	3,735	3,428	3,428	19,026
RESIDENTIAL AMENITIES	1,416	1,503	1,838			4,757
LEASING OFFICE / LOBBY / THE POST	3,680					3,680
UTILITY / MEP	4,479	580	680	423	423	6,585
GARAGE	17,713	18,556				36,269
TOTAL GROSS	42,696	39,677	36,104	32,996	32,996	183,467

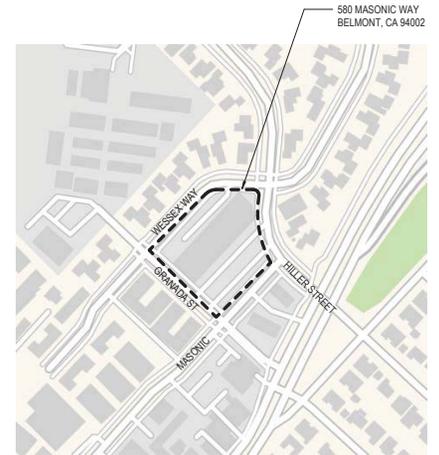
SITE AREA	54,139
SITE COVERAGE	78.86%

RESIDENTIAL PARKING			
	MIN	MAX	REQ.
STUDIO	0.5	2	20
1 BED	1	2	68
2 BED	1.5	2	80
TOTAL :	138		138
TOTAL STALLS PROVI			138

BIKE PARKING	
ZONING : 1 Bike per 20 units : 140/20 = 7 required	
BIKE ROOM	142
TOTAL	142

ALLOWING FLOOR AREA (2.75:1)	148,882
PROVIDED FLOOR AREA	147,198
FLOOR AREA RATIO	2.72

OPEN SPACE	
95% of units have Private Decks (50 SF Average)	
PRIVATE	132 UNITS X 50 SF (AVG): 6,600
COMMON	11,220
PUBLIC	694
TOTAL	18,514



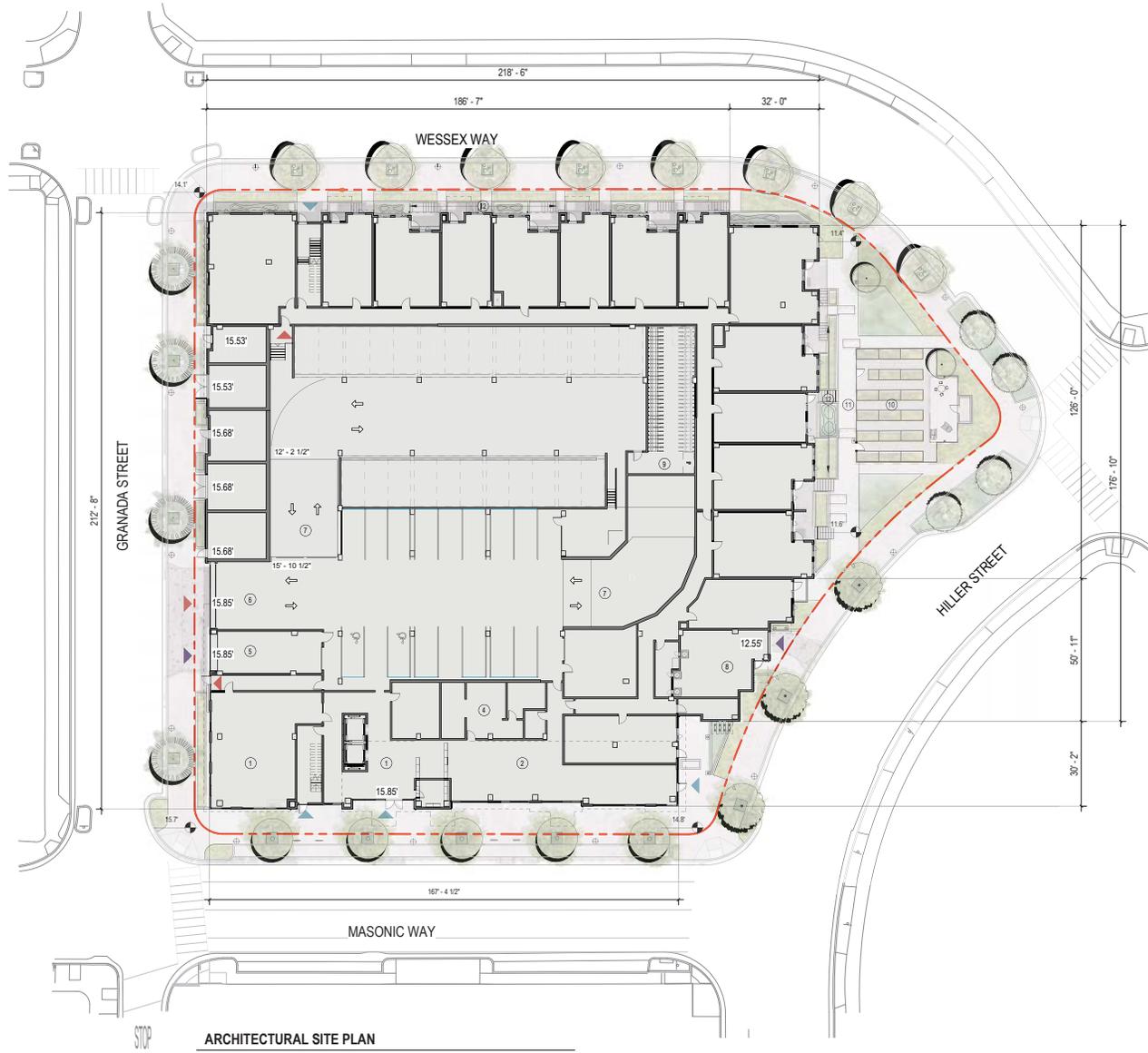
GENERAL NOTES

1. PLEASE SEE PROJECT APPLICATION LETTER FOR FURTHER SPECIFICS ON ZONING CRITERIA.
2. THE PROJECT HAS BEEN DESIGNED TO BE COMPLIANT WITH THE 2022 CBC. FURTHER DEMONSTRATING COMPLIANCE OF ALL BUILDING ELEMENTS CAN BE PROVIDED AT THE TIME OF FINAL BUILDING PERMIT SUBMITTAL FOR REVIEW BY THE CITY AND/OR 3RD PARTY REVIEWER.
3. PD WILL BE GIVEN ACCESS TO ANY AND ALL SECURED AREAS.

PROJECT INFO SHEET

KEY

- ▲ RESIDENTIAL ENTRY
- ▲ PARKING ENTRY
- ▲ SERVICE ENTRY
- ① LEASING OFFICE
- ② RESIDENTIAL LOBBY
- ③ CO-WORK
- ④ RETAIL / CAFE
- ⑤ OFF STREET LOADING
- ⑥ PARKING ENTRY
- ⑦ PARKING RAMP
- ⑧ TRASH ROOM
- ⑨ BIKE ROOM
- ⑩ GARDEN
- ⑪ GARDEN PATH
- ⑫ EXTERIOR TERRACES



ARCHITECTURAL SITE PLAN

SCALE : 1" = 20'-0"

SITE PLAN

580 MASONIC WAY
 BELMONT, CA 94002
 DECEMBER 20, 2024

A1.0



MASONIC WAY

SCALE : 1/16" = 1'-0"

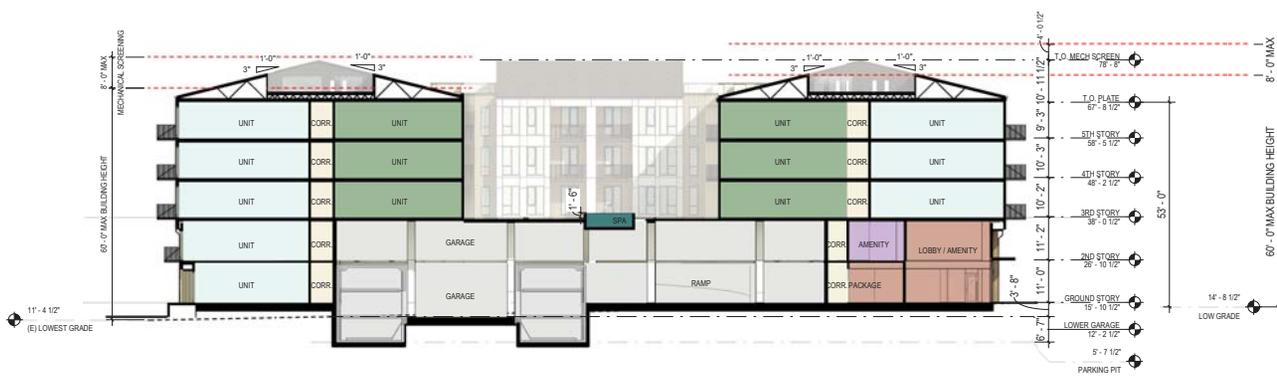


WHITE DOVE (7)

GRANADA STREET

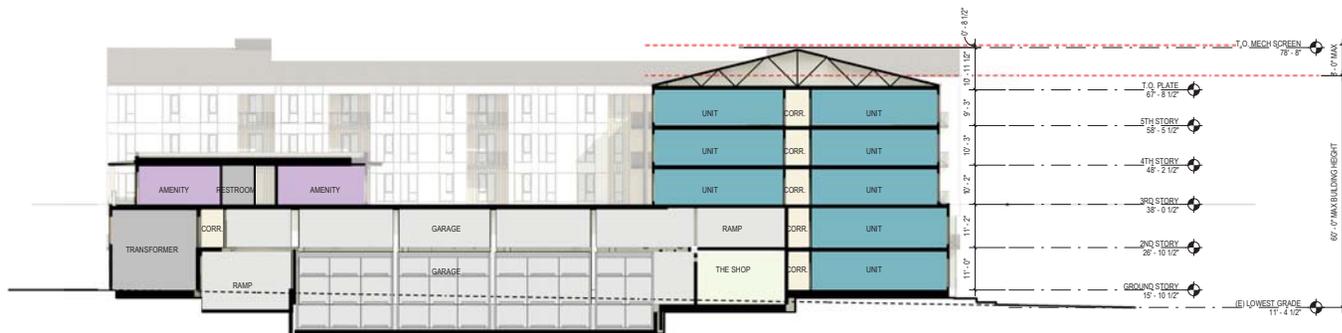
SCALE : 1/16" = 1'-0"

EXTERIOR ELEVATIONS



NORTH / SOUTH BUILDING SECTION

SCALE: 1/16" = 1'-0"



EAST / WEST BUILDING SECTION

SCALE: 1/16" = 1'-0"

BUILDING SECTIONS

580 MASONIC WAY
BELMONT, CA 94002
DECEMBER 20, 2024

A3.1



C/CAG AGENDA REPORT

Date: January 22, 2026

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Land Use Compatibility Plan Consistency Review - Proposed 4-story, 35-unit residential project with 2 additional accessory dwelling units at 271 El Camino Real, San Bruno.

(For further information please contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed 4-story, 35-unit housing development with 2 additional accessory dwelling units at 271 El Camino Real, San Bruno, is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), subject to the following conditions:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Bruno an FAA “Determination of No Hazard”.*
- *The City of San Bruno shall formally advise the project sponsor of their responsibility to comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.*

BACKGROUND

Project Description

The proposed project includes construction of a 4-story, 35-unit multi-family residential development with two additional accessory dwelling units on a 0.57-acre site at 271 El Camino Real, south of Crystal Springs Rd.

The subject project is located within Airport Influence Area B (AIA B), the “Project Referral” area, for San Francisco International Airport (SFO). California Government Code Section 65302.3 states that a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). Since the City of San Bruno has not amended its General Plan and Zoning Ordinance to reflect the policies and requirements of the current SFO ALUCP all proposed development projects within AIA B are subject to ALUC review per PUC Section 21676.5(a) and SFO ALUCP Policy GP-10.1. In accordance with these requirements, the City of San Bruno has referred the subject development project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

ALUCP Consistency Evaluation

The SFO ALUCP contains policies and criteria to address four issues: (a) aircraft noise compatibility; (b) safety compatibility; (c) height of structures/airspace protection; and (d) real estate disclosure. The following sections describe the degree to which the project is compatible with each.

(a) Aircraft Noise Compatibility

The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. All land uses located outside of this contour are deemed consistent with the noise policies of the SFO ALUCP.

As shown on SFO ALUCP Exhibit IV-6, **Attachment 2**, the subject property lies outside the bounds of the 65dB CNEL contour, and therefore the Project is determined to be consistent with the SFO ALUCP noise policies and criteria.

(b) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on SFO ALUCP Exhibit IV-8, **Attachment 3**, the project site is located outside of the safety zones established in the SFO ALUCP, and therefore the safety policies and criteria do not apply to the Project.

(c) Height of Structures/Airspace Protection

Structure Height

Pursuant to the SFO ALUCP Policy AP-3, the maximum height of a new building must be the lower of (1) the height shown on the critical aeronautical surfaces map 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.

As proposed, the structure would be a maximum of 55’-6” to the top of the stair tower. With a ground elevation of approximately 53.5 feet above mean sea level (MSL), the height of the project would therefore be about 109’ above MSL. As shown on **Attachment 4**, utilizing the SFO Online Airspace Tool, the critical aeronautical surface at the Project location is at an elevation of approximately 202’ above MSL, so the project would be well below this height. However, SFO ALUCP Exhibit IV-11, **Attachment 5**, identifies that the Project is located in an area that requires FAA notification for structures 30’ or less in height. Accordingly, the following condition is recommended:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Bruno an FAA “Determination of No Hazard”.*

Other Flight Hazards

Within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per SFO ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 271 El Camino Real, San Bruno

Date: January 22, 2026

Page 3

- 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
- Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting
- Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of an aircraft in flight
- Sources of electrical/electronic interference with aircraft communications/navigation equipment
- 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.

The proposed project does not present any unusual design features or characteristics that would conflict with air navigation and is therefore determined to comply with SFO ALUCP Policy AP-4.

(d) Real Estate Disclosure

The project site is located within the Airport Influence Area (AIA) of SFO, the real estate disclosure area. Pursuant to Policy IP-1, notification is required, prior to sale or lease of property located within the AIA, of the proximity of the airport and that therefore the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations.

To ensure consistency with this provision the following condition is proposed:

- *The City of San Bruno shall formally advise the project sponsor of their responsibility to comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.*

ATTACHMENTS

1. ALUCP application, together with related project description and plan set excerpts
2. SFO ALUCP Exh. IV-6 – Noise Compatibility Zones
3. SFO ALUCP Exh. IV-8 – Safety Compatibility Zones
4. SFO Online Airspace Tool - iALP Readout
5. SFO ALUCP Exh. IV-11 – FAA Notification Form 7460-1 Area
6. SFO Planning and Environmental Affairs comments – letter only

The following attachment is available on the C/CAG website (See January 2026 “Additional Agenda Materials”) at: <https://ccag.ca.gov/committees/airport-land-use-committee/>

7. SFO Planning and Environmental Affairs comments w/attachments



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

APPLICANT INFORMATION

Agency: City of San Bruno

Project Name: 271 El Camino Real multifamily housing project

Address: 271 El Camino Real

APN: 020406870

City: San Bruno

State: CA

ZIP Code:

Staff Contact: Ralph Robinson, Roscoe Mata

Phone:

Email: RMata@Sanbruno.ca.gov,
rrobinson-pt@sanbruno.ca.gov

PROJECT DESCRIPTION

4-story, 35-unit multifamily units + 2 ADU's

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>

VICINITY MAP



SHEET INDEX

- ARCHITECTURAL
- A0.0 PROJECT DATA
- A0.1 RENDERINGS
- A0.2 ELEVATIONS B/W
- A0.2a ELEVATIONS RENDERING
- A0.2AO ALLOWABLE OPENING
- A0.2GO GARAGE OPENING
- A1.0 SITE PLAN W/ AERIAL SITE PHOTO
- A1.0AH AFFORDABLE HOUSING PLAN
- A1.0AH2 AFFORDABLE HOUSING ENLARGED PLAN
- A1.0AR ACCESSIBLE ROUTE
- A1.0EA EXIT ANALYSIS
- A1.1 SETBACK ENCROACHMENT DEMO
- A1.2 NUMBER OF STORY ENCROACHMENT

PROJECT DATA

MAX. HEIGHT:	50'	56'-0"	(WAIVER)
# OF STORIES:	3	4	(WAIVER)
FLOOR AREA RATIO:	3 x 25,030 SF = 75,090 SF	46,710 SF	46,710 / 25,030 = 1.87 FAR < 3.0 OK
LOT COVERAGE:	NOT REQUIRED	16,714 SF / 25,030 SF	
IMPERMEABLE SURFACE:	85%	82%	20,478 SF / 25,030 SF
LANDSCAPE:		18%	4,459 SF / 25,030 SF
SETBACK & OPENINGS:	ALLOWED	PROPOSED	ALLOWED
EAST ELEVATION (FRONT)	10'-0" AVG. 5'-0" MIN.	(WAIVER)	
WEST ELEVATION (BACK)	10'-0"	10'-0"	19%
NORTH ELEVATION (SIDE)	NOT REQUIRED		25% 14%
SOUTH ELEVATION (SIDE)	NOT REQUIRED		25% 12%

GROSS FLOOR AREA CALCULATION

LEVEL	(SQ. FT.)	COMMON SPACE	UNIT SQ. FT.	PATIO/BALCONY	TOTAL
GARAGE LEVEL	PARKING GARAGE				
	Subtotal:	17,613			17,613
	LOBBY/Common Area	2,944			
	COMMON ROOM	302			
FIRST LEVEL	UNIT 201		1,060	84	
	UNIT 202		1,042	131	
	UNIT 203		1,072	166	
	UNIT 204		1,072	166	
	UNIT 205		1,072	167	
	UNIT 206		1,032	65	
	UNIT 207		1,024	67	
	UNIT 208		1,117	67	
	UNIT 209		1,135		
	UNIT 210		944		
	UNIT 211		944		
	Subtotal:	3,246	11,888	913	16,047
SECOND LEVEL	LOBBY/Common Area	2,340			
	UNIT 301		1,060	84	
	UNIT 302		1,042	55	
	UNIT 303		1,072	45	
	UNIT 304		1,072	45	
	UNIT 305		1,072	45	
	UNIT 306		1,032	65	
	UNIT 307		1,025	67	
	UNIT 308		1,117	67	
	UNIT 309		1,135		
	UNIT 310		944		
	UNIT 311		944		
UNIT 312		944		2ND RES. FLR TOTAL	
Subtotal:	2,340	12,459	473	15,272	
THIRD LEVEL	LOBBY/Common Area	2,340			
	UNIT 401		1,060	84	
	UNIT 402		1,042	55	
	UNIT 403		1,072	45	
	UNIT 404		1,072	104	
	UNIT 405		1,072	105	
	UNIT 406		1,032	65	
	UNIT 407		1,025	67	
	UNIT 408		1,117	67	
	UNIT 409		1,135		
	UNIT 410		944		
	UNIT 411		944		
UNIT 412		944		3RD RES. FLR TOTAL	
Subtotal:	2,340	12,459	592	15,391	
TOTAL GROSS AREA W/O GARAGE					46,710
DETACHED ADU 101					1,027
DETACHED ADU 102					1,034
TOTAL GROSS FLOOR AREA					66,384
TOTAL AREA W/O GARAGE EXCLUDING ADUS : 16,617 SF + 15,272 SF + 15,391 SF = 46,710 SF					

PROJECT INFORMATION

PROPERTY ADDRESS : 271 EL CAMINO REAL, SAN BRUNO, CA 94066
 APN : 020-406-730; 020-406-700; 020-406-690; 020-406-870; 020-406-690; 020-406-790
 ZONING : MX-R
 LOT AREA : 25,030 SF (0.574 ACRE)
 GROSS FLOOR AREA : 66,384 SF
 OCCUPANCY : S-2, R-2
 TYPE OF CONSTRUCTION : I-A, V-A
 SPRINKLER SYSTEM : YES (NFPA 13) ON BOTH R-2 & S-2

PROJECT FUNDING : PRIVATE
 FAR 3.0
 MAXIMUM PERMITTED SF : 25,030 SF X 3 (FAR) = 75,090 SF > 46,710 SF (1.87) FAR OK

SCOPE OF WORK

NEW GROUND UP (4) STORIES WITH (3) STORIES OF CONDOS ON (1) STORY OF CONCRETE DECK PARKING GARAGE AT GROUND. TOTAL OF (35) UNITS + (2) DETACHED ADUS AND (51) PARKING SPACES.

UNIT MIX TABLE

2 BEDROOM :	34
3 BEDROOM :	1
TOTAL	35 UNITS
2 BEDROOM DETACHED ADU :	(2)

PROJECT DIRECTORY

Owner
Patrick Lee
3048 Scott Blvd.
Santa Clara, CA 95054

Architect
Tectonic Builders Corporation
10118 Bandyler Dr. #E,
Cupertino, CA 95014
1-408-216-0804

Landscape Architect
Jeffrey Heid Landscape Architect
6179 Oneida Dr.
San Jose, CA 95123
(408) 691-5207
Jeffrey Heid

CIVIL ENGINEER
LUK ASSOCIATES
738 ALFRED NOVEL DR.
HERCULES, CA 94547
1-510-829-2035
CHRIS WOOD
CHRIS@LUKASSOCIATES.com

UTILITY ENGINEER
TARRAR UTILITY CONSULTANTS
813 First St.,
Brentwood, CA 94513
(925) 240-2595
Alfonso Reyes

AFFORDABLE HOUSING (NOT PUBLICLY FUNDED)

REQUIRED
 15% OF 23 UNITS: 23X 0.15= 3.45 UNITS
 VERY LOW-INCOME: (4)

TOTAL PROVIDED: (4) UNITS

- #1 UNIT 210
- #2 UNIT 310
- #3 UNIT 410
- #4 UNIT 302

ALLOWABLE OPENINGS

SEE SHEET A0.2AO FOR ALLOWABLE OPENING CAL & DEMO

NORTH / SIDE:
 FIRE SEPARATION DISTANCE: 5' TO LESS THAN 10'
 25% UNPROTECTED ALLOWABLE AREA > 8.4% OK

EAST / STREET: 30' OR GREATER : NO LIMIT OK

SOUTH / SIDE:
 FIRE SEPARATION DISTANCE: 5' TO LESS THAN 10'
 25% UNPROTECTED ALLOWABLE AREA > 11% OK

WEST / BACK:
 FIRE SEPARATION DISTANCE: 10' TO LESS THAN 15'
 45% UNPROTECTED ALLOWABLE AREA > 4.3% - 25% OK

UNITS OF APARTMENTS:	ALLOWED	PROPOSED
DENSITY	25,030 SF 40 units/acre	0.574 acres 23
	(35); SECTION 65915(f)(2)	35 (DBL)
PARKING		
GOV CODE 65915(P)(1) 1.5 PARKING/ 2/3 BEDROOM	REQUIRED	PROPOSED
TOTAL AUTO PARKING	35X1.5= (53)	51 (WAIVER)
EV PARKING		8
GUEST		2
ADA		3
MOTORCYCLE	1/26-100 AUTO SPACE	1
BIKECYCLE PARKING	SHORT TERM (1/15 UNITS) LONG TERM (1/ 4 UNITS)	3 9
		10 OK

UNIT SIZE CALCULATION

NO.	UNIT NAME	FLOOR	BD/BA/DEN	ENCL. SQ. FT.	BALCONY	TOTAL UNIT SQ. FT.
1	UNIT 201	2	2/2/-	1,060	84	1,144
2	UNIT 202	2	2/2/-	1,042	131	1,173
3	UNIT 203	2	3/2/-	1,072	166	1,238
4	UNIT 204	2	2/2/-	1,072	166	1,238
5	UNIT 205	2	2/2/-	1,072	167	1,239
6	UNIT 206	2	2/2/-	1,032	65	1,097
7	UNIT 207	2	2/2/-	1,024	67	1,091
8	UNIT 208	2	2/2/-	1,116	67	1,183
9	UNIT 209	2	2/2/-	1,135		1,632
10	UNIT 210	2	2/2/-	944		944
11	UNIT 211	2	3/2/-	1,318		1,318
12	UNIT 301	3	2/2/-	1,060	84	1,144
13	UNIT 302	3	2/2/-	1,042	55	1,097
14	UNIT 303	3	2/2/-	1,072	45	1,117
15	UNIT 304	3	2/2/-	1,072	45	1,117
16	UNIT 305	3	2/2/-	1,072	45	1,117
17	UNIT 306	3	2/2/-	1,032	65	1,097
18	UNIT 307	3	2/2/-	1,024	67	1,091
19	UNIT 308	3	2/2/-	1,116	67	1,183
20	UNIT 309	3	2/2/-	1,135		1,135
21	UNIT 310	3	2/2/-	944		944
22	UNIT 311	3	2/2/-	944		944
23	UNIT 312	3	2/2/-	944		944
24	UNIT 401	4	2/2/-	1,060	84	1,144
25	UNIT 402	4	2/2/-	1,042	55	1,097
26	UNIT 403	4	2/2/-	1,072	45	1,117
27	UNIT 404	4	2/2/-	1,072	104	1,176
28	UNIT 405	4	2/2/-	1,072	105	1,177
29	UNIT 406	4	2/2/-	1,032	65	1,097
30	UNIT 407	4	2/2/-	1,024	67	1,091
31	UNIT 408	4	2/2/-	1,116	67	1,183
32	UNIT 409	4	2/2/-	1,135		1,135
33	UNIT 410	4	2/2/-	944		944
34	UNIT 411	4	2/2/-	944		944
35	UNIT 412	4	2/2/-	944		944
TOTAL UNITS SQ. FT.				38,862		41,337
1	ADU 101	1	2/2/-	1,027		1,027
2	ADU 102	1	2/2/-	1,034		1,034

OPEN SPACE

REQUIRED MINIMUM OPEN SPACE PER CITY ORDINANCE CHAPTER 12.280-2 : 40 SF/ UNIT X (35) UNITS = 1,400 SF
 PROVIDED: COMMON OPEN SPACE WEST GARDEN: 1,300 SF + DECK GARDEN: 640 SF = 1,940 SF > 1,400 SF OK

BUILDING AREA CALCULATION (4-STORY BLDG)

AREA MODIFICATION SECTION 506 (WITH SPRINKLER INCREASE)

ALLOWABLE BUILDING AREA & HEIGHT ANALYZED AS (1) BUILDING
 SPRINKLER SYSTEM: YES (NFPA 13)
 At = 36,000 (R2, TYPE VA, SM, NFPA 13)
 Sa = 2 (# OF BUILDING STORY, NOT EXCEED 2)
 If = 0 (NOT NEEDED)
 Aa = [At + (NS x If)] x Sa
 = [36,000 + (12,000 x 0)] x 2
 = 72,000 sqft
 Aa TOTAL ALLOWABLE AREA = 72,000SF
 72,000 max. allowed > 47,280 proposed => OK

PROPOSED (4-STORY BLDG) (SF)	
1ST FLOOR SF	16,047
2ND FLOOR SF	15,272
3RD FLOOR SF	15,391
TOTAL SF (4 STORY BLDG)	46,710

FRONTAGE INCREASE (506.3)
 NOT NEEDED



*ADU 101 & 102 2D RENDERING SEE A2.3

2 WEST / BACK RENDERING
1/8" = 1'-0"



1 STREET/ FRONT RENDERING
1/8" = 1'-0"



4 NORTH / SIDE ELEVATION
1/8" = 1'-0"



3 SOUTH / SIDE ELEVATION
1/8" = 1'-0"



2 WEST / BACK ELEVATION
1/8" = 1'-0"



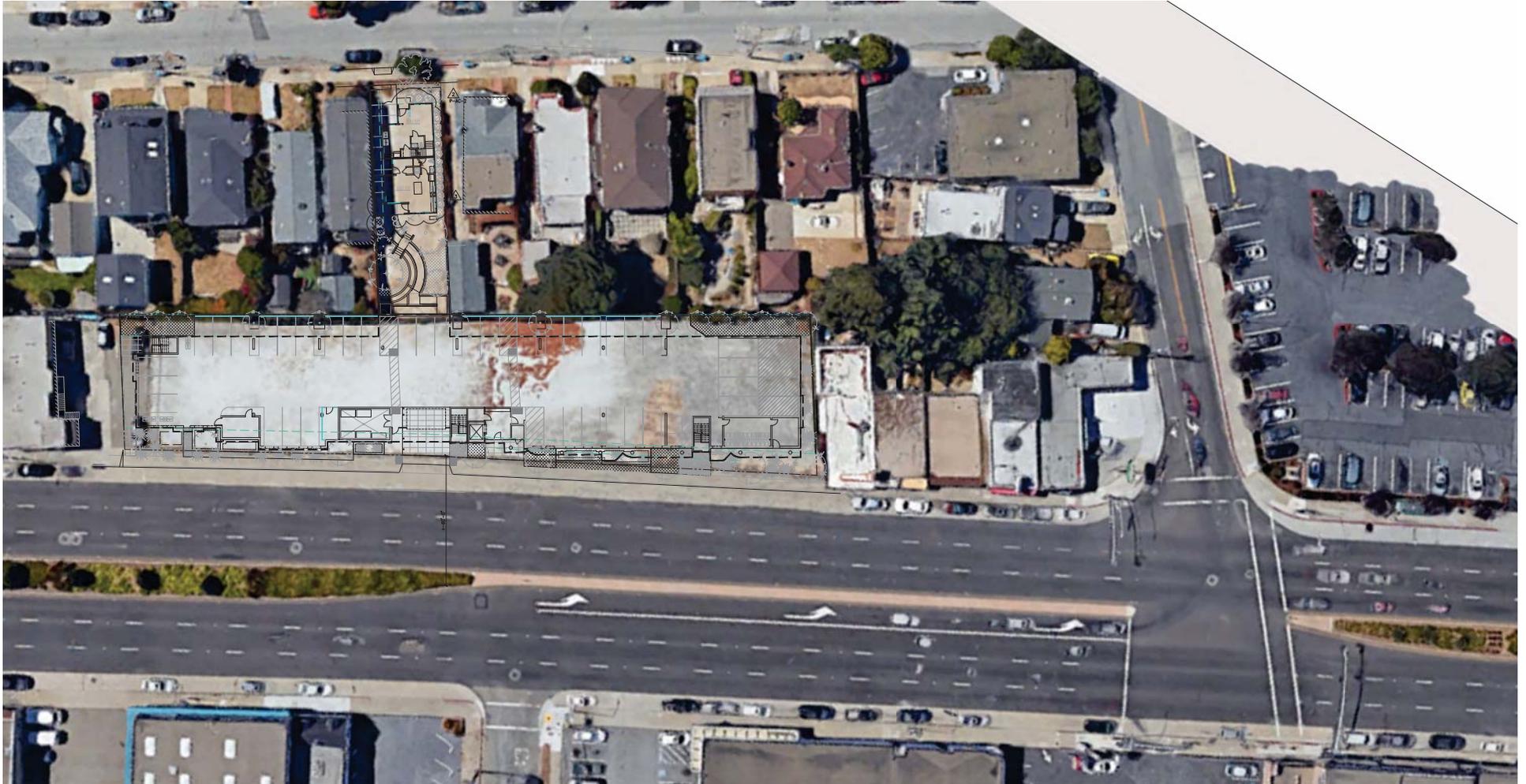
1 EAST / FRONT ELEVATION
1/8" = 1'-0"



3 EXISTING PHOTO
VIEW FROM SOUTH EL CAMINO REAL



2 EXISTING PHOTO
VIEW FROM NORTH EL CAMINO REAL



1 SITE PLAN / ROOF PLAN
1/16" = 1'-0"



A2.0

BUTLER APARTMENTS
271 EL CAMINO REAL, SAN BRUNO, CA 94066

SITE PLAN / GROUND / GARAGE LEVEL

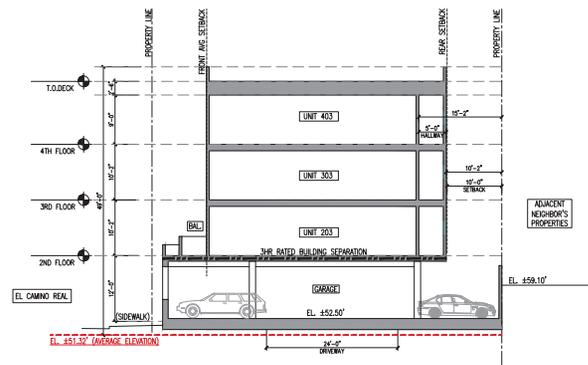
REVISION: 4TH SUBMITTAL
DATE: 4 - 18 - 2025



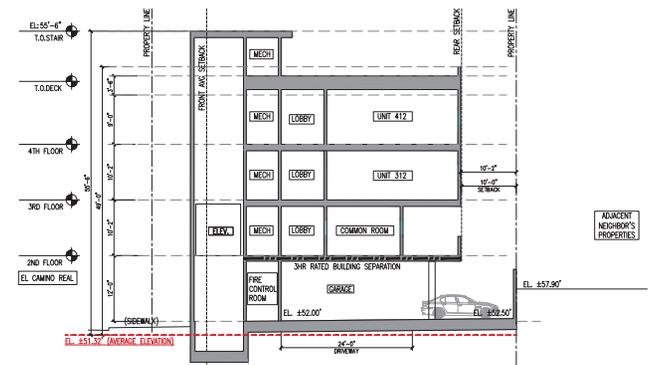
4000 PASSENGER
 In combination with 4300 CAR LIFT
 Product Data
 4000 PASSENGER
 CE

4300
 Product Data
 4300
 CE

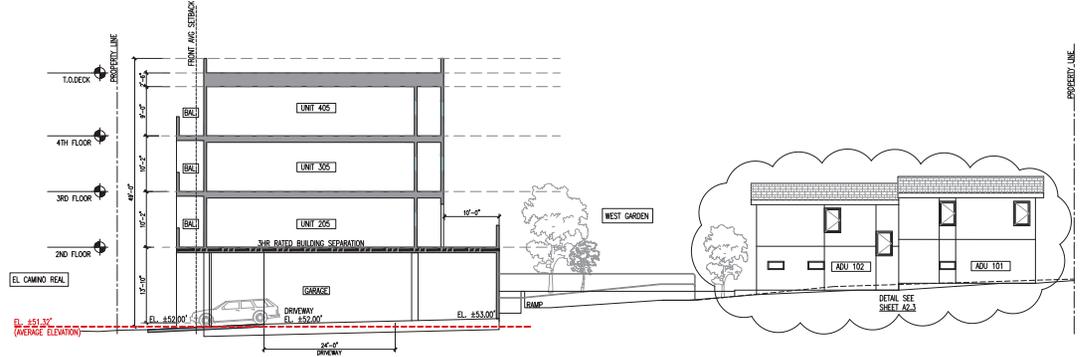
7 CAR LIFT SPECIFICATION



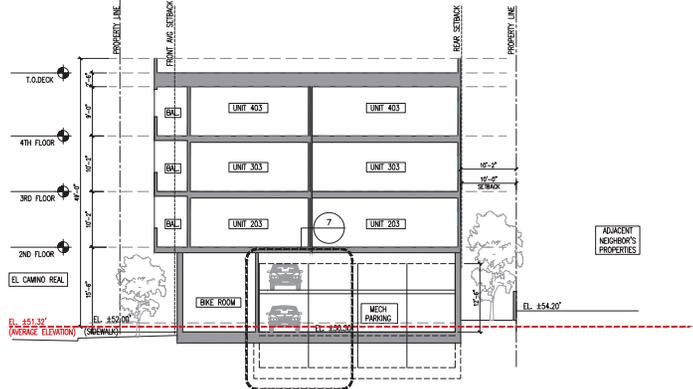
5 BUILDING SECTION
 1 / 8" = 1'-0"



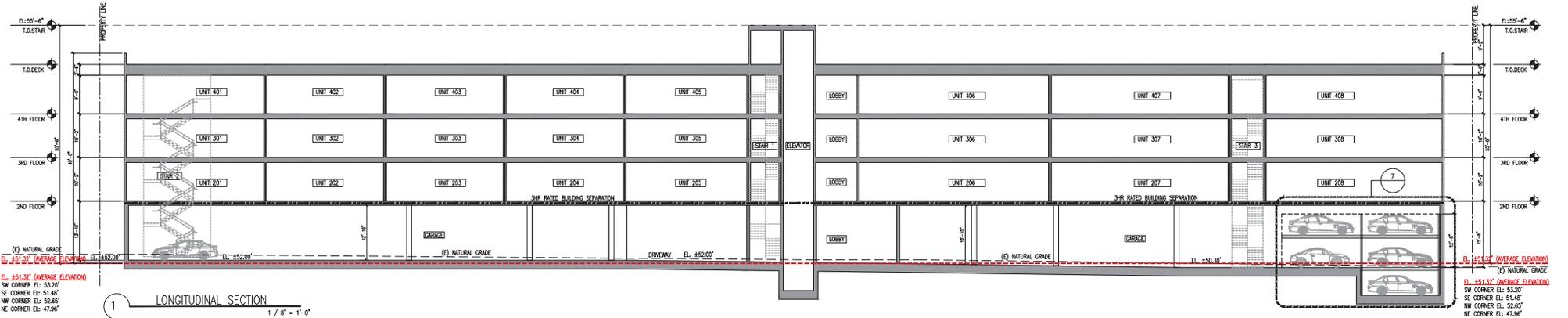
4 LOBBY & ELEVATOR SECTION
 1 / 8" = 1'-0"



2 GARAGE ENTRY SECTION
 WEST GARDEN
 1 / 8" = 1'-0"

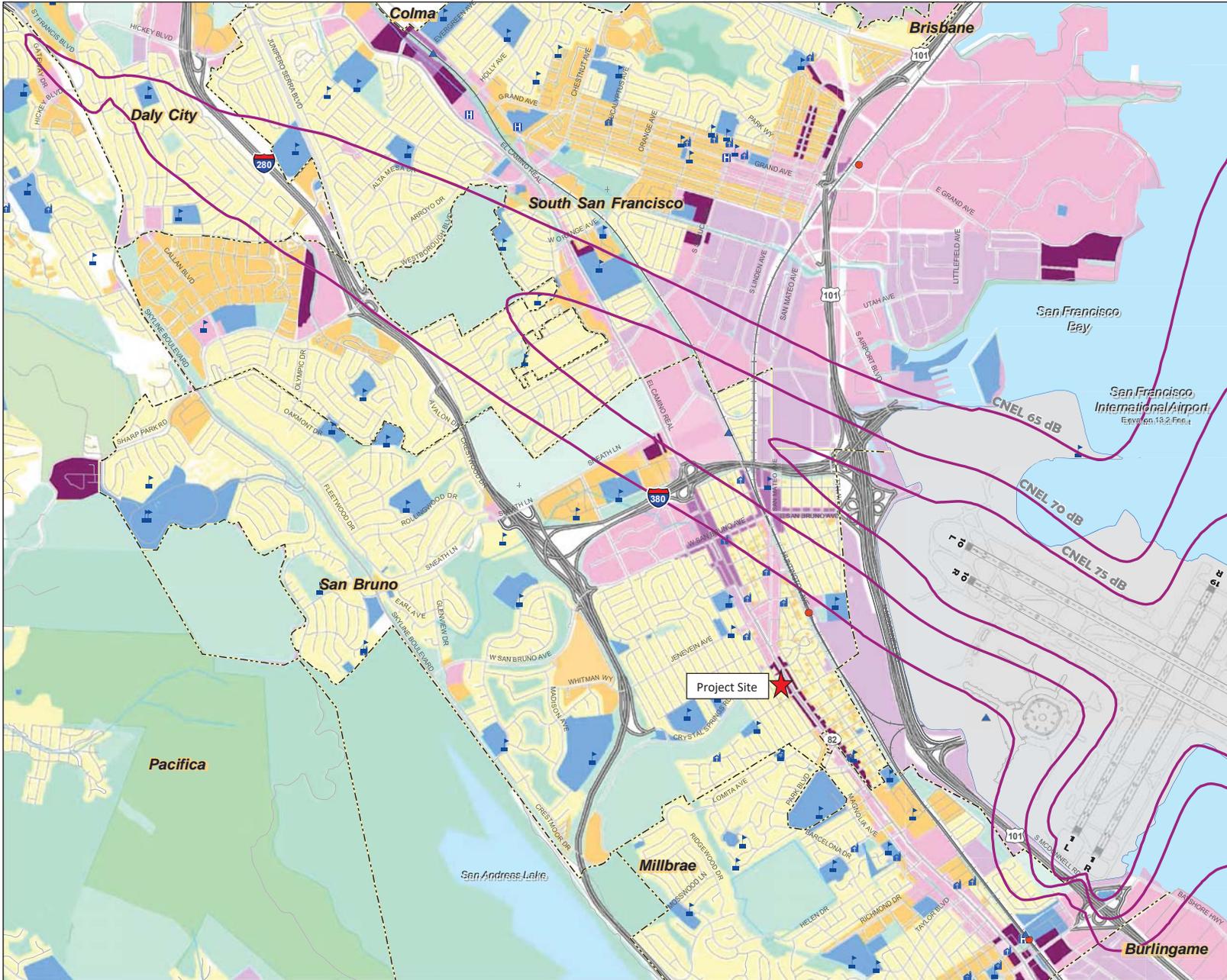


3 MECH PARKING SECTION
 1 / 8" = 1'-0"



1 LONGITUDINAL SECTION
 1 / 8" = 1'-0"

Attachment 2



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

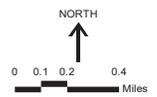
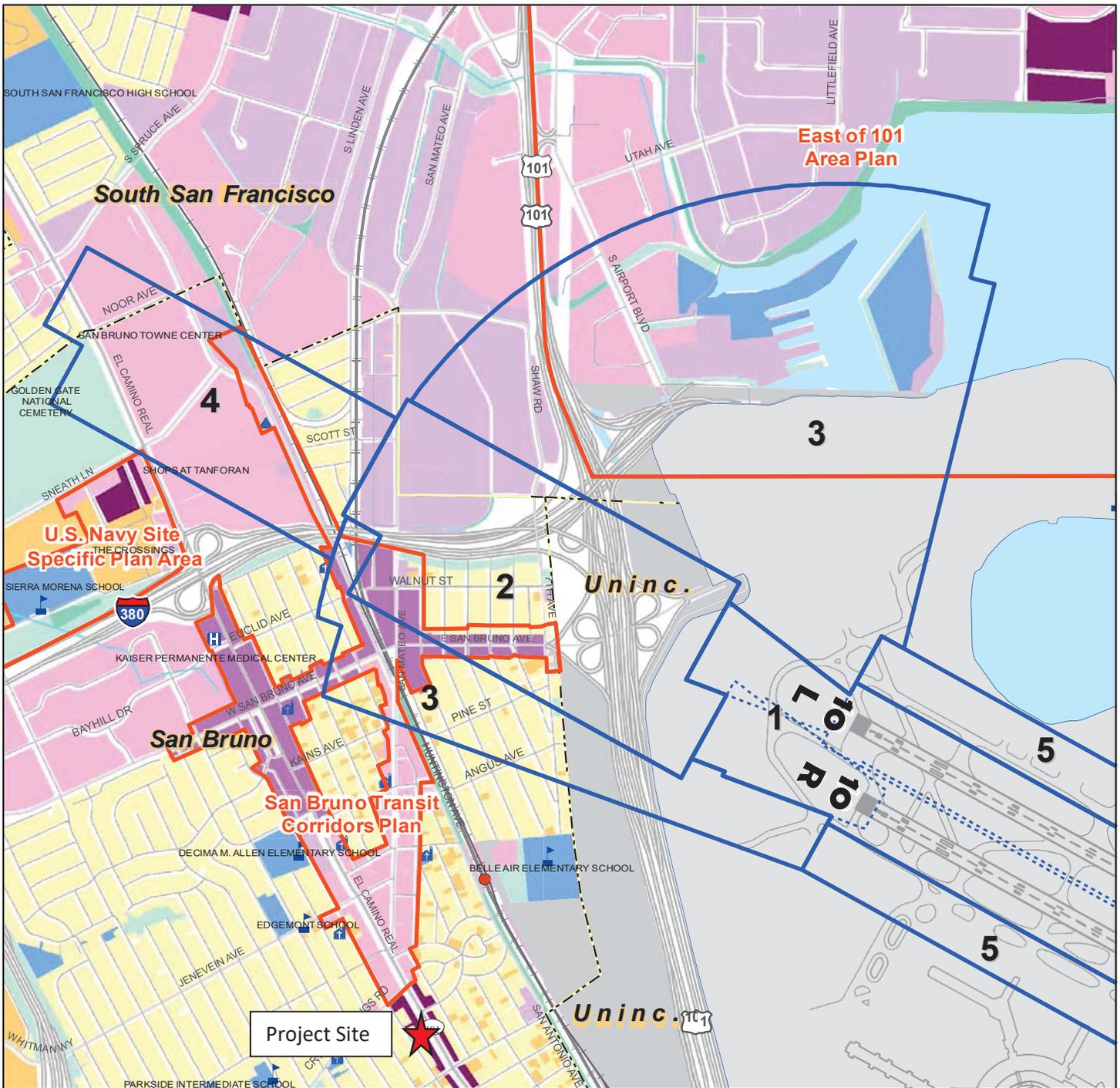


Exhibit IV-6
**NOISE COMPATIBILITY ZONES --
 DETAIL**
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
C/CAAG
 City/County Association of Governments
 of San Mateo County, California



LEGEND

Safety Compatibility Zones

- 1 - Runway Protection Zone-Object Free Area
- 2 - Inner Approach/Departure Zone
- 3 - Inner Turning Zone
- 4 - Outer Approach/Departure Zone
- 5 - Sideline Zones
- Internal boundaries of ALP-defined areas
- Specific Plan Area
- Airport Property
- BART Station
- CALTRAIN Station
- School
- Place of Worship
- Hospital
- Municipal Boundary
- Railroad
- Freeway
- Major Road
- 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

Sources:

- Local Plans:**
- San Bruno General Plan, December 2008
 - South San Francisco General Plan, 1998

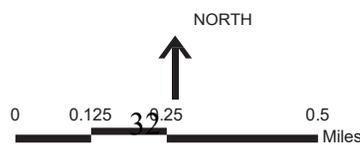
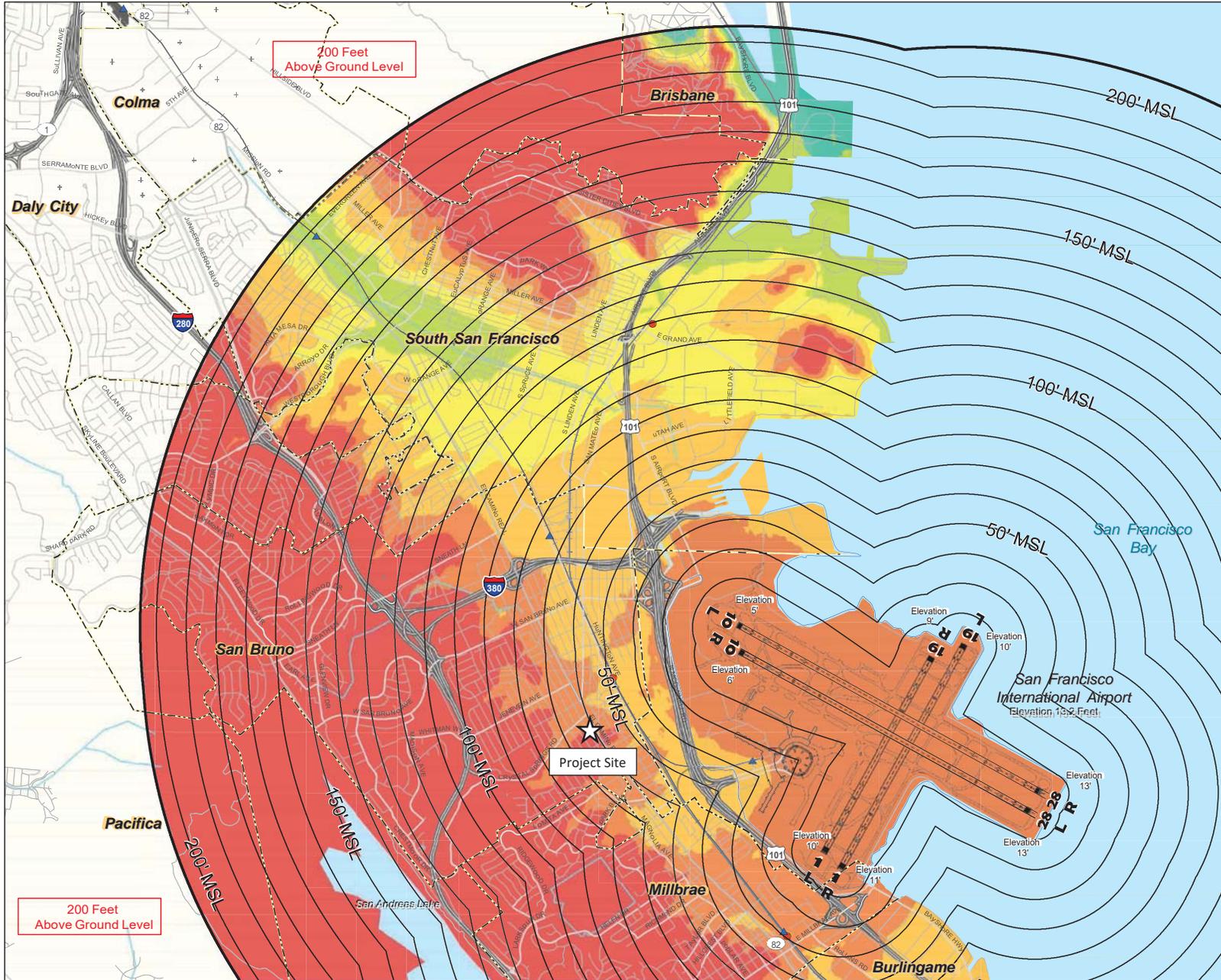


Exhibit IV-8
**SAFETY COMPATIBILITY ZONES
 IN THE CITIES OF SOUTH SAN FRANCISCO
 AND SAN BRUNO**
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
CICAG
 City/County Association of Governments
 of San Mateo County, California

SURFACE INTERSECTION ANALYSIS INFORMATION - AIRPORT CODE "SFOP"								
Coordinate System: WGS84			Date: 01/14/26			Model: SFO_Composite_2012_11DEC12_R2		
Latitude	Longitude	Site El. (AMSL)	Struct Ht. (AGL)	Overall Ht. (AMSL)	Max Ht. (AMSL)	Exceeds By	Under By	Surface
37° 37' 8.9925"	122° 24' 37.1626"	53.55	55.50	109.05	201.96		92.91	SFO_VFR77_Exist_Conical
Total penetrations above surfaces: 0								
Total penetrations below surfaces: 1								
Zone Analysis								
X		Y		Range		Safety Zones		
6008422.57695611		2053561.46591637		Under 65 db		None		

Site: 271 El Camino Real, San Bruno

Attachment 5



FAA NOTIFICATION REQUIREMENTS

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

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

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

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

Heights of 100:1 Surface Above Ground (AGL)

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

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

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

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

LEGEND

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

Note:

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

Source:

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

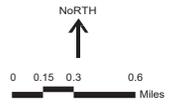


Exhibit IV-11
FAA NOTIFICATION FORM 7460-1
FILING REQUIREMENTS – NORTH SIDE
 Comprehensive Airport Land use plan
 for the Environs of San Francisco International Airport
C/CAG
 City/County Association of Governments
 of San Mateo County, California



January 14, 2026

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 Land Use Consistency Determination for 271 El Camino Real Multi-Family Housing Project

Dear Susy:

Thank you for notifying San Francisco International Airport (SFO or the Airport) regarding the Airport Land Use Commission’s (ALUC) land use consistency determination for the 271 El Camino Real Multi-Family Housing Project (the Proposed Project) within the City of San Bruno. We appreciate this opportunity to coordinate with the ALUC in evaluating the Proposed Project.

According to the application, the Proposed Project would redevelop the 25,030 square foot site with a four-story, 35-unit, multi-family building with two accessory dwelling units (ADUs) and 51 parking spaces. The site is generally bounded by El Camino Real (California State Route 82) to the east and adjoining parcels to the north, south and primarily to the west with a small portion bounded by Linden Avenue. The project site is approximately one mile west of the Airport terminals.

AIRPORT INFLUENCE AREAS

The Proposed Project lies within two Airport Influence Areas: Area A – Real Estate Disclosure Area (all of San Mateo County) and Area B – Policy/Project Referral Area, as defined by the *Comprehensive Airport Land Use Compatibility Plan for the Environs of SFO* (SFO ALUCP). Within Area A, the real estate disclosure requirements of state law apply. 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, acting as the designated ALUC, shall 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.

COMPATIBILITY POLICIES AND AIRSPACE PROTECTION

The Proposed Project is outside of the Airport’s 65 decibel Community Noise Equivalent Level contour and is also outside of its runway end safety zones. Therefore, the Proposed Project does not appear to be incompatible with the noise or safety requirements of the SFO ALUCP.

While the noise compatibility policies of the SFO ALUCP do not restrict development in this area, the Airport would like to note the proximity of the site to the Airport terminals and the associated noise and vibration emanating from aircraft engine start and taxiing activity. The

S. Kalkin, C/CAG
January 14, 2026
Page 2 of 2

developer should investigate the specific site conditions and consider appropriate design interventions.

The Proposed Project is located beneath the critical aeronautical surfaces for Airport operations. As described in Exhibit IV-17 (see **Attachment A**) of the SFO ALUCP, the elevations of the critical aeronautical surfaces above the Proposed Project site are at least 150 feet above mean sea level, as defined from the 0-foot origin of the North American Vertical Datum of 1988 (AMSL NAVD88). Ground elevation at the Proposed Project site ranges from 47 to 60 feet AMSL NAVD88. While the drawings provided do not include a translation between the local vertical coordinate system and a standard vertical datum, the Proposed Project appears to be no taller than 56 feet tall, and so it would not appear to be incompatible with the airspace protection requirements of the SFO ALUCP.

The Airport emphasizes that no portion of the permanent structures, including any antennas, appurtenances, davits, or architectural parapets, may penetrate the critical aeronautical surfaces of the SFO ALUCP.

This evaluation does not waive the requirement for any developments which result from the Proposed Project to undergo Federal Aviation Administration (FAA) airspace review as described in 14 Code of Federal Regulations Part 77 and in Exhibit IV-10 of the SFO ALUCP (see **Attachment A**) for both (1) the permanent structures and (2) any equipment taller than the permanent structures required to construct those structures. A Determination of No Hazard from the FAA must be obtained prior to project approval.

* * *

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

Sincerely,

DocuSigned by:

Erin Cooke

Director of Sustainability + Resilience
San Francisco International Airport

Attachments:

A. SFO ALUCP Airspace Compatibility Policies

cc: K. Kennedy, SFO
C. DiPrima, SFO

C/CAG AGENDA REPORT

Date: January 22, 2026

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Land Use Compatibility Plan Consistency Review - Proposed 4-story, 20-unit residential project at 990 El Camino Real, San Bruno.

(For further information please contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed 4-story, 20-unit residential project at 990 El Camino Real, San Bruno, is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), subject to the following conditions:

- *The City of San Bruno shall require that the residential units be sound insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources.*
- *The property owner 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. The easement language shall be consistent with the sample included in the SFO ALUCP Appendix G.*
- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Bruno an FAA “Determination of No Hazard”.*
- *The City of San Bruno shall formally advise the project sponsor of their responsibility to comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.*

BACKGROUND

Project Description

The proposed project includes construction of a 4-story, 20-unit apartment development on a 0.26-acre site at 990 El Camino Real, just south of the I-380 eastbound on-ramp.

The subject project is located within Airport Influence Area B (AIA B), the “Project Referral” area, for San Francisco International Airport (SFO). California Government Code Section 65302.3 states that a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 990 El Camino Real, San Bruno

Date: January 22, 2026

Page 2

consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). Since the City of San Bruno has not amended its General Plan and Zoning Ordinance to reflect the policies and requirements of the current SFO ALUCP all proposed development projects within AIA B are subject to ALUC review per PUC Section 21676.5(a) and SFO ALUCP Policy GP-10.1. In accordance with these requirements, the City of San Bruno has referred the subject development project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

ALUCP Consistency Evaluation

The SFO ALUCP contains policies and criteria to address four issues: (a) aircraft noise compatibility; (b) safety compatibility; (c) height of structures/airspace protection; and (d) real estate disclosure. The following sections describe the degree to which the project is compatible with each.

(a) Aircraft Noise Compatibility

The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP.

As shown on SFO ALUCP Exhibit IV-6, **Attachment 3**, the subject property lies within the bounds of the 65dB CNEL contour. Per SFO ALUCP Table IV-1, residential use is conditionally compatible within this noise contour subject to sound insulation requirements and provided an avigation easement is granted to the City and County of San Francisco. Accordingly, the following conditions are recommended:

- *The City of San Bruno shall require that the residential units be sound insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources.*
- *The property owner 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. The easement language shall be consistent with the sample included in the SFO ALUCP Appendix G.*

Subject to these conditions, the proposed project would be consistent with the Noise Compatibility Policies of the SFO ALUCP.

(b) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on SFO ALUCP Exhibit IV-8, **Attachment 4**, the project site is not located within a Safety Zone. Accordingly, the use is not impacted by the Safety Compatibility policies and is therefore determined consistent.

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 990 El Camino Real, San Bruno

Date: January 22, 2026

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(c) Height of Structures/Airspace Protection

Structure Height

Pursuant to the SFO ALUCP Policy AP-3, the maximum height of a new building must be the lower of (1) the height shown on the critical aeronautical surfaces map 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.

As proposed, the structure would be a maximum of 53’-8” above ground height. With a ground elevation of approximately 54 feet above mean sea level (MSL), the height of the project would therefore be about 108’ above MSL. As shown on **Attachment 5**, utilizing the SFO Online Airspace Tool, the critical aeronautical surface at the Project location is at an elevation of approximately 243 feet above MSL, so the project would be approximately 135’ below this height. However, SFO ALUCP Exhibit IV-11, **Attachment 6**, identifies that the Project is located in an area that requires FAA notification for structures of 30’ or less in height. Accordingly, the following condition is recommended:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Bruno an FAA “Determination of No Hazard”.*

Other Flight Hazards

Within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per SFO ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

- 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
- Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting
- Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of an aircraft in flight
- Sources of electrical/electronic interference with aircraft communications/navigation equipment
- 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.

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 990 El Camino Real, San Bruno

Date: January 22, 2026

Page 4

The proposed project does not present any unusual design features or characteristics that would conflict with air navigation and is therefore determined to comply with SFO ALUCP Policy AP-4.

(d) Real Estate Disclosure

The project site is located within the Airport Influence Area (AIA) of SFO, the real estate disclosure area. Pursuant to Policy IP-1, notification is required, prior to sale or lease of property located within the AIA, of the proximity of the airport and that therefore the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations.

To ensure consistency with this provision the following condition is proposed:

- *The City of San Bruno shall formally advise the project sponsor of their responsibility to comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.*

ATTACHMENTS

1. ALUCP application, together with related project description and plan set excerpts
2. SFO ALUCP Exh. IV-6 – Noise Compatibility Zones
3. SFO ALUCP Exh. IV-8 – Safety Compatibility Zones
4. SFO Online Airspace Tool - iALP Readout
5. SFO ALUCP Exh. IV-11 – FAA Notification Form 7460-1 Area
6. Comment letter from SFO Planning and Environmental Affairs – ltr only

The following attachment is available on the C/CAG website (See January 2026 “Additional Agenda Materials”) at: <https://ccag.ca.gov/committees/airport-land-use-committee/>

7. Comment letter from SFO Planning and Environmental Affairs w/attachments



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

APPLICANT INFORMATION			
Agency: City of San Bruno			
Project Name: 990 El Camino Real multifamily housing project			
Address: 984, 988, and 992 El Camino Real		APN: 020-106-230, 020-106-240, 020-106-310	
City: San Bruno	State: CA	ZIP Code:	
Staff Contact: Ralph Robinson, Roscoe Mata		Phone:	Email: RMata@Sanbruno.ca.gov, rrobinson-pt@sanbruno.ca.gov
PROJECT DESCRIPTION			
4-story, 20-unit multifamily residential units			
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.

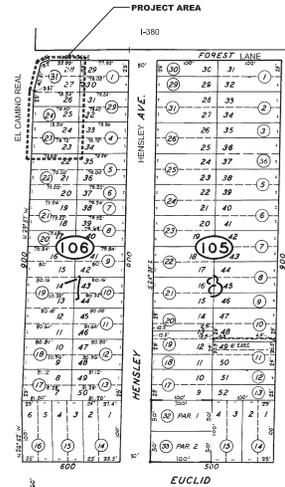
<i>For C/CAG Staff Use Only</i>
<i>Date Application Received</i>
<i>Date Application Deemed Complete</i>
<i>Tentative Hearing Dates:</i>
- <i>Airport Land Use Committee</i>
- <i>C/CAG ALUC</i>

990 El Camino Real San Bruno, California 94066 New 4 Story Apartment

Baek Young Ahn Architect
ARCHITECTURE • PLANNING • INTERIOR DESIGN
533 Airport Boulevard, Suite 210, Burlingame, California 94010
650.548.2610



LOCATION MAP



PROJECT INFORMATION

PROPERTIES	
APN	ADDRESS
020-106-230	984 El Camino Real
020-106-240	988 El Camino Real
020-106-310	992 El Camino Real

ZONING: TOD-2: Transit Corridors Plan (TCP) Area - El Camino Real Character Area

LOT AREA: 11,519 SQ.FT. (0.264 acre)

AVERAGE SLOPE: 1.26%

LOT COVERAGE		
BUILDING	8,530 SQ.FT.	74%
HARDSCAPE (IMPERVIOUS)	1,281 SQ.FT.	11%
LANDSCAPE	1,708 SQ.FT.	15%
TOTAL	11,519 SQ.FT.	100%

FLOOR AREA		
FIRST FLOOR	1,479 SQ.FT.	
SECOND FLOOR	7,968 SQ.FT.	
THIRD FLOOR	8,015 SQ.FT.	
FOURTH FLOOR	5,496 SQ.FT.	
TOTAL	22,960 SQ.FT.	

MAXIMUM FLOOR AREA: 11,519 x 2 = 23,038 SF

FAR: 22,469/11,519 = 1.99 < 2.0K

BUILDING HEIGHT		
	ALLOWED	PROPOSED
NUMBER OF STORIES	5	4
HEIGHT	70'	53'-8"

SETBACK & STEPPACK		
	REQUIRED	PROPOSED
FRONT SETBACK	10.0'	10.0'
SIDE SETBACK	N/R	10.0'/5.0'
REAR SETBACK	N/R	0.0'
STEPPACK ABOVE 3RD FL	15.0'	15.0'

PARKING		
	REQUIRED	PROPOSED
TOTAL		17
ACCESSIBLE PARKING	1	1

BICYCLE PARKING		
	REQUIRED	PROPOSED
SHORT-TERM SPACE	2	2
LONG-TERM SPACE	20	20
TOTAL	22	22

EXISTING RESIDENTIAL UNIT TO BE DEMOLISHED:
OCCUPIED BY TENANT: ONE (1)

UNIT MIX		
	TYPE	
STUDIO	2	
1 BEDROOM	9	
2 BEDROOM	9	
TOTAL	20	

UNIT SIZE/OPEN SPACE	TYPE	FLOOR AREA	OPEN SPACE	
			DECK AREA	REQUIRED
APT 201	STUDIO	463 SQ.FT.	56 SQ.FT.	40 SQ.FT.
APT 202	1 BED	810 SQ.FT.	87 SQ.FT.	40 SQ.FT.
APT 203	1 BED	811 SQ.FT.	87 SQ.FT.	40 SQ.FT.
APT 204	1 BED	812 SQ.FT.	87 SQ.FT.	40 SQ.FT.
APT 205	1 BED	759 SQ.FT.	48 SQ.FT.	40 SQ.FT.
APT 206	2 BED	1,017 SQ.FT.	70 SQ.FT.	40 SQ.FT.
APT 207	2 BED	1,017 SQ.FT.	70 SQ.FT.	40 SQ.FT.
APT 208	2 BED	1,025 SQ.FT.	67 SQ.FT.	40 SQ.FT.
APT 301	STUDIO	463 SQ.FT.	56 SQ.FT.	40 SQ.FT.
APT 302	1 BED	810 SQ.FT.	87 SQ.FT.	40 SQ.FT.
APT 303	1 BED	811 SQ.FT.	87 SQ.FT.	40 SQ.FT.
APT 304	1 BED	812 SQ.FT.	87 SQ.FT.	40 SQ.FT.
APT 305	1 BED	786 SQ.FT.	48 SQ.FT.	40 SQ.FT.
APT 306	2 BED	1,017 SQ.FT.	70 SQ.FT.	40 SQ.FT.
APT 307	2 BED	1,017 SQ.FT.	70 SQ.FT.	40 SQ.FT.
APT 308	2 BED	1,025 SQ.FT.	67 SQ.FT.	40 SQ.FT.
APT 401	1 BED	788 SQ.FT.	56 SQ.FT.	40 SQ.FT.
APT 402	2 BED	1,257 SQ.FT.	87 SQ.FT.	40 SQ.FT.
APT 403	2 BED	1,251 SQ.FT.	87 SQ.FT.	40 SQ.FT.
APT 404	2 BED	1,252 SQ.FT.	48 SQ.FT.	40 SQ.FT.

AFFORDABLE UNITS			
	REQUIRED	PROVIDED	
20% OF 20 UNITS	4	4	
VERY LOW-INCOME HOUSEHOLDS		2	APT 204 & 308
LOW-INCOME HOUSEHOLDS		2	APT 207 & 305

BUILDING CODE INFORMATION

OCCUPANCY GROUP: R-2S-2
PROJECT FUNDING: PRIVATELY FUNDED PROJECT
TYPE OF CONSTRUCTION: V-A
FIRE PROTECTION: NFPA 13 AUTOMATIC FIRE SPRINKLER SYSTEM
FIRE ALARM SYSTEM

ALLOWABLE BUILDING HEIGHT			
OCCUPANCY	V-A	PROPOSED	
R-2	S without area increase	70'-0"	53'-8"
	4 STORIES		
S-2	S	70'-0"	4 STORIES
	5 STORIES		

ALLOWABLE AREA			
OCCUPANCY	V-A	PROPOSED	
R-2	SM without height Increase	36,000 SF per story	8,530 SF max per story
S-2	SM	63,000 SF per story	

PROJECT DIRECTORY

OWNER:
Suresh Sarup and Inderjit Gill
3610 Sonja View Court
Hayward, CA 94542
Tel: 650.534.4115
E-Mail: gillpummy@gmail.com

ARCHITECT/APPLICANT:
BAEK YOUNG AHN ARCHITECT
533 Airport Boulevard, Suite 210
Burlingame, CA 94010
Tel: 650.548.2610
E-Mail: baekahnala@gmail.com
Contact: Baek Young Ahn, Architect

SURVEYOR:
PLS SURVEYS, INC.
2220 Livingston Street, Suite 202
Oakland, CA 94606
Tel: 510.261.0900
E-Mail: jmb.pls@pacbell.net
Contact: Joseph Brajkovich

CIVIL AND STRUCTURAL ENGINEER:
VIT HANACEK ENGINEERING, INC.
209 Powell Avenue
Pleasant Hill, CA 94523
Contact: Vit Hanacek
Cell: 925.262.7401
E-Mail: v.hanacek@yahoo.com

LANDSCAPE DESIGNER:
CAMBARE DESIGNS
6049 Waddington Way
Roseville, CA 95747
Tel: 408.204.3413
E-Mail: teresa@cambaredesigns.com
Contact: Teresa Cambare

MECHANICAL, PLUMBING & ELECTRICAL ENGINEER:
MK ENGINEERS INC.
3450 3rd Street, Suite 4B
San Francisco, CA 94124
Contact: Vladimír Khosid
Tel: 415.282.3100/ 929.244.0387
E-Mail: vladimir.khosid@mkengrs.com

SCOPE OF WORK

DEMOLISH EXISTING BUILDINGS AND CONSTRUCT A NEW 4 STORY APARTMENT BUILDING WITH A PARKING GARAGE ON THE FIRST FLOOR.

DRAWING INDEX

- ARCHITECTURAL:**
A0 TITLE SHEET
A0.1 3-D COLOR RENDERINGS
A0.2 COLOR/MATERIAL SAMPLE BOARD
1 SITE SURVEY
A1.1 SITE PLAN
A2.1 FIRST FLOOR PLAN
A2.2 SECOND FLOOR PLAN
A2.3 THIRD FLOOR PLAN
A2.4 FOURTH FLOOR PLAN
A2.5 ROOF PLAN
A3.1 WEST ELEVATION
A3.2 NORTH ELEVATION
A3.3 EAST ELEVATION
A3.4 SOUTH ELEVATION
A4.1 BUILDING CROSS SECTION
A4.2 BUILDING LONGITUDINAL SECTION

- CIVIL:**
C1.0 SITE GRADING & DRAINAGE PLAN
C2.0 CIVIL DETAILS
C3.0 SITE UTILITIES PLAN
C4.0 SAN MATEO COUNTY WIDE C.3 CHECKLIST
C5.0 EROSION CONTROL PLAN AND DETAILS
C6.0 SAN MATEO COUNTY WIDE BMPs
C7.0 STORMWATER CONTROL PLAN

- LANDSCAPE:**
L1.0 CONCEPTUAL LANDSCAPE PLAN
L2.0 CALGREEN REQUIREMENTS AND LANDSCAPING DETAILS
L3.0 LANDSCAPE IRRIGATION NOTES & DETAILS
L4.0 LANDSCAPE LIGHTING PLAN & DETAILS

- MECHANICAL:**
M1.1 FIRST FLOOR PLAN
M1.5 ROOF PLAN

- PLUMBING:**
P1.0 SITE UTILITY PLAN

- ELECTRICAL:**
E1.0 SITE PLAN
E1.1P SITE LIGHTING PHOTOMETRIC PLAN
E5.1 SINGLE LINE DIAGRAM
E5.2 CALCULATIONS

CITY NOTES:

"PROJECT TO COMPLY WITH THE CITY OF SAN BRUNO MUNICIPAL CODE."

**990 El Camino Real
San Bruno, CA 94066**

DWG. TITLE
TITLE SHEET

NORTH: PROJ. NO: 2112

SCALE: DWG. NO: **A0**



Forest Lane - LEFT



Forest Lane/El Camino Real



El Camino Real - LEFT



El Camino Real - RIGHT

Baek Young Ahn Architect

ARCHITECTURE • PLANNING • INTERIOR DESIGN
533 West Broadway, Suite 210, San Bruno, California 94066
650.548.2610



NO.	DESCRIPTION	DATE

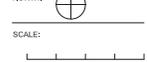
PROJECT:

**990 El Camino Real
San Bruno, CA 94066**

DWG. TITLE

3-D COLOR RENDERINGS

NORTH:



PROJ. NO: 2112

DWG. NO:

A0.1



1 WEST ELEVATION - RIGHT/EL CAMINO REAL

3/16" = 1'-0"

Baek Young Ahn Architect

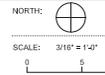
ARCHITECTURE • PLANNING • INTERIOR DESIGN
 533 Arroyo Boulevard, Suite 210, San Bruno, California 94010
 650.548.2810



NO.	DESCRIPTION	DATE
	FOR PLANNING APPROVAL	05-07-25
	PRELIMINARY DESIGN	08-23-23

PROJECT:
990 El Camino Real
San Bruno, CA 94066

DWG. TITLE
WEST ELEVATION



PROJ. NO.: 2112

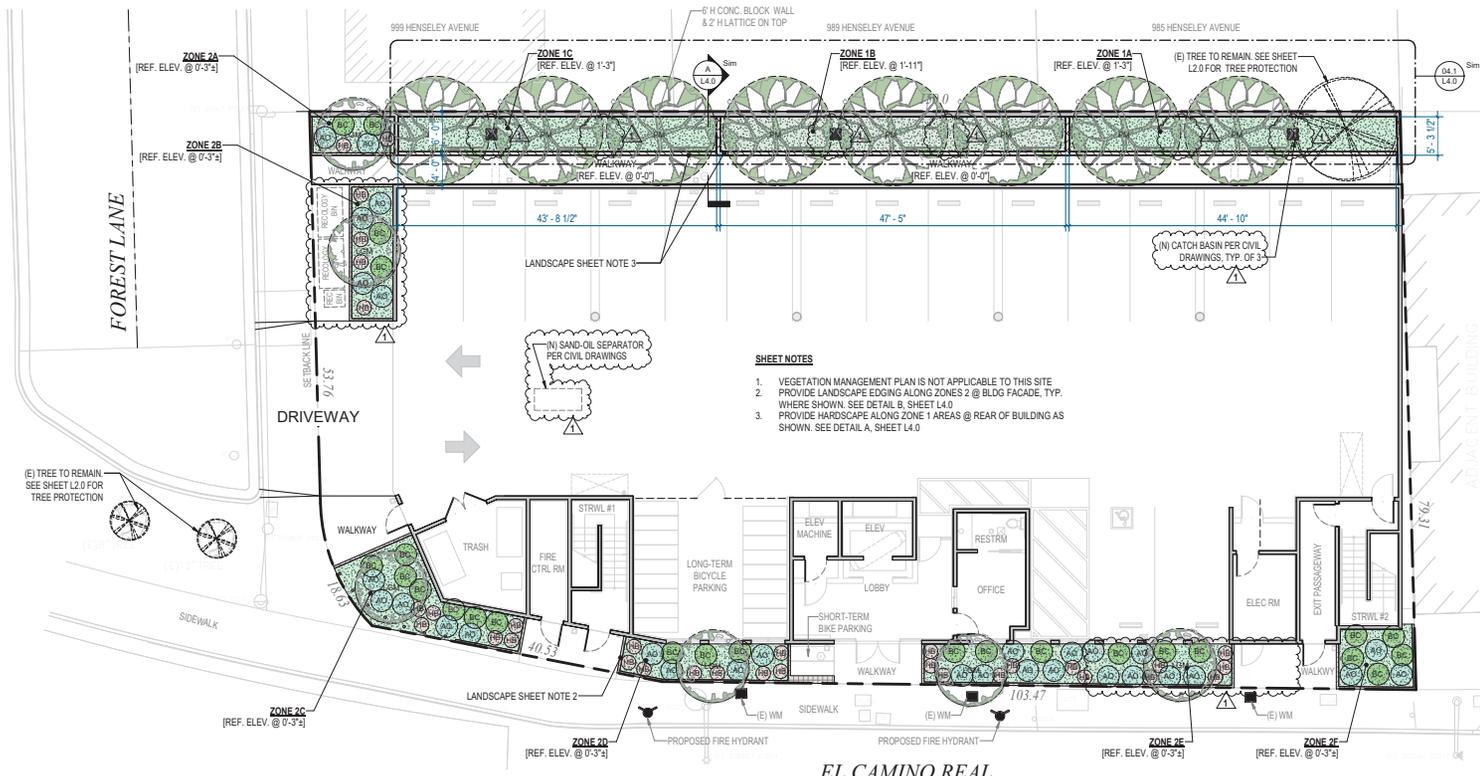
DWG. NO.: **A3.1**



NOTIFY LOCAL UNDERGROUND SERVICE ALERT AT LEAST 48 HOURS IN ADVANCE OF SERVICE.

PLANTING NOTES

- INSTALLATION TO BE BY CONTRACTOR WITH A VALID CURRENT CALIFORNIA C-27 LICENSE.
- VERIFY LOCATION OF SUBSURFACE UTILITIES, PIPES AND STRUCTURES. SHIELD UTILITIES OR OTHER WORK NOT SHOWN ON THE PLANS BE FOUND DURING EXCAVATIONS. PROMPTLY NOTIFY OWNER'S REPRESENTATIVE.
- CAREFULLY INVESTIGATE EXISTING FIELD CONDITIONS AND NOTIFY OWNER'S REPRESENTATIVE OF ANY POTENTIAL CONFLICT WITH DESIGN.
- QUALITY ASSURANCE: SPECIFIED PLANTS TO CONFORM TO APPROVED NAMES IN "A CHECKLIST OF WOODY ORNAMENTAL PLANTS OF CALIFORNIA" MANUAL 32. PLANT MATERIAL SHALL CONFORM TO THE STANDARDS OUTLINED BY THE ASSOCIATION OF NURSERYMEN, "AMERICAN STANDARD FOR NURSERY STOCK," ANSI Z60.1-2004. COVER PLANTS TRANSPORTED ON OPEN VEHICLES WITH A PROTECTIVE COVERING TO PREVENT WIND. KEEP PLANTS WELL WATERED IN CONTAINERS UNTIL PLANTING LAYOUT IS APPROVED BY OWNER'S REPRESENTATIVE.
- PLANT SUBSTITUTIONS ARE NOT PERMITTED.
- SUBMIT SOIL TEST REPORT BY ACCREDITED SOILS LAB SOIL PLANT LAB. TAKE SAMPLES FROM A MINIMUM OF 4 LOCATIONS (FRONT, BOTH SIDES AND BACK) OF HOUSE. FOLLOW SAMPLING INSTRUCTIONS FROM LAB. REQUEST ORGANIC AMENDMENTS.
- SOIL AMENDMENT:** OMRI CERTIFIED, WELL-DECOMPOSED COMPOST: GROVER WONDER-GROW COMPOST, AVAILABLE FROM AMERICAN SOIL PRODUCTS, OR APPROVED EQUIVALENT.
- MULCH:** CHIPS FROM TREES REMOVED ON SITE.
- DO NOT USE HERBICIDES, PESTICIDES OR FUNGICIDES. IF ISSUES ARISE WITH PESTS OR PATHOGENS CONTACT LANDSCAPE ARCHITECT.
- TREE STAKES:**
- TREE TIES:** ARBOR TIE
- DO NOT USE ROOT BARRIERS
- DO NOT USE WEED CLOTH
- SITE PREPARATION:**
 - CLEAR ALL GROUND AND DEBRIS FROM THE ENTIRE PLANTING AREA.
 - DO NOT TILL. TILLING DAMAGES SOIL STRUCTURE AND RELEASES CARBON INTO THE ATMOSPHERE.
- SOIL PREPARATION:**
 - TOPDRESS PLANTING AREAS WITH A MINIMUM OF 6CY/1000SF OF ORGANIC COMPOST TO THE ENTIRE PLANTING AREA.
 - DO NOT TILL. TILLING DAMAGES SOIL STRUCTURE AND RELEASES CARBON INTO THE ATMOSPHERE.
- MOISTURE CONTENT:** DO NOT WORK ON OR AROUND THE SOIL WHEN MOISTURE CONTENT IS SO GREAT THAT COMPACTION WILL OCCUR, NOR WHEN IT IS SO DRY THAT DUST WILL FORM, OR WHEN SOIL CLOUDS WILL NOT BREAK READILY. APPLY WATER IF NECESSARY TO BRING SOIL TO OPTIMUM MOISTURE CONTENT TO COMPLETE THE SPECIFIED WORK.
- PLANTING:**
 - DIG INDIVIDUAL PLANTING HOLES.
 - PLANT AS SHOWN IN DETAILS.
 - REMOVE NURSERY STAKES AND TIES
- AFTER PLANTING COVER THE ENTIRE PLANTING AREA WITH A MINIMUM OF 3-INCHES OF MULCH FROM TREES REMOVED ON SITE AND STOCKPILED IN AREA SHOWN ON PLANS.
- TREE PLANTING**
 - FILL ALL TREE PITS WITH WATER TO TEST FOR DRAINAGE. IF PIT DRAINS WITHIN EIGHT HOURS PROCEED WITH THE TREE PLANTING DETAIL. IF WATER DOES NOT DRAIN WITHIN EIGHT HOURS DIG A TWELVE-INCH DIAMETER SUMP TO FOUR FEET DEEP OR TO A DEPTH WHERE WATER DRAINS WITHIN EIGHT-HOUR. FILL SUMPS WITH DRAIN ROCK. OWNER'S REPRESENTATIVE TO BE PRESENT AT ALL TREE PIT DRAINAGE COORDINATE TEST TO OCCUR DURING FIRST OR SECOND SITE VISIT.
 - PLANT TREES AS SHOWN IN DETAIL.
- MAINTENANCE:**
 - DO NOT SHEAR, CLIP, TRIM OR ADD FERTILIZERS
 - DO NOT REMOVE PLANT DEBRIS FROM PLANTING AREAS. KEEP IN PLACE AS MULCH.
 - MAINTAIN 3 INCHES OF ORGANIC MULCH AT ALL TIMES
 - AFTER ONE YEAR REMOVE TREE STAKES



SHEET NOTES

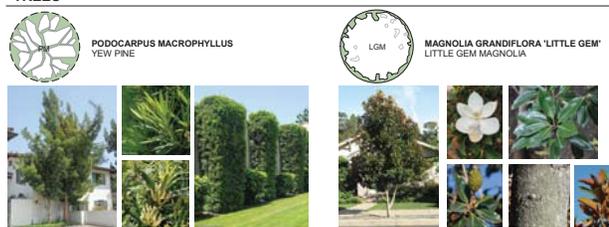
- VEGETATION MANAGEMENT PLAN IS NOT APPLICABLE TO THIS SITE
- PROVIDE LANDSCAPE EDGING ALONG ZONES 2 @ BLDG FACADE, TYP. WHERE SHOWN. SEE DETAIL B, SHEET L4.0
- PROVIDE HARDCAPE ALONG ZONE 1 AREAS @ REAR OF BUILDING AS SHOWN. SEE DETAIL A, SHEET L4.0

TABLE I: PLANT LEGEND

ABBREV	BOTANICAL NAME (COMMON NAME)	QUANTITY	MATURE SIZE (HT & WID)	FEATURES	WATER USE
TREES					
PM	PODOCARPUS MACROPHYLLUS (YEW PINE) OR SIMILAR	8 @ REAR	50H x 20W	DROUGHT TOLERANT, EVERGREEN, TALL, NARROW, ESPALIER, PROVIDES PRIVACY	M
LGM	MAGNOLIA GRANDIFLORA 'LITTLE GEM' (LITTLE GEM MAGNOLIA) OR SIMILAR	5 @ FACADE	20H x 10W	DROUGHT TOLERANT, EVERGREEN, ROUNDED, ESPALIER, FRAGRANT FLOWER	M
SHRUBS					
AO	AGAPANTHUS ORIENTALIS ALBUS (AFRICAN Lily), OR SIMILAR	30 @ FACADE	4H x 3W	EVERGREEN PERENNIAL, ROUNDED FLOWER CLUSTER, LOW MAINTENANCE	M
HB	HEMEROCALLIS BAJA (BAJA DAYLILY), OR SIMILAR (NATIVE ALTERNATIVE: HEMEROCALLIS FLAVA (TAMMY DAYLILY))	32 @ FACADE	2.5H x 2W	DROUGHT TOLERANT, SEMI-EVERGREEN PERENNIAL, FLOWER, LOW MAINTENANCE	M
GROUND COVER					
BC	ARONIA MELANOCARPA GROUND HUG (BLACK CHOKEBERRY) OR SIMILAR	25 @ FACADE	2H x 3W	DROUGHT TOLERANT, DECIDUOUS SHRUB, LOW MAINTENANCE	M

WATER USE DESIGNATIONS: M-MODERATE WATER USE, L-LOW WATER USE. REFERENCE: LIFE! WUCOLS GARDEN.NET
*DROUGHT TOLERANT WHEN ESTABLISHED AND PROPER CARE IS PROVIDED PER ARBORIST RECOMMENDATIONS

TREES



SHRUBS



GROUND COVER

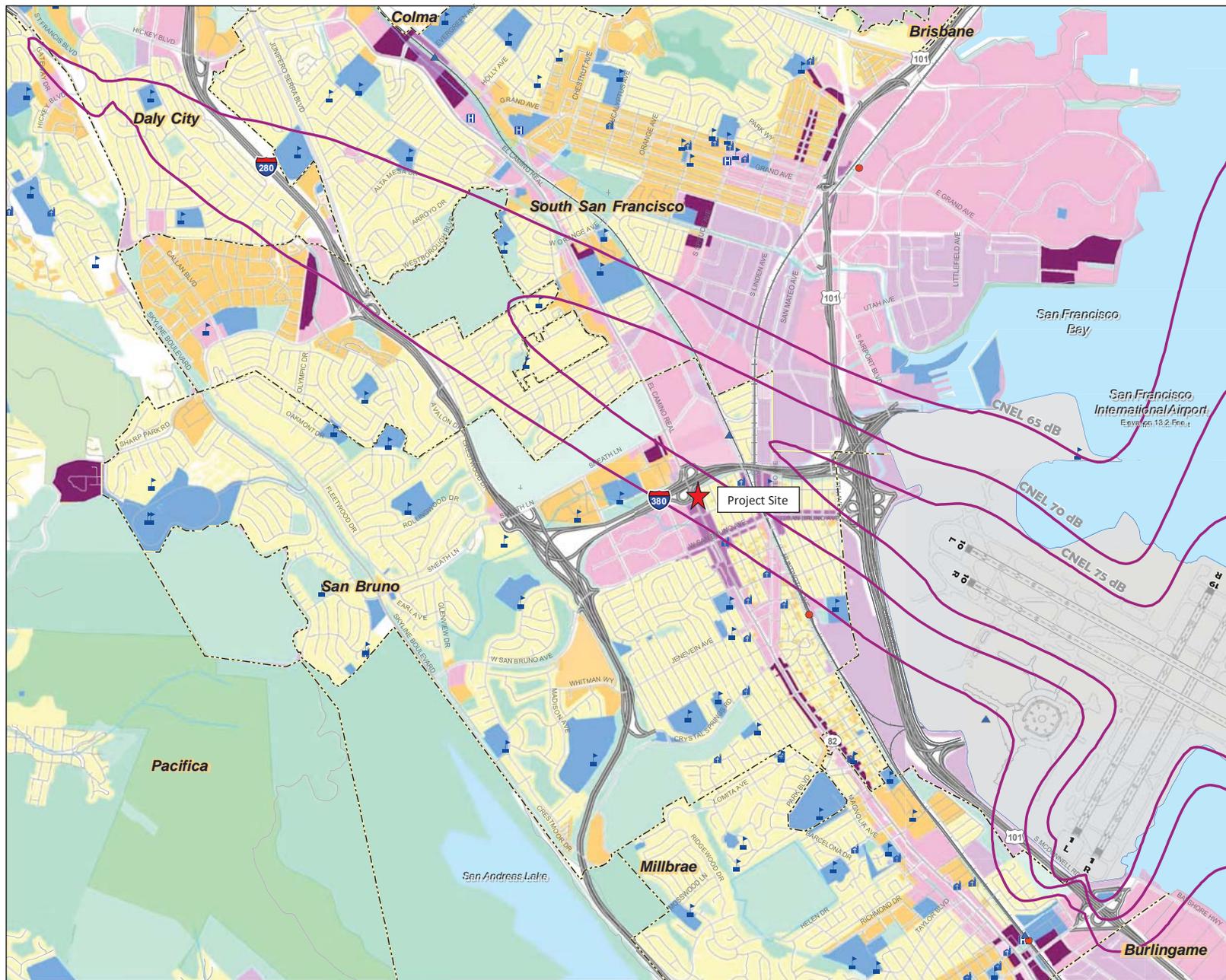


LANDSCAPE DESIGN INTENT

THE LANDSCAPE DESIGN COMPLIES WITH THE WATER EFFICIENT LANDSCAPE ORDINANCE AND THE URBAN WILDLAND INTERFACE CODE. NO TURF GRASS IS USED.

PLANTS ARE GROUPED IN HYDROZONES BASED ON SIMILAR WATER NEEDS AND EXPOSURES. ALL PLANTS HAVE LOW OR MODERATE WATER USE. ALL PLANTS ARE MICROCLIMATE APPROPRIATE. A DIVERSE PLANT PALETTE IS USED. PLANTS ARE SPACED TO GROW TO THEIR NATURAL MATURE SIZE SO THAT SHEARING AND EDGING ARE NOT NEEDED. INVASIVE SPECIES LISTED BY CALIPC ARE NOT USED.

THE IRRIGATION SYSTEM IS DESIGNED TO REDUCE WATER USE TO THE LOWEST PRACTICAL AMOUNT TO PROVIDE HEALTHY PLANT GROWTH. IT IS DESIGNED TO PREVENT RUNOFF, LOW HEAD DRAINAGE AND OVERSPRAY. SEPARATE VALVES ARE USED TO IRRIGATE EACH HYDROZONE. THE SYSTEM INCORPORATES HIGH QUALITY, HEAVY DUTY, WATER CONSERVING EQUIPMENT. BACKFLOW PROTECTION IS PROVIDED AT THE POINT OF CONNECTION. A SMART CONTROLLER PROVIDES EVAPOTRANSPIRATION SENSOR DATA FOR SCHEDULING.



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:

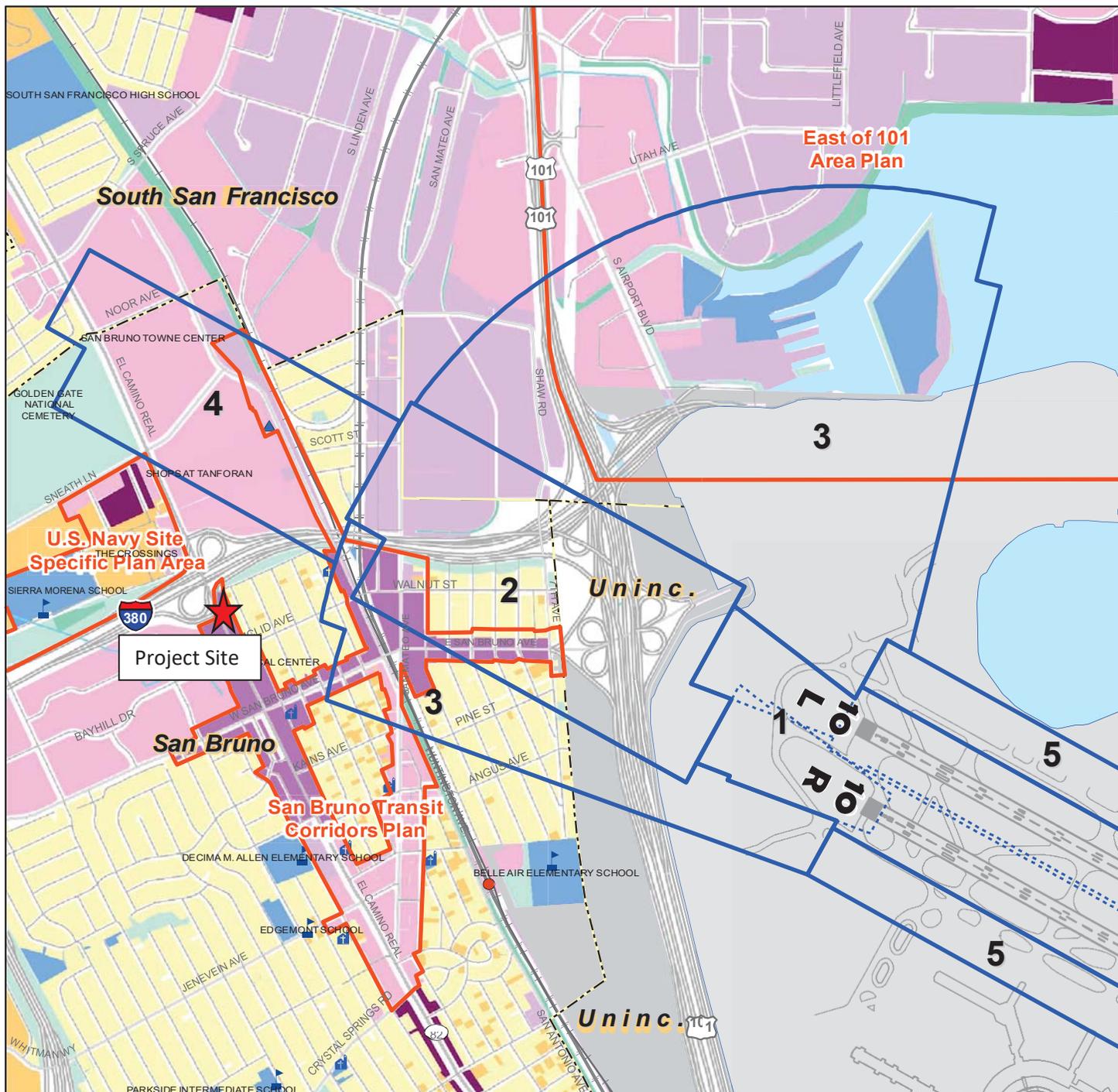
Noise Contour Data:
 - Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport. URS Corporation and BridgeNet International, June 2011

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

NORTH

Exhibit IV-6
**NOISE COMPATIBILITY ZONES --
 DETAIL**
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
C/CAAG
 City/County Association of Governments
 of San Mateo County, California



LEGEND

Safety Compatibility Zones

- 1 - Runway Protection Zone-Object Free Area
- 2 - Inner Approach/Departure Zone
- 3 - Inner Turning Zone
- 4 - Outer Approach/Departure Zone
- 5 - Sideline Zones
- Internal boundaries of ALP-defined areas
- Specific Plan Area
- Airport Property
- ▲ BART Station
- CALTRAIN Station
- ✎ School
- ✎ Place of Worship
- 🏥 Hospital
- Municipal Boundary
- Railroad
- Freeway
- Major Road
- 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

Sources:

- Local Plans:**
- San Bruno General Plan, December 2008
 - South San Francisco General Plan, 1998

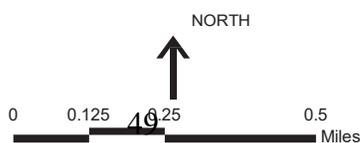
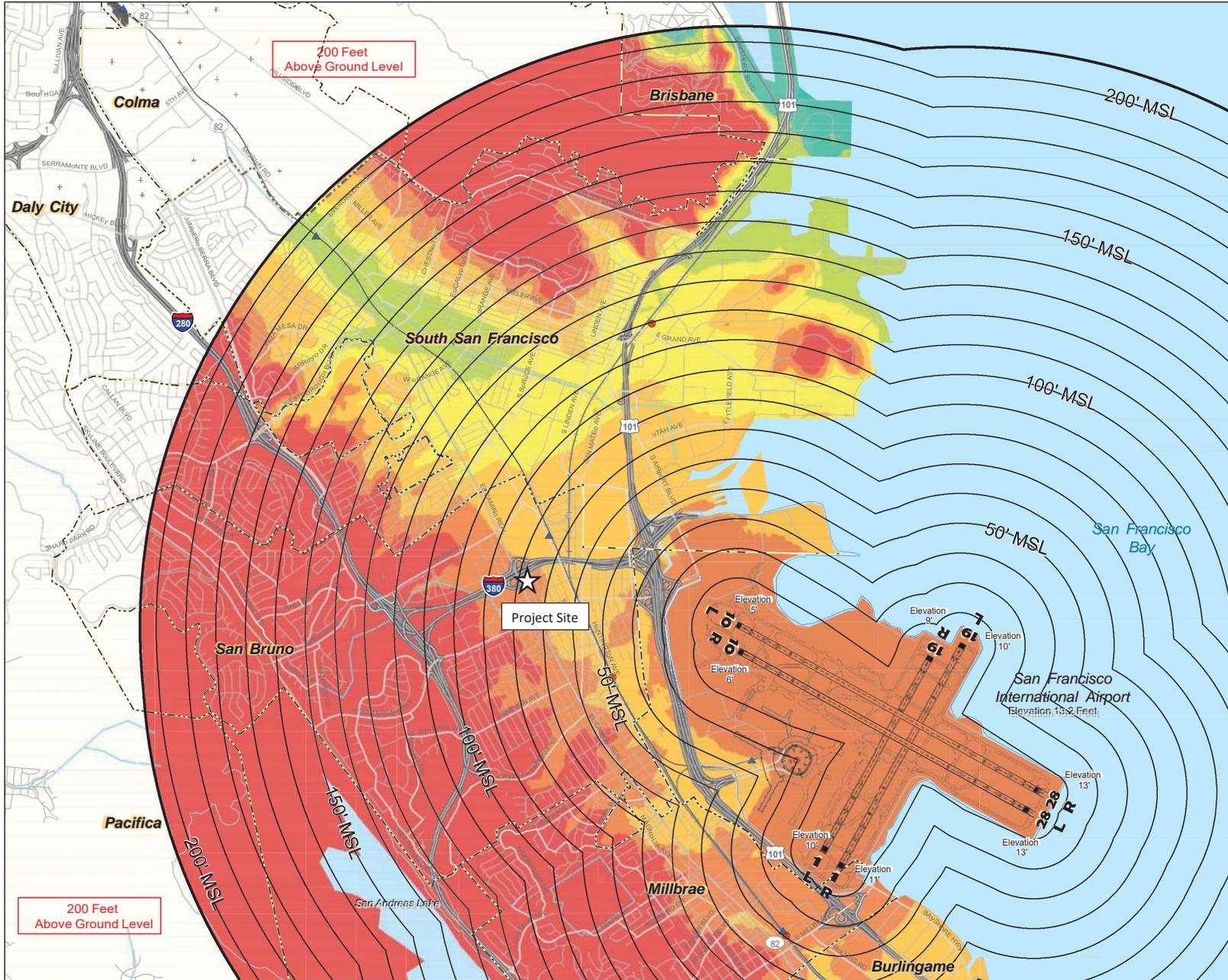


Exhibit IV-8
**SAFETY COMPATIBILITY ZONES
 IN THE CITIES OF SOUTH SAN FRANCISCO
 AND SAN BRUNO**
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
CICAG
 City/County Association of Governments
 of San Mateo County, California

SURFACE INTERSECTION ANALYSIS INFORMATION - AIRPORT CODE "SFOP"								
Coordinate System: WGS84			Date: 01/14/26			Model: SFO_Composite_2012_11DEC12_R2		
Latitude	Longitude	Site El. (AMSL)	Struct Ht. (AGL)	Overall Ht. (AMSL)	Max Ht. (AMSL)	Exceeds By	Under By	Surface
37° 37' 56.2948"	122° 25' 6.1321"	54.06	53.67	107.73	243.41		135.68	SFO_RW10R_VIZ_Straight_In
Total penetrations above surfaces: 0								
Total penetrations below surfaces: 1								
Zone Analysis								
X		Y		Range		Safety Zones		
6006190.472211		2058392.39586359		65-70 db		None		

Site: 990 El Camino Real, San Bruno



FAA NOTIFICATION REQUIREMENTS

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

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

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

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

Heights of 100:1 Surface Above Ground (AGL)

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

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

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

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

LEGEND

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

Note:

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

Source:

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

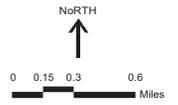


Exhibit IV-11
FAA NOTIFICATION FORM 7460-1
FILING REQUIREMENTS – NORTH SIDE
 Comprehensive Airport Land use plan
 for the Environs of San Francisco International Airport
C/CAG
 City/County Association of Governments
 of San Mateo County, California



January 14, 2026

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 Land Use Consistency Determination for 990 El Camino Real Multi-Family Housing Project

Dear Susy:

Thank you for notifying San Francisco International Airport (SFO or the Airport) regarding the Airport Land Use Commission’s (ALUC) land use consistency determination for the 990 El Camino Real Multi-Family Housing Project (the Proposed Project) within the City of San Bruno. We appreciate this opportunity to coordinate with the ALUC in evaluating the Proposed Project.

According to the application, the Proposed Project would redevelop the 11,519 square foot site with a four-story, 20-unit, multi-family housing building with 17 parking spaces. The site is bounded by El Camino Real (California State Route 82) to the west, Forest Lane to the north, and adjoining parcels to the south and west. The Proposed Project would combine current parcels at 984, 988, and 992 El Camino Real (Assessor’s Parcel Numbers 020-106-230, -240, and -310) to make one parcel identified as 990 El Camino Real.

AIRPORT INFLUENCE AREAS

The Proposed Project lies within two Airport Influence Areas: Area A – Real Estate Disclosure Area (all of San Mateo County) and Area B – Policy/Project Referral Area, as defined by the *Comprehensive Airport Land Use Compatibility Plan for the Environs of SFO* (SFO ALUCP). Within Area A, the real estate disclosure requirements of state law apply. 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, acting as the designated ALUC, shall 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.

COMPATIBILITY POLICIES AND AIRSPACE PROTECTION

The Proposed Project site is within the 65-70 decibel Community Noise Equivalent Level (dB CNEL) noise contour. As shown in Table IV-1 of the SFO ALUCP, residential uses are conditionally compatible within the 65-70 dB CNEL contour if the conditions described in Table IV-1 are met, specifically that insulation is provided to reduce interior noise levels from exterior sources to CNEL 45 dB or lower, and that an avigation easement is provided to the City and County of San Francisco as operator of SFO (see **Attachment A**). The Airport would also like to note the alignment of the Proposed Project site to the extended centerlines of Runways 28L and 28R. As these are the Airport’s longest runways, the site will experience frequent overflights,

S. Kalkin, C/CAG
January 14, 2026
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including at night. The developer should be aware of these typical flight patterns and take care to plan for adequate acoustical mitigations.

The Proposed Project is located beneath the critical aeronautical surfaces for Airport operations. As described in Exhibit IV-17 (see **Attachment B**) of the SFO ALUCP, the elevations of the critical aeronautical surfaces above the Proposed Project site are at least 150 feet above mean sea level, as defined from the 0-foot origin of the North American Vertical Datum of 1988 (AMSL NAVD88). Ground elevation at the Proposed Project site ranges from 52 to 56 feet AMSL NAVD88. While the drawings provided do not include a translation between the local vertical coordinate system and a standard vertical datum, the Proposed Project appears to be no taller than 54 feet tall, and so it would not appear to be incompatible with the airspace protection requirements of the SFO ALUCP. The Airport emphasizes that no portion of the permanent structures, including any antennas, appurtenances, davits, or architectural parapets, may penetrate the critical aeronautical surfaces of the SFO ALUCP.

This evaluation does not waive the requirement for any developments which result from the Proposed Project to undergo Federal Aviation Administration (FAA) airspace review as described in 14 Code of Federal Regulations Part 77 and in Exhibit IV-10 of the SFO ALUCP (see **Attachment B**) for both (1) the permanent structures and (2) any equipment taller than the permanent structures required to construct those structures. The FAA requires notification of proposed construction for any project that may have a potential effect on air navigation facilities. FAA Form 7460-1, Notice of Proposed Construction or Alteration, may be submitted by the project sponsor through the FAA's Obstruction Evaluation/Airport Airspace Analysis website (<http://oeaaa.faa.gov>). A Determination of No Hazard from the FAA should be obtained prior to project approval.

While not germane to SFO ALUCP compatibility, the Airport would like to call attention to the location of the site, which is aligned with the ends of SFO's longest runways. Based on our experience with similarly situated developments, the FAA may place restrictions on cranes and other equipment needed to construct the Proposed Project. The Airport requests that the Proposed Project's sponsor be aware of potential limitations on construction processes.

The proposed project appears to be located outside all Safety Compatibility Zones identified in the SFO ALUCP and therefore would not be incompatible with the SFO ALUCP.

* * *

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

Sincerely,

DocuSigned by:

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Erin Cooke
Director of Sustainability + Resilience
San Francisco International Airport

C/CAG AGENDA REPORT

DATE: January 22, 2026
TO: Airport Land Use Committee
FROM: Susy Kalkin
SUBJECT: Election of ALUC Officers for Calendar Year 2026

RECOMMENDATION

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) hold an election at this meeting to elect an ALUC Chairperson and an ALUC Vice-Chairperson for the 2026 calendar year.

BACKGROUND/ DISCUSSION

The C/CAG Airport Land Use Committee (ALUC) holds an election each calendar year to elect a Chairperson and a Vice-Chairperson. The sitting Chairperson conducts both elections. Nominations are made from the floor and must receive a second prior to a vote. Each officer is elected, via a majority of the Committee members present, to serve a one-year term on a calendar year basis (January 1-December 31). Both officers remain in office beyond January 1 until the next ALUC election is held. Those members who are in office prior to each election may be elected again by the Committee to serve in either office. There are no term limits and there is no compensation for either office.

The Chairperson presides at each ALUC Regular Meeting and Special Meeting. The ALUC Vice-Chairperson presides as the Chairperson if the Chairperson cannot attend a Regular or Special Meeting. If neither officer is available to attend a scheduled meeting, a quorum may elect a chairperson pro tem or the meeting may be canceled or rescheduled.