



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.

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

**VICINITY MAP**



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- A1.0AR ACCESSIBLE ROUTE
- A1.0EA EXIT ANALYSIS
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**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

**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	SETBACK	OPENINGS
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%

UNITS OF APARTMENTS:	ALLOWED	PROPOSED
DENSITY	25,030 SF 40 units/acre	0.574 acres 23
	(35); SECTION 65915(f)(2)	35 (DBL)

PARKING	REQUIRED	PROPOSED	
GOV CODE 65915(P)(1) 1.5 PARKING/ 2/3 BEDROOM			
TOTAL AUTO PARKING	35X1.5= (53)	51 (WAIVER)	
EV PARKING		8	
GUEST		2	
ADA		3	
MOTORCYCLE	1/26-100 AUTO SPACE	1	1 OK
BIKECYCLE PARKING	SHORT TERM (1/15 UNITS) LONG TERM (1/ 4 UNITS)	3 9	3 OK 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
<b>TOTAL UNITS SQ. FT.</b>				<b>38,862</b>		<b>41,337</b>

**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		
	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	
<b>TOTAL GROSS AREA W/O GARAGE</b>					<b>46,710</b>
DETACHED ADU 101					1,027
DETACHED ADU 102					1,034
<b>TOTAL GROSS FLOOR AREA</b>					<b>66,384</b>
TOTAL AREA W/O GARAGE EXCLUDING ADUS : 16,617 SF + 15,272 SF + 15,391 SF = 46,710 SF					
<b>OPEN SPACE</b>					
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					
<b>BUILDING AREA CALCULATION (4-STORY BLDG)</b>					
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					
FRONTAGE INCREASE (506.3)					
NOT NEEDED					
PROPOSED ( 4-STORY-BLDG ) SQ.FT.					
1ST FLOOR SF					16,047
2ND FLOOR SF					15,272
3RD FLOOR SF					15,391
TOTAL SF ( 4 STORY BLDG )					46,710

**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; 020-406-590; 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

**Landscape Architect**  
Larry Wang  
larrywang@tectoniccorp.com

**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



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

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



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

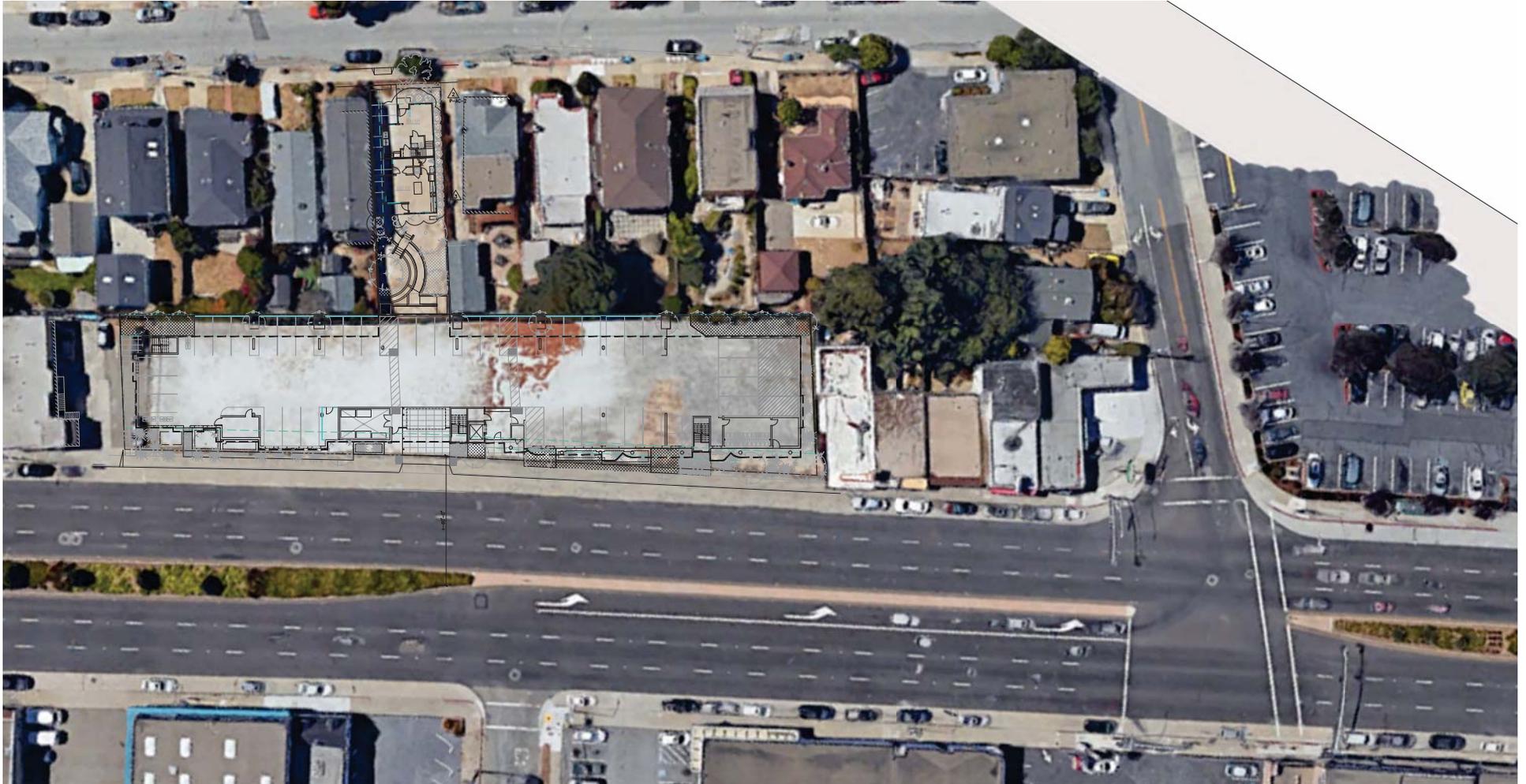




3 EXISTING PHOTO  
VIEW FROM SOUTH EL CAMINO REAL

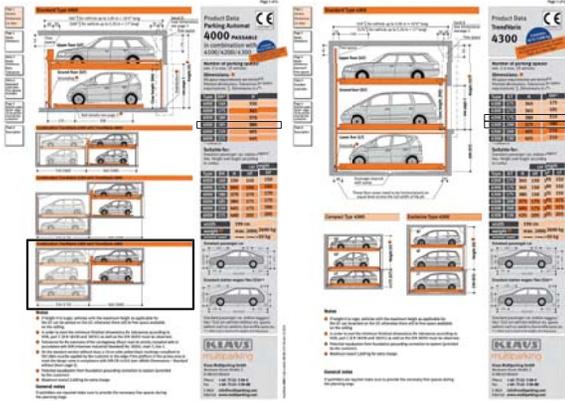


2 EXISTING PHOTO  
VIEW FROM NORTH EL CAMINO REAL

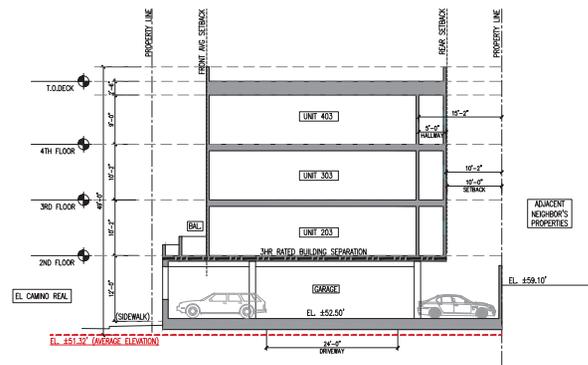


1 SITE PLAN / ROOF PLAN  
1/16" = 1'-0"

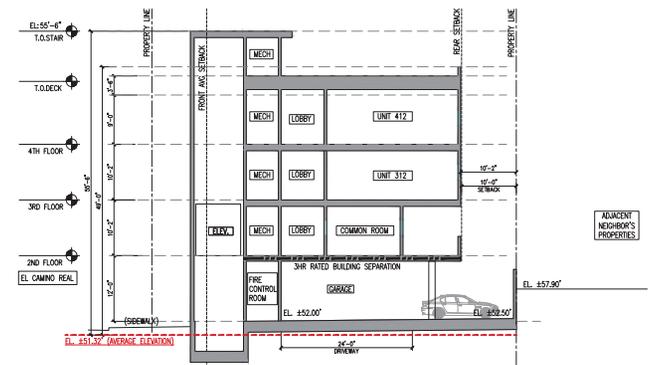




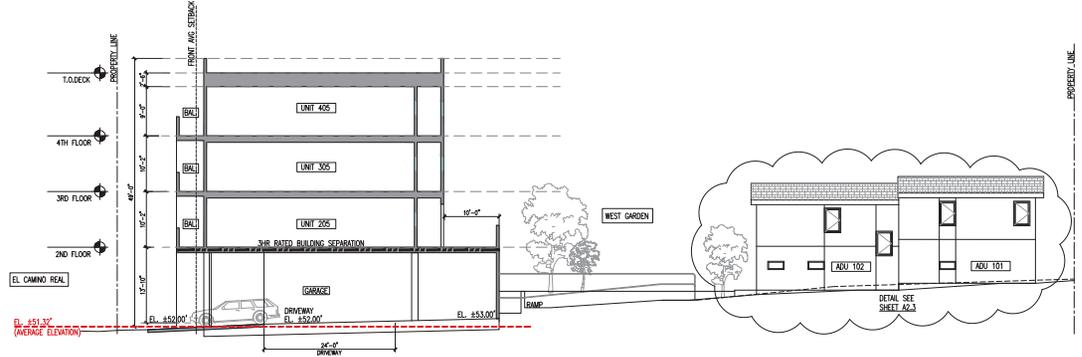
7 CAR LIFT SPECIFICATION



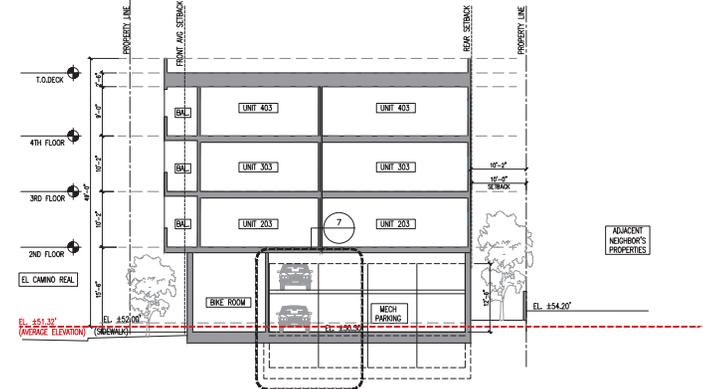
5 BUILDING SECTION  
 1/8" = 1'-0"



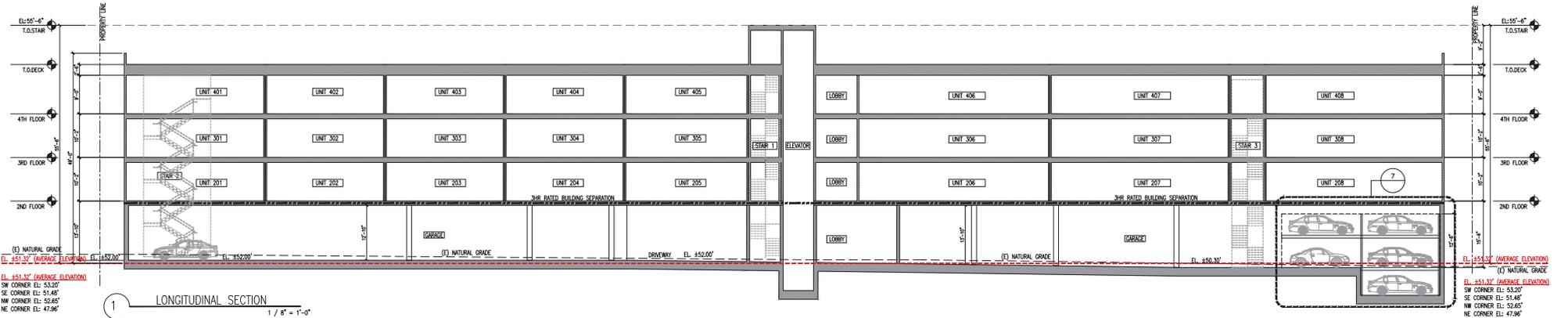
4 LOBBY & ELEVATOR SECTION  
 1/8" = 1'-0"



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

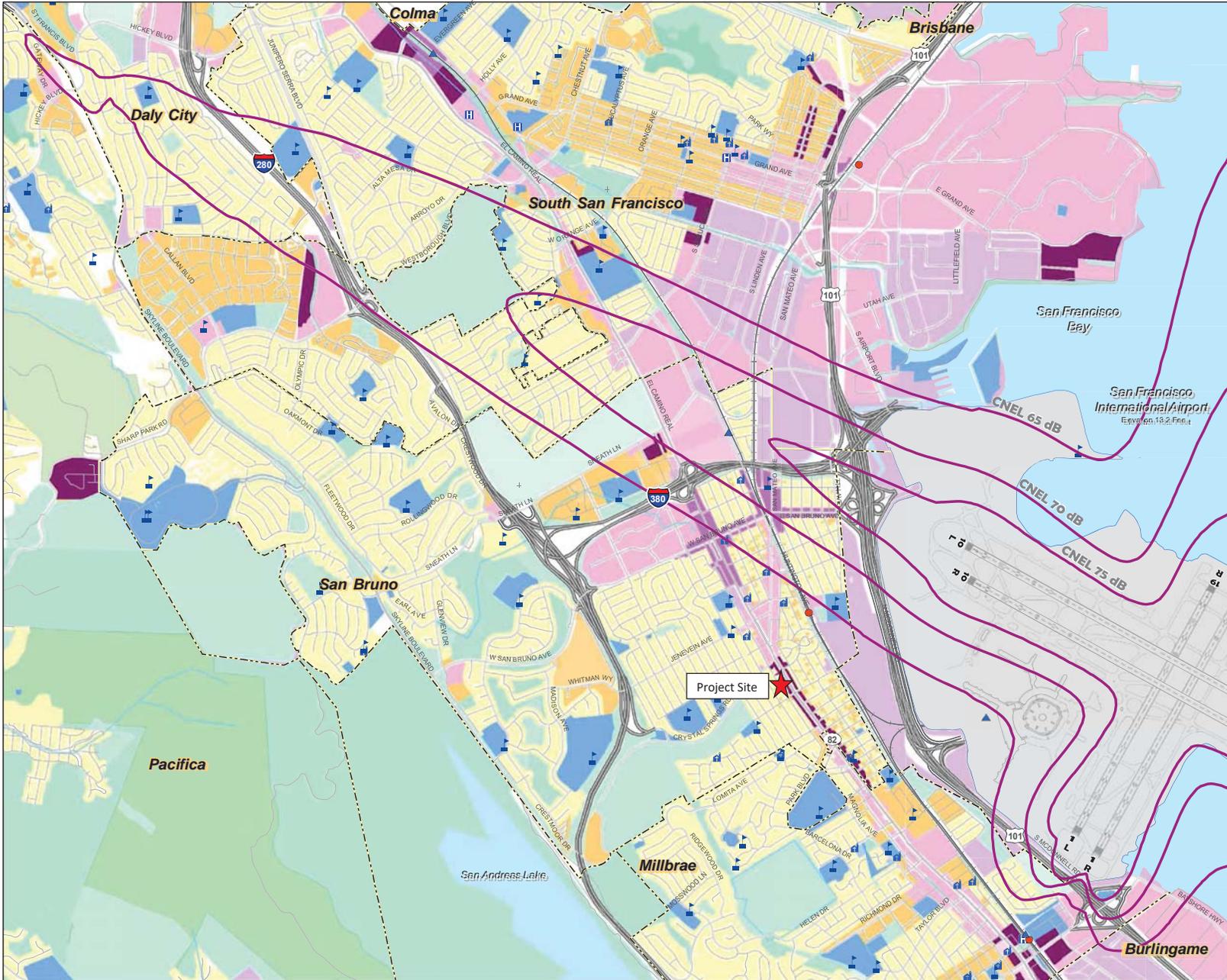


3 MECH PARKING SECTION  
 1/8" = 1'-0"



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

# Attachment 3



**LEGEND**

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

**Planned Land Use Per General Plans:**

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

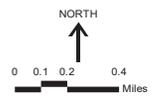
**Sources:**

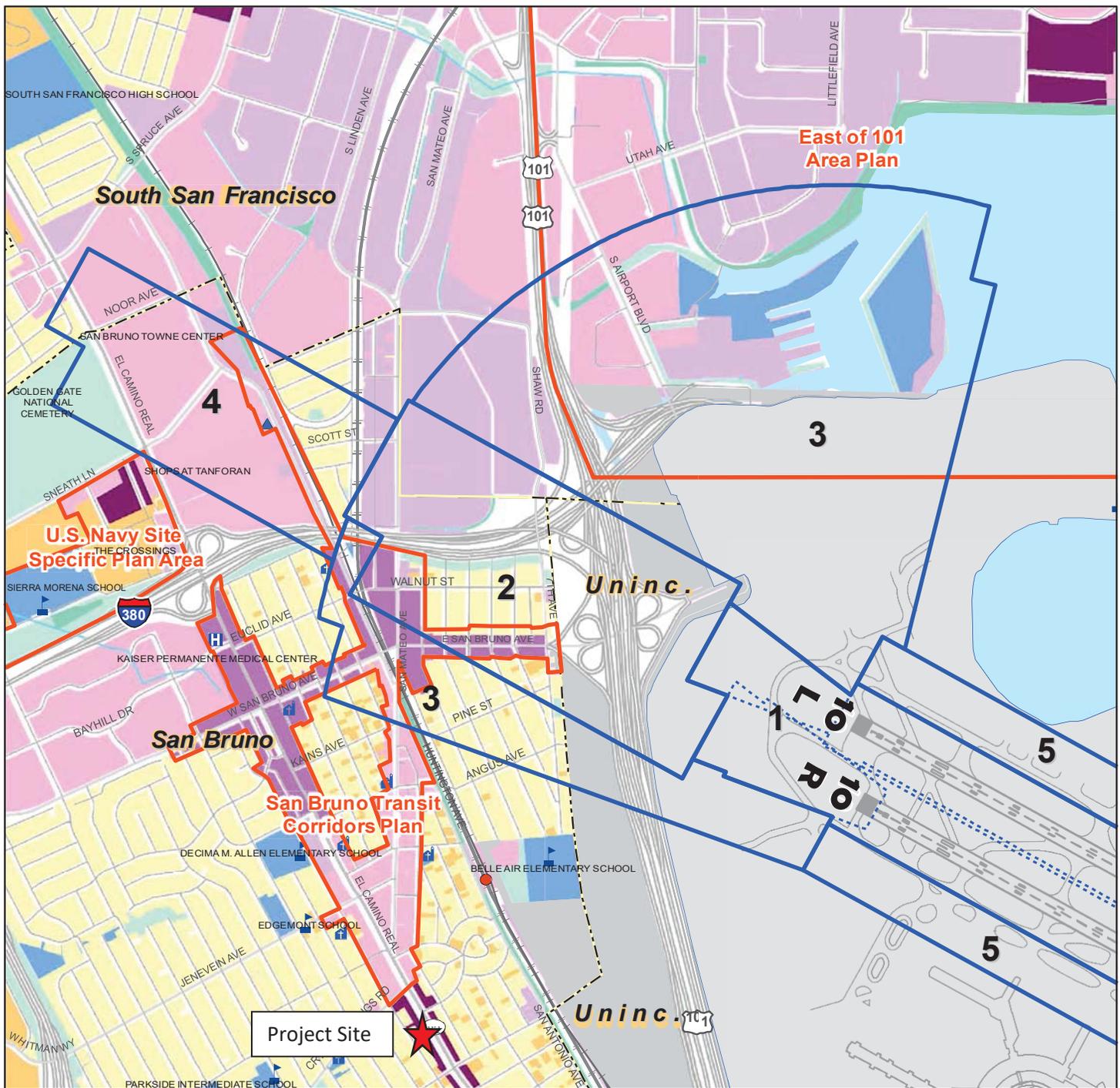
Noise Contour Data:  
 - Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport. URS Corporation and BridgeNet International, June 2011

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

**Local Plans:**

- Burlingame Bayfront Specific Area Plan, August 2006
- Burlingame Downtown Specific Plan, January 2009
- Burlingame General Map, September 1984
- North Burlingame/ Rollins Road Specific Plan, February 2007
- Colma Municipal Code Zoning Maps, December 2003
- Daly City General Plan Land Use Map, 1987
- Hillsborough General Plan, March 2005
- Millbrae Land Use Plan, November 1998
- Pacifica General Plan, August 1996
- San Bruno General Plan, December 2008
- San Mateo City Land Use Plan, March 2007
- San Mateo County Zoning Map, 1992
- South San Francisco General Plan, 1998





**LEGEND**

**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

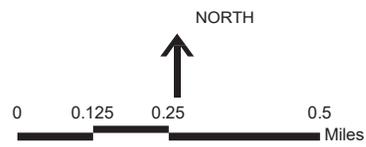
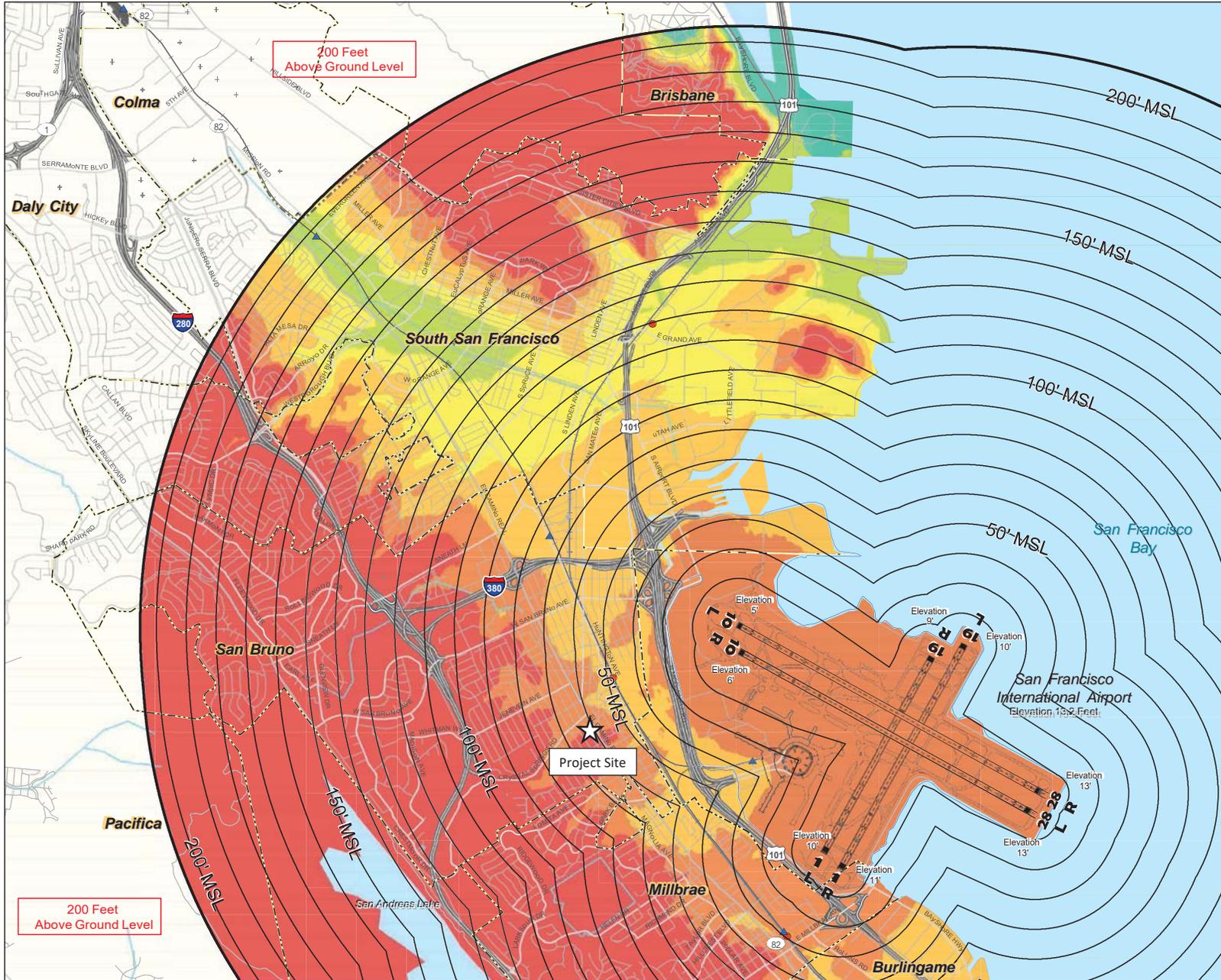


Exhibit IV-8  
**SAFETY COMPATIBILITY ZONES  
 IN THE CITIES OF SOUTH SAN FRANCISCO  
 AND SAN BRUNO**  
 Comprehensive Airport Land Use Plan  
 for the Environs of San Francisco International Airport  
  
 City/County Association of Governments  
 of San Mateo County, California

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
<b>Total penetrations above surfaces: 0</b>								
<b>Total penetrations below surfaces: 1</b>								
Zone Analysis								
X		Y		Range		Safety Zones		
6008422.57695611		2053561.46591637		Under 65 db		None		

Site: 271 El Camino Real, San Bruno

# Attachment 6



## 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.

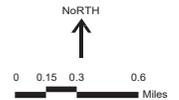


Exhibit IV-11

**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

**AIRPORT COMMISSION** CITY AND COUNTY OF SAN FRANCISCO

**DANIEL LURIE**  
MAYOR

**MALCOLM YEUNG**  
PRESIDENT

**SUSAN LEAL**  
VICE PRESIDENT

**JOSE F. ALMANZA**

**MARK BUELL**

**NANCY TUNG**

**MIKE NAKORNKHET**  
AIRPORT DIRECTOR

POST OFFICE BOX 8097 SAN FRANCISCO, CA 94128 TEL 650.821.5000 [FLYSFO.COM](http://FLYSFO.COM)

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@flysfo.com](mailto:nupur.sinha@flysfo.com).

Sincerely,

DocuSigned by:  
  
3:387566616473:3:177

Erin Cooke  
Director of Sustainability + Resilience  
San Francisco International Airport

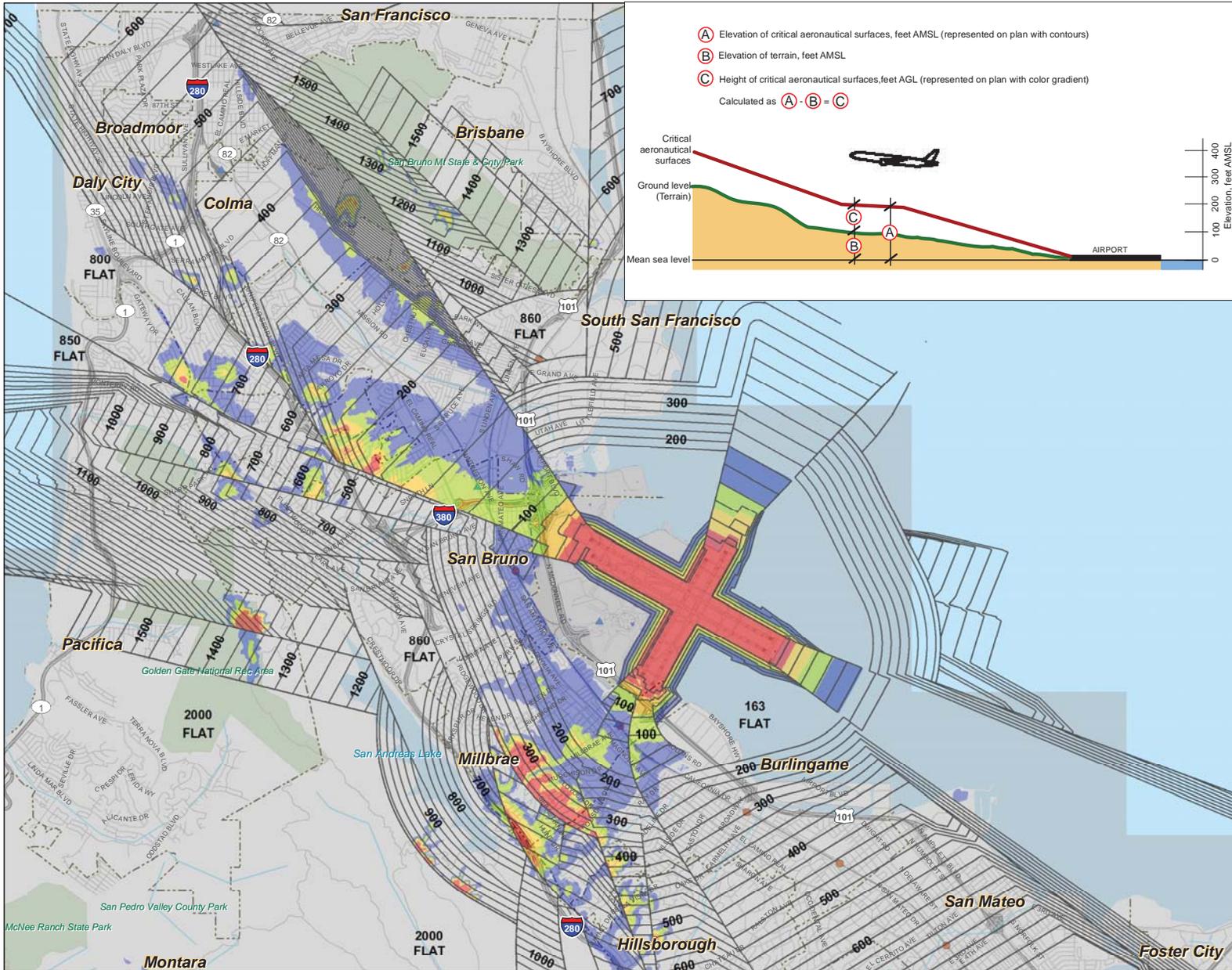
Attachments:

A. SFO ALUCP Airspace Compatibility Policies

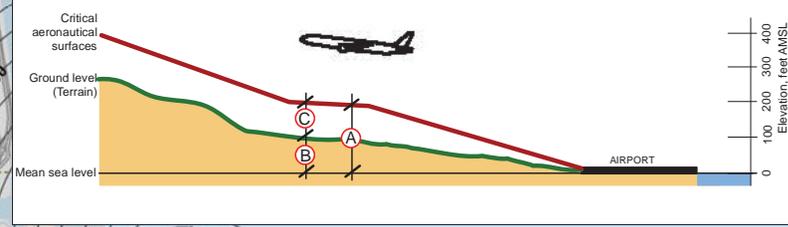
cc: K. Kennedy, SFO  
C. DiPrima, SFO

# ATTACHMENT A

## SFO ALUCP Airspace Compatibility Policies



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



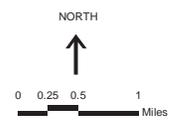
**LEGEND**

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

**Notes:**

- This map is intended for informational and conceptual planning purposes, generally representing the aeronautical surfaces considered most critical by San Francisco International Airport (SFO) and its constituent airlines. It does not represent actual survey data, nor should it be used as the sole source of information regarding compatibility with airspace clearance requirements in the development of data for an FAA Form 7460-1, Notice of Proposed Construction or Alteration. SFO does not certify its accuracy, information, or title to the properties contained in this plan. SFO does make any warrants of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.
- This map does not replace the FAA's obstruction evaluation / airport airspace analysis (OE/AAA) review process. Proposing construction at elevations and heights that are lower than the critical aeronautical surfaces shown on this map, (a) does not relieve the construction sponsor of the obligation to file an FAA Form 7460-1, and (b) does not ensure that the proposal will be acceptable to the FAA, SFO, air carriers, or other agencies or stakeholders. SFO, San Mateo County, and local authorities having jurisdiction reserve the right to re-assess, review, and seek modifications to projects that may be consistent with this critical aeronautical surfaces map but that through the FAA OE/AAA process are found to have unexpected impacts to the safety or efficiency of operations at SFO.

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



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

#### 4.5.4 AIRSPACE PROTECTION POLICIES

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

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

###### **AP-1.1 Local Government Responsibility to Notify Project Sponsors**

Local governments should notify sponsors of proposed projects at the earliest opportunity to file Form 7460-1, *Notice of Proposed Construction or Alteration*, with the FAA for any proposed project that would exceed the FAA notification heights, as shown approximately on Exhibit IV-10. Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. This requirement applies independent of this ALUCP.

###### **AP-1.2 FAA Aeronautical Study Findings Required Before Processing Development Application**

The sponsor of a proposed project that would exceed the FAA notification heights, as shown approximately on Exhibit IV-10, shall present to the local government permitting agency with his or her application for a development permit, a copy of the findings of the FAA's aeronautical study, or evidence demonstrating that he or she is exempt from having to file an FAA Form 7460-1. **It is the responsibility of the local agency** to consider the FAA determination study findings as part of its review and decision on the proposed project.

##### **AP-2 COMPLIANCE WITH FINDINGS OF FAA AERONAUTICAL STUDIES**

Project sponsors shall be required to comply with the findings of FAA aeronautical studies with respect to any recommended alterations in the building design and height and any recommended marking and lighting of their structures for their proposed projects to be deemed consistent with this ALUCP.

**AP-3 MAXIMUM COMPATIBLE BUILDING HEIGHT**

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

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

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

**AP-4 OTHER FLIGHT HAZARDS ARE INCOMPATIBLE**

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

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

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

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

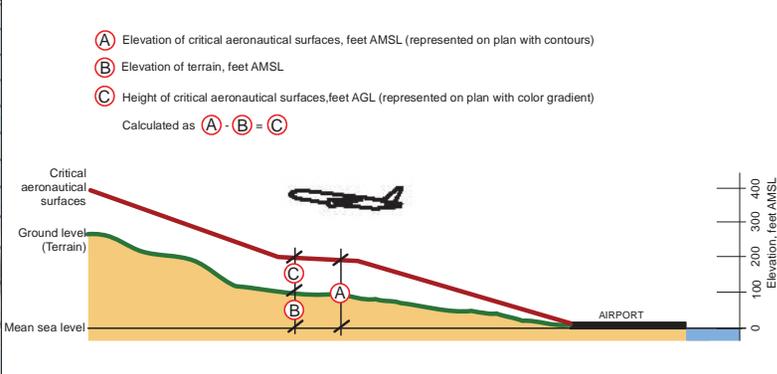
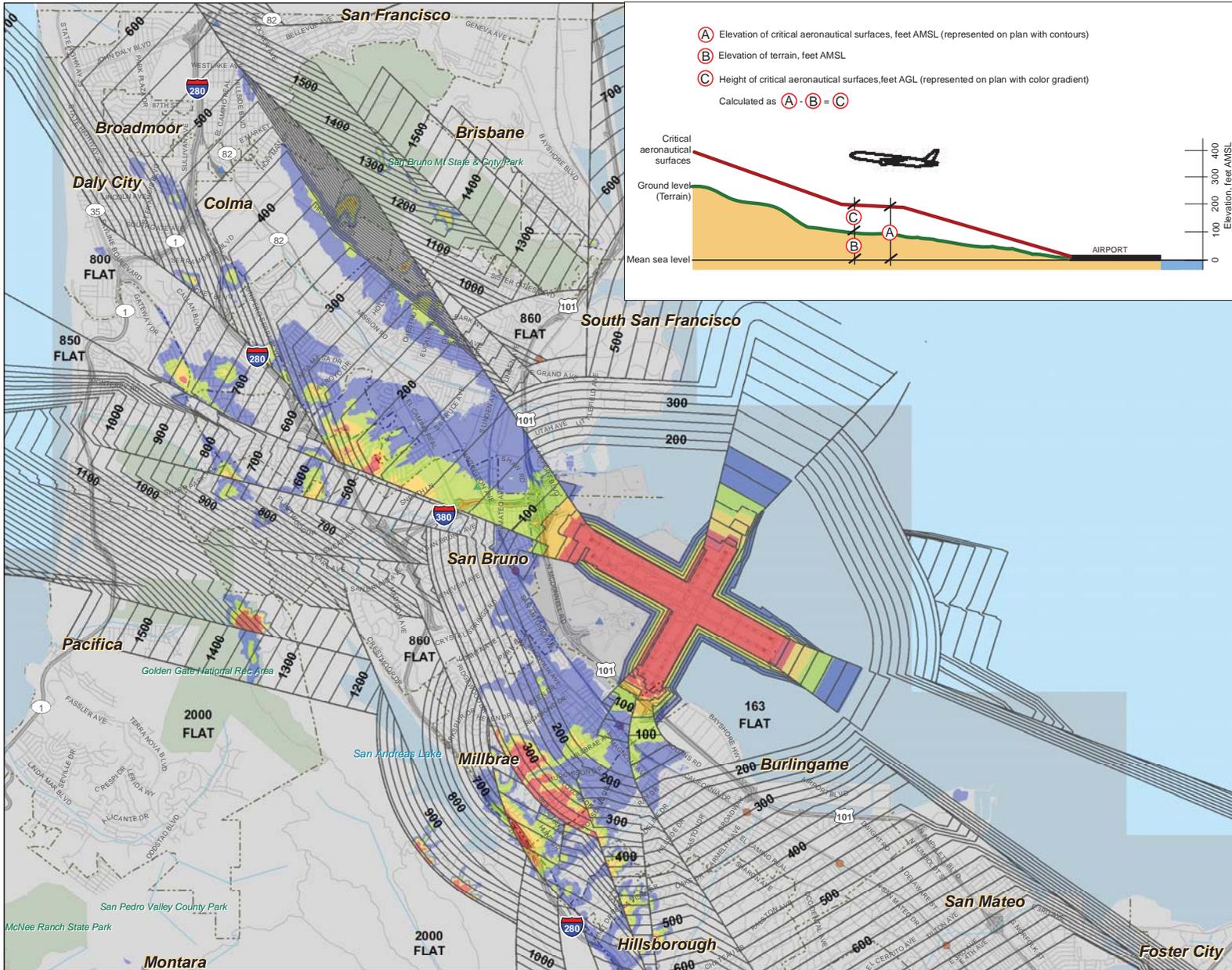
(f) Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, *Waste Disposal Sites On or Near Airports*, FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife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

#### 4.5.5 iALP AIRSPACE TOOL

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

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

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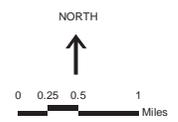
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