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.

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

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

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	7,988 SQ.FT.	
THIRD FLOOR	8,015 SQ.FT.	
FOURTH FLOOR	5,498 SQ.FT.	
TOTAL	22,980 SQ.FT.	

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

FAR: 22,469/11,519 = 1.99 < 2 OK

BUILDING HEIGHT

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

SETBACK & STEPBACK

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

PARKING

PARKING		PROPOSED
TOTAL		17

ACCESSIBLE PARKING	REQUIRED	PROPOSED
	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.	48 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.	48 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-2/S-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" / 4 STORIES	53'-8" / 4 STORIES
S-2	S	70'-0" / 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 Sonia 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: baekahnaia@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: Vladimir Khosid
Tel: 415.282.3100/ 929.244.0387
E-Mail: vladmir.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

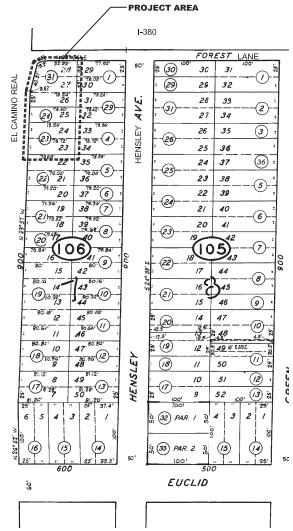
CITY NOTES:

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

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

LICENSED ARCHITECT BAEK YOUNG AHN NO. C 19749 REN. 9-30-25 STATE OF CALIFORNIA

LOCATION MAP



NO.	DESCRIPTION	DATE
	FOR PLANNING APPROVAL	10-21-25
	PRELIMINARY DESIGN	08-23-23

PROJECT:
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 Airport Boulevard, Suite 210, Burlingame, California 94010
650.548.2610

LICENSED ARCHITECT BAEK YOUNG AHN No. C 19749 REN. 9-30-27 STATE OF CALIFORNIA

NO.	DESCRIPTION	DATE
	FOR PLANNING APPROVAL	07-07-25

PROJECT:
990 El Camino Real
San Bruno, CA 94066

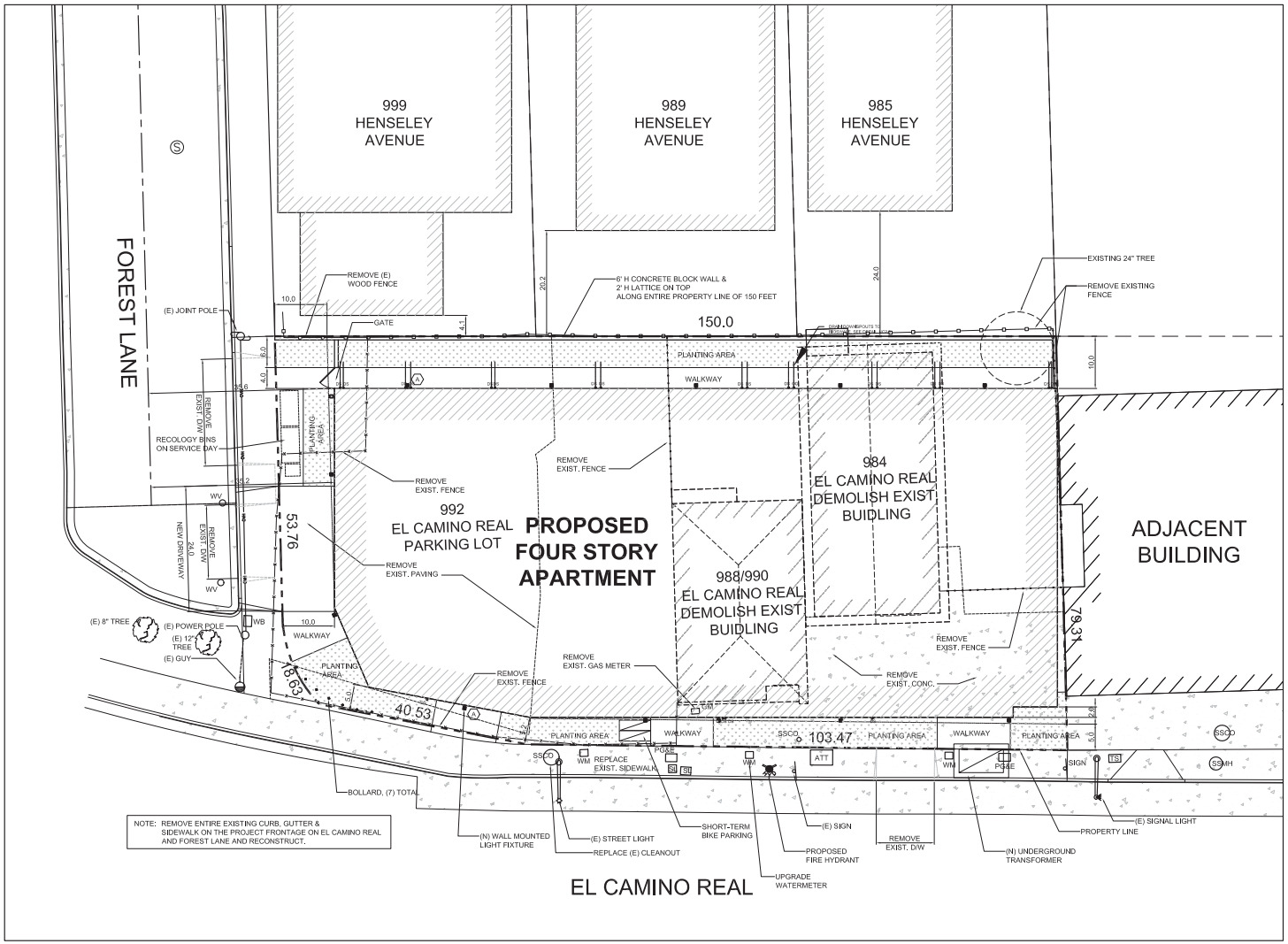
DWG. TITLE
3-D COLOR RENDERINGS

NORTH:

SCALE:

PROJ. NO: 2112

DWG. NO:
A0.1



1 **SITE PLAN**

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

LICENSED ARCHITECT BAEK YOUNG AHN byam NO. C 19749 REN. 9-30-27 STATE OF CALIFORNIA

NO.	DESCRIPTION	DATE
	FOR PLANNING APPROVAL	04-09-25
	PRELIMINARY DESIGN	08-23-23

PROJECT:

990 El Camino Real
San Bruno, CA 94066

DWG. TITLE
SITE PLAN

NORTH:

PROJ. NO: 2112

SCALE: 1"=10'-0"

DWG. NO: **A1.1**

1 WEST ELEVATION - RIGHT/EL CAMINO REAL

3/16" = 1'-0"

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

LICENSED ARCHITECT BAEK YOUNG AHN No. C 19749 REN. 9-30-27 STATE OF CALIFORNIA

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

PROJECT:
990 El Camlno Real
San Bruno, CA 94066

DWG. TITLE
WEST ELEVATION

NORTH:

SCALE: 3/16" = 1'-0"
0 5 10

PROJ. NO: 2112

DWG. NO: **A3.1**

PLANTING NOTES

1. INSTALLATION TO BE BY CONTRACTOR WITH A VALID CURRENT CALIFORNIA C-27 LICENSE.
2. VERIFY LOCATION OF SUBSURFACE UTILITIES, PIPES AND STRUCTURES. SHOULD UTILITIES OR OTHER WORK NOT SHOWN ON THE PLANS BE FOUND DURING EXCAVATIONS, PROMPTLY NOTIFY OWNER'S REPRESENTATIVE.
3. CAREFULLY INVESTIGATE EXISTING FIELD CONDITIONS AND NOTIFY OWNERS REPRESENTATIVE OF ANY POTENTIAL CONFLICT WITH DESIGN.
4. 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 OWNERS REPRESENTATIVE.
5. PLANT SUBSTITUTIONS ARE NOT PERMITTED.
6. 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.
7. **SOIL AMENDMENT:** OMRI CERTIFIED, WELL-DECOMPOSED COMPOST: GROVER WONDER-GROW COMPOST, AVAILABLE FROM AMERICAN SOIL PRODUCTS, OR APPROVED EQUIVALENT.
8. **MULCH:** CHIPS FROM TREES REMOVED ON SITE.
9. DO NOT USE HERBICIDES, PESTICIDES OR FUNGICIDES. IF ISSUES ARISE WITH PESTS OR PATHOGENS CONTACT LANDSCAPE ARCHITECT.
10. **TREE STAKES**:
11. **TREE TIES**: ARBOR TIE
12. DO NOT USE ROOT BARRIERS
13. DO NOT USE WEED CLOTH
14. **SITE PREPARATION:**
    A. CLEAR ALL GROUND AREAS TO BE PLANTED OF ALL WEEDS AND DEBRIS PRIOR TO BEGINNING THE WORK.
    B. REMOVE WEEDS AND GRASSES WITH THE ROOTS. DO NOT USE HERBICIDES.
15. **SOIL PREPARATION**:
    A. TOPDRESS PLANTING AREAS WITH A MINIMUM OF 6CY/1000SF OF ORGANIC COMPOST TO THE ENTIRE PLANTING AREA.
    B. DO NOT TILL. TILLING DAMAGES SOIL STRUCTURE AND RELEASES CARBON INTO THE ATMOSPHERE.
16. **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 CLODS WILL NOT BREAK READILY. APPLY WATER IF NECESSARY TO BRING SOIL TO OPTIMUM MOISTURE CONTENT TO COMPLETE THE SPECIFIED WORK.
17. **PLANTING:**
    A. DIG INDIVIDUAL PLANTING HOLES.
    B. PLANT AS SHOWN IN DETAILS
    C. REMOVE NURSERY STAKES AND TIES
18. 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.
19. **TREE PLANTING**
    A. 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.
    B. PLANT TREES AS SHOWN IN DETAIL.
20. **MAINTENANCE**:
    A. DO NOT SHEAR, CLIP, TRIM OR ADD FERTILIZERS
    B. DO NOT REMOVE PLANT DEBRIS FROM PLANTING AREAS, KEEP IN PLACE AS MULCH.
    C. MAINTAIN 3 INCHES OF ORGANIC MULCH AT ALL TIMES
    D. AFTER ONE YEAR REMOVE TREE STAKES

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.

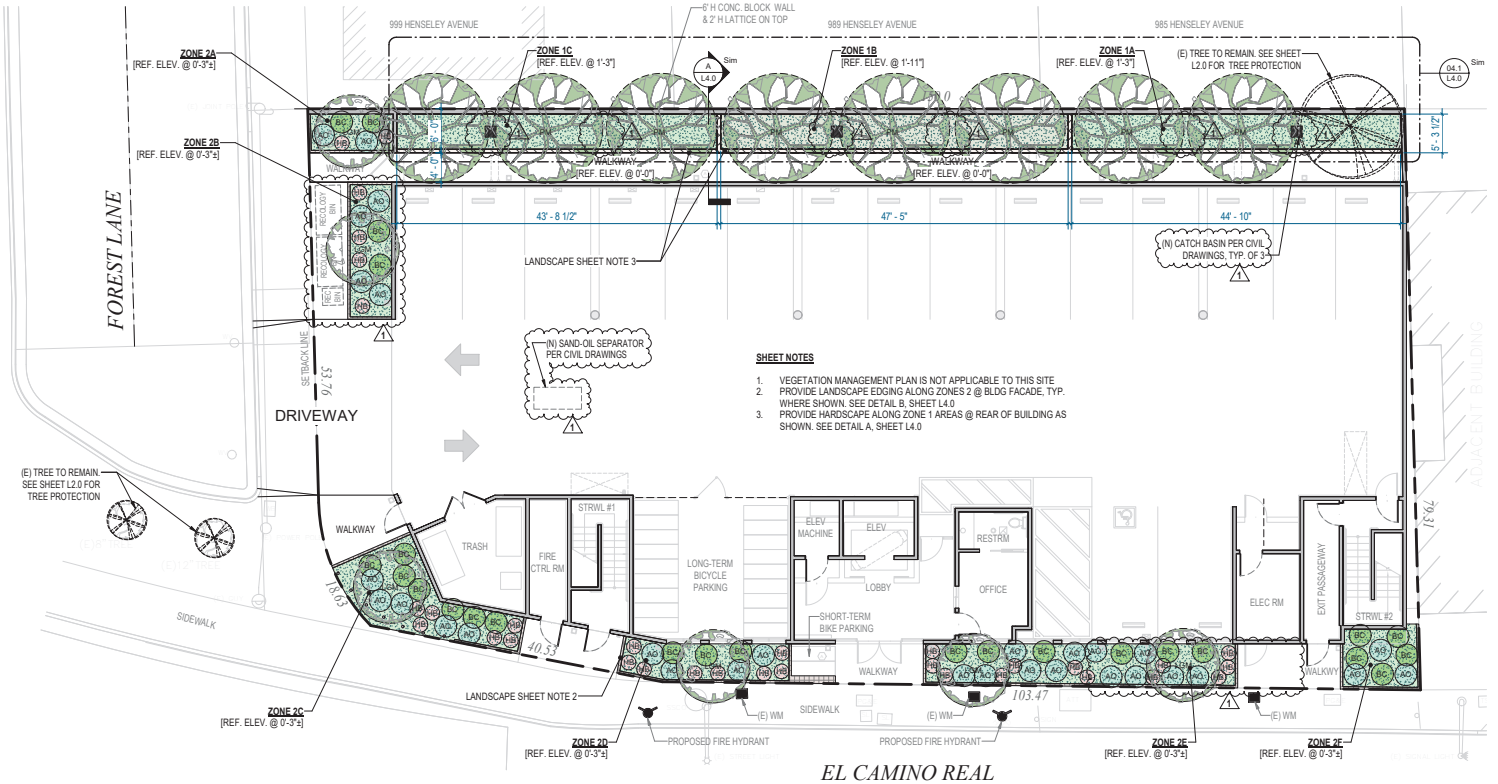


TABLE I: PLANT LEGEND

ABBRV	BOTANICAL NAME (COMMON NAME)	QUANTITY	MATURE SIZE (HT X WD)	FEATURES	WATER USE
TREES					
PM	PODOCARPUS MACROPHYLLUS (YEW PINE), OR SIMILAR	8 @ REAR	50'H x 20'W	DROUGHT TOLERANT*; EVERGREEN, TALL, NARROW, ESPALIER, PROVIDES PRIVACY	M
LGM	MAGNOLIA GRANDIFLORA 'LITTLE GEM' (LITTLE GEM MAGNOLIA), OR SIMILAR	6 @ FACADE	20'H x 10'W	DROUGHT TOLERANT*; EVERGREEN, ROUNDED, ESPALIER, FRAGRANT FLOWER	M
SHRUBS					
AO	AGAPANTHUS ORIENTALIS ALBUS (AFRICAN LILY), OR SIMILAR	30 @ FACADE	4'H x 3'W	EVERGREEN PERENNIAL, ROUNDED FLOWER CLUSTER, LOW MAINTENANCE	M
HB	HEMEROCALLIS BAJA (BAJA DAYLILY), OR SIMILAR *(NATIVE ALTERNATIVE: HEMEROCALLIS FULVA / TAWNY DAYLILY)*	32 @ FACADE	2.5'H x 2'W	DROUGHT TOLERANT, SEMI-EVERGREEN PERENNIAL, FLOWER, LOW MAINTENANCE	M
GROUNDCOVER					
BC	ARONIA MELANOCARPA GROUND HUG (BLACK CHOKEBERRY), OR SIMILAR	25 @ FACADE	2'H x 3'W	DROUGHT TOLERANT, DECIDUOUS SHRUB, LOW MAINTENANCE	M

WATER USE DESIGNATIONS: M=MODERATE WATER USE, L=LOW WATER USE. REFERENCE: UFEI,WUCOLS,GARDENIA.NET
* DROUGHT TOLERANT WHEN ESTABLISHED AND PROPER CARE IS PROVIDED PER ARBORIST RECOMMENDATIONS

TREES

PM — **PODOCARPUS MACROPHYLLUS** YEW PINE

LGM — **MAGNOLIA GRANDIFLORA 'LITTLE GEM'** LITTLE GEM MAGNOLIA

SHRUBS

NOTE: DISTRIBUTE SHRUB PLANTING LOCATIONS TO PROVIDE SPACE FOR GROWTH PER PLANT'S MATURE SIZE

AO — **AGAPANTHUS ORIENTALIS ALBUS** AFRICAN LILY

HB — **HEMEROCALLIS BAJA** BAJA DAYLILY

GROUNDCOVER

NOTE: DISTRIBUTE GROUNDCOVER PLANTING LOCATIONS TO PROVIDE SPACE FOR GROWTH PER PLANT'S MATURE SIZE

BC — **ARONIA MELANOCARPA GROUND HUG** BLACK CHOKEBERRY

Cambare Designs

TERESA CAMBARE
LANDSCAPE DESIGNER
(408) 204-3413
(916) 544-4114
TERESA@CAMBAREDESIGNS.COM
WWW.CAMBAREDESIGNS.COM

CLIENT:

SURESH SARUP & INDERJIT GILL

(650) 534-4115
GILLPUMMY@GMAIL.COM

PROJECT:

4-STORY APARTMENT
990 EL CAMINO
SAN BRUNO, CA 94066

APN #020-106-230
APN #020-106-240
APN #020-106-310

REVISION

1 REV.1 05/07/25
RESPONSES TO PRELIMINARY REVIEW

SUBMITTAL

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

SHEET TITLE:

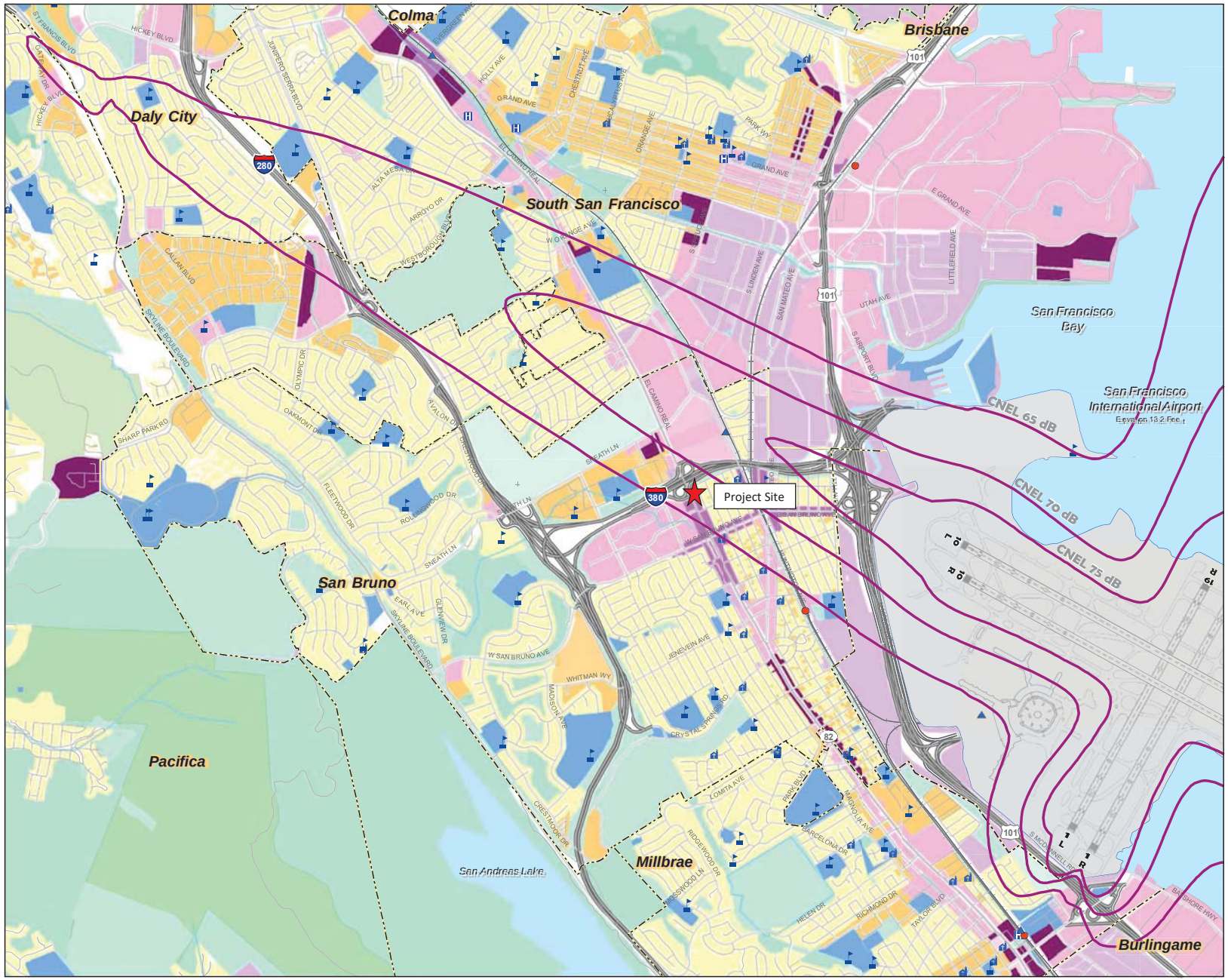
CONCEPTUAL LANDSCAPE PLAN

SHEET #:

L1.0

PLOT DATE: 05/07/25

5/7/2025 6:44:05 PM



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

0 0.1 0.2 0.4 Miles

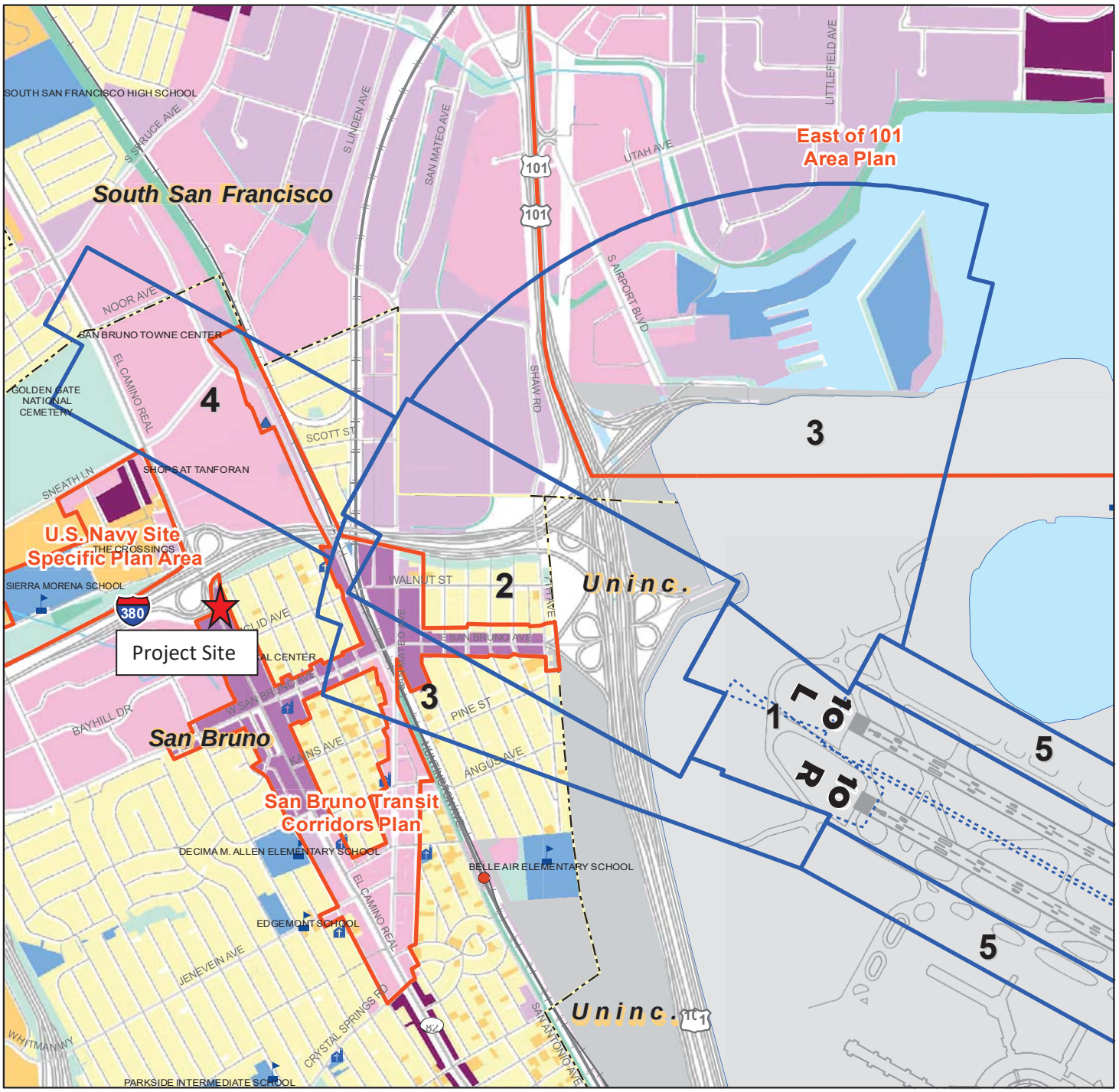
Exhibit IV-6

NOISE COMPATIBILITY ZONES -- DETAIL

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



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

NORTH

0 0.125 0.25 0.5 Miles

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

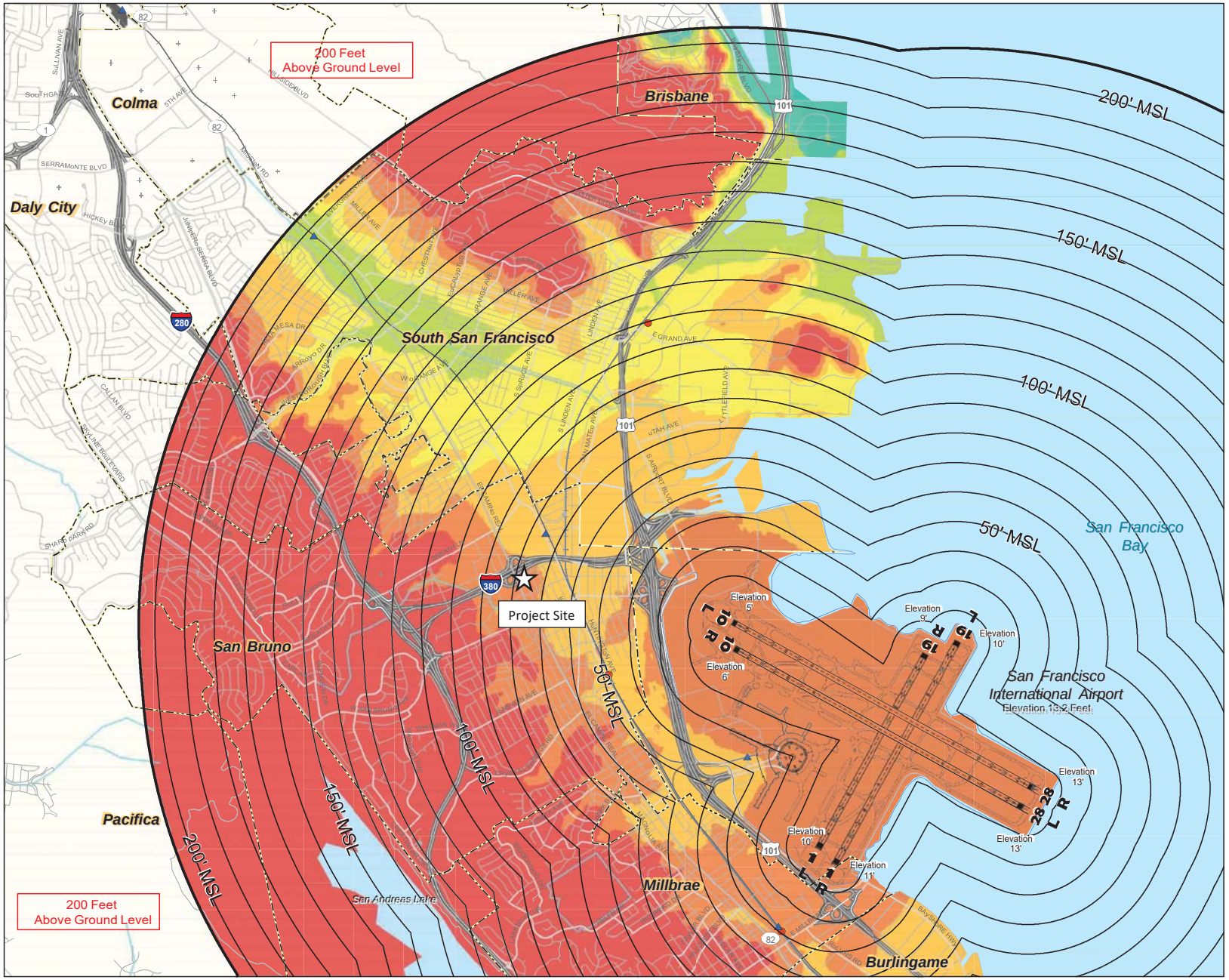
C/CAG

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:

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

NoRTH

0 0.15 0.3 0.6 Miles

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

SAN FRANCISCO INTERNATIONAL AIRPORT

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,

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:
Erin Cooke
048C9991A4F04FB...

Erin Cooke
Director of Sustainability + Resilience
San Francisco International Airport

Attachments:

A. SFO ALUCP Noise Compatibility Policies
B. SFO ALUCP Airspace Compatibility Policies
C. SFO ALUCP Safety Compatibility Zones

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

ATTACHMENT A

City of San Bruno and SFO ALUCP Noise Compatibility Policies

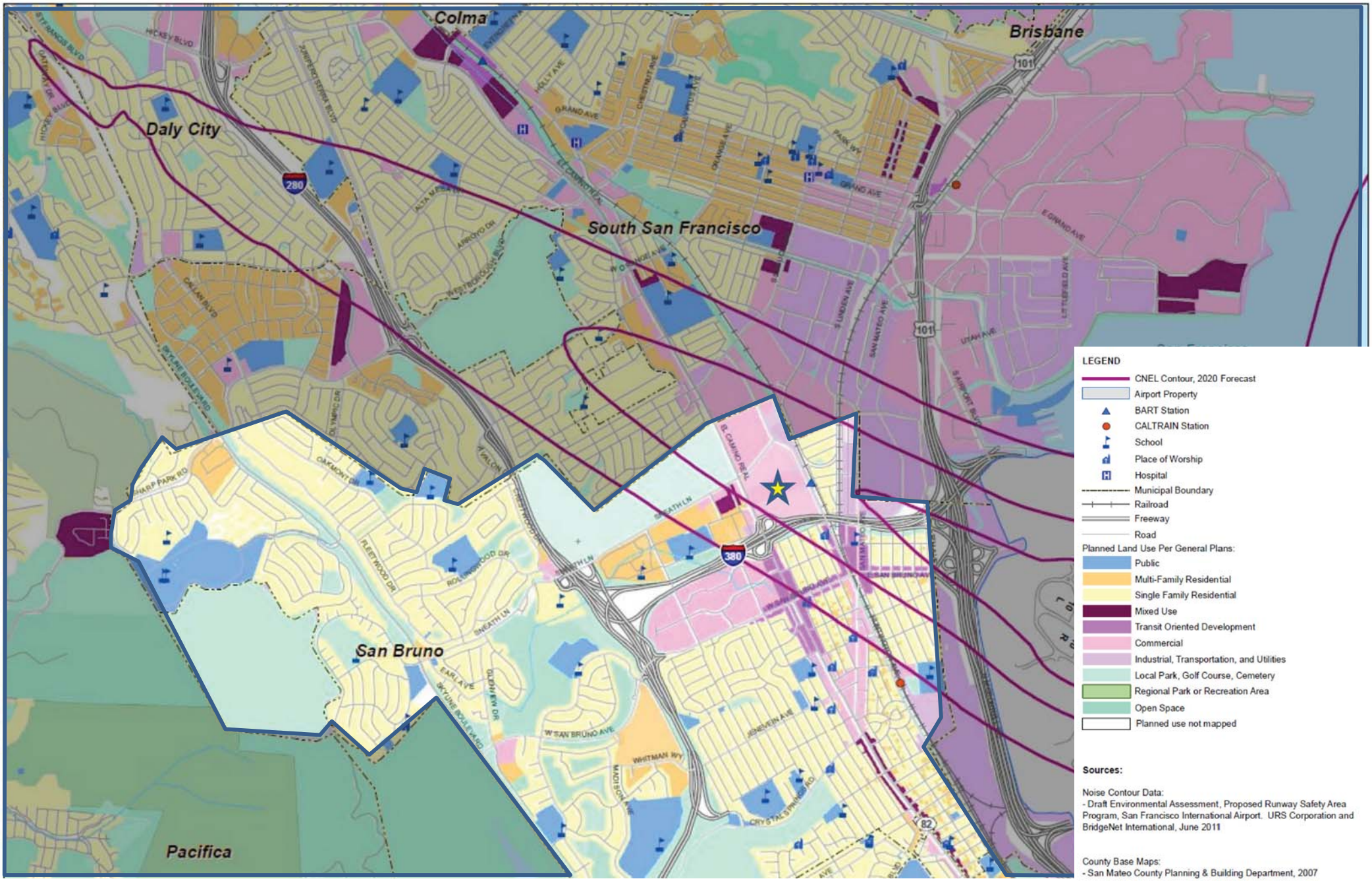


Table IV-1 Noise/Land Use Compatibility Criteria

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

Notes:

CNEL = Community Noise Equivalent Level, in A-weighted decibels.

Y (Yes) = Land use and related structures compatible without restrictions.

C (conditionally compatible) = Land use and related structures are permitted, provided that sound insulation is provided to reduce interior noise levels from exterior sources to CNEL 45 dB or lower and that an avigation easement is granted to the City and County of San Francisco as operator of SFO. See Policy NP-3.

N (No) = Land use and related structures are not compatible..

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

(b) Residential buildings must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources.

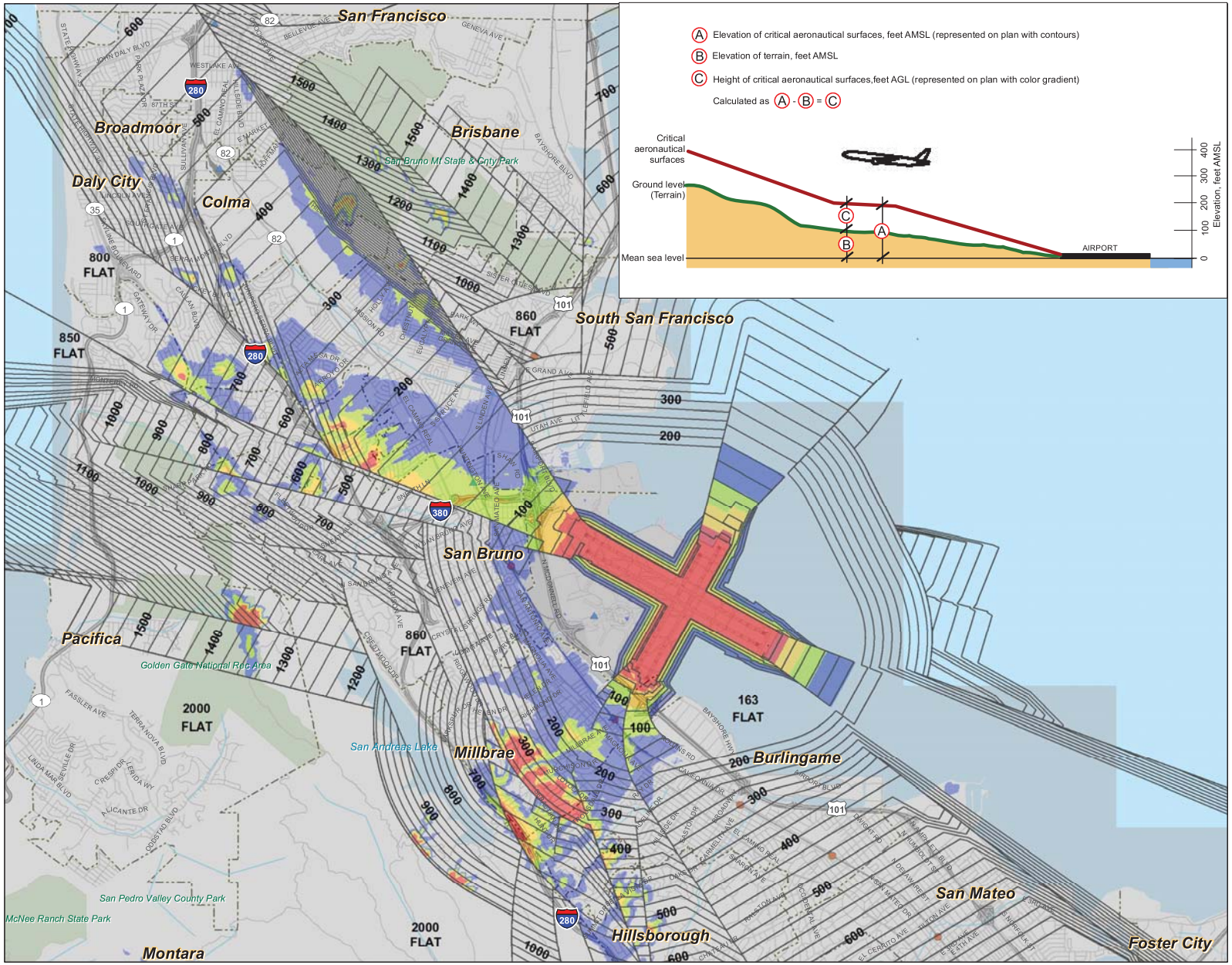
(c) Accessory dwelling units are not compatible.

SOURCES: Jacobs Consultancy Team 2010. Based on State of California General Plan Guidelines for noise elements of general plans; California Code of Regulations, Title 21, Division 2.5, Chapter 6, Section 5006; and 14 CFR Part 150, Appendix A, Table 1.

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

ATTACHMENT B

SFO ALUCP Airspace Compatibility Policies



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:

1. This map is intended for informational and conceptual planning purposes, generally representing the aeronautical surfaces considered most critical by San Francisco International Airport (SFO) and its 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.

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

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

NORTH

0 0.25 0.5 1 Miles

Exhibit IV-17

CRITICAL AERONAUTICAL SURFACES -- NORTHWEST 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

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

4.5.4 AIRSPACE PROTECTION POLICIES

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

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

AP-1.1 Local Government Responsibility to Notify Project Sponsors

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

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

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

AP-2 COMPLIANCE WITH FINDINGS OF FAA AERONAUTICAL STUDIES

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

AP-3 MAXIMUM COMPATIBLE BUILDING HEIGHT

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

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

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

AP-4 OTHER FLIGHT HAZARDS ARE INCOMPATIBLE

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

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

(a) Sources of glare, such as highly reflective buildings or building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots making approaches to the Airport.

(b) Distracting lights that that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting.

(c) Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.

(d) Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.

(e) Land uses that, as a regular byproduct of their operations, produce thermal plumes with the potential to rise high enough and at sufficient velocities to interfere with the control of aircraft in

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

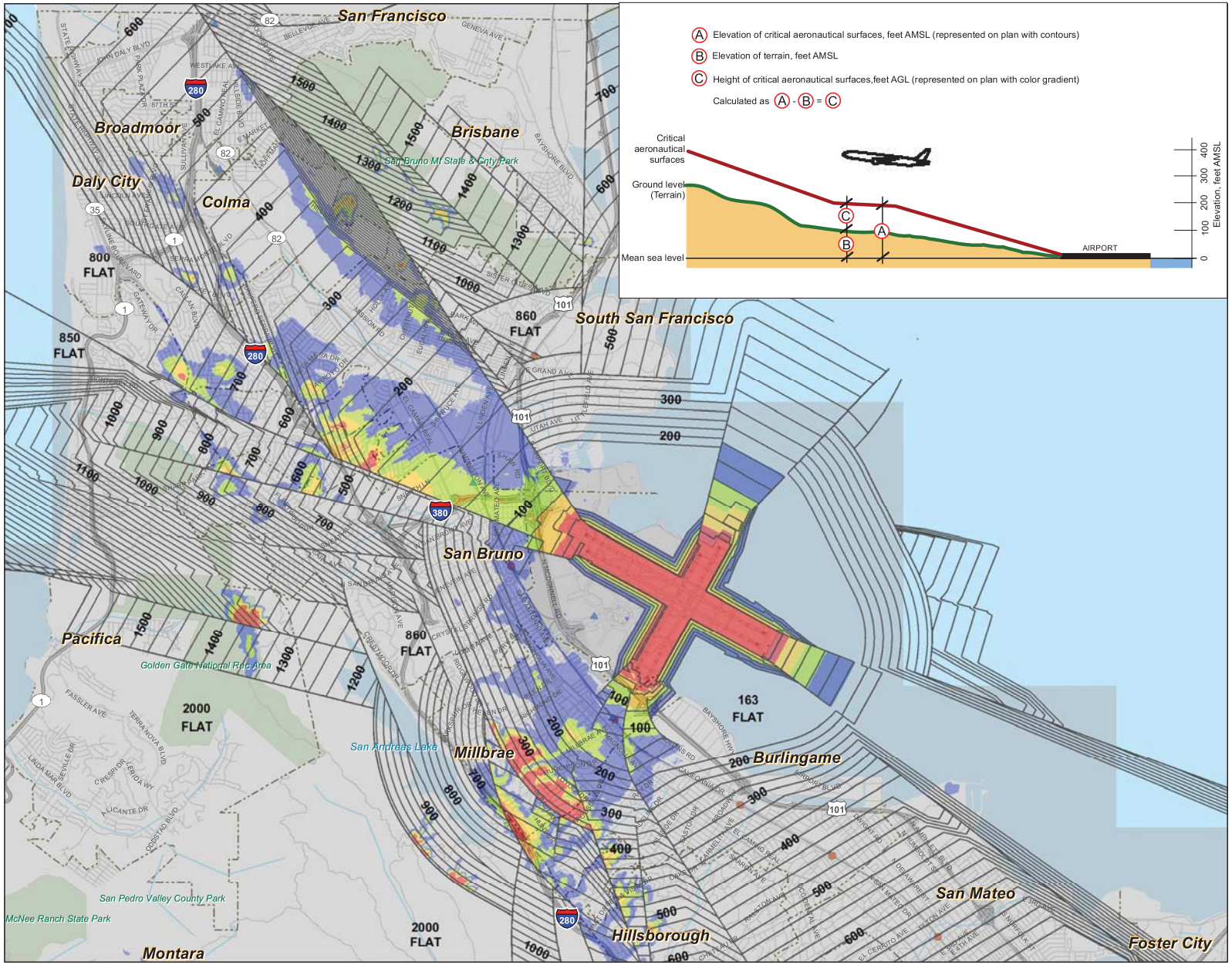
(f) Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, *Waste Disposal Sites On or Near Airports*, FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife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

4.5.5 iALP AIRSPACE TOOL

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

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

[17] This is a threshold established by the California Energy Commission in its review of power plant licensing applications. See *Blythe Solar Power Project: Supplemental Staff Assessment, Part 2*,. CEC-700-2010-004-REV1-SUP-PT2, July 2010. California Energy Commission. Docket Number 09-AFC-6, p. 25. This criterion is based on guidance established by the Australian Government Civil Aviation Authority (Advisory Circular AC 139-05(0), June 2004). The FAA's Airport Obstructions Standards Committee (AOSC) is studying this matter but has not yet issued specific guidance.



LEGEND

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NORTH

0 0.25 0.5 1 Miles

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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.

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(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

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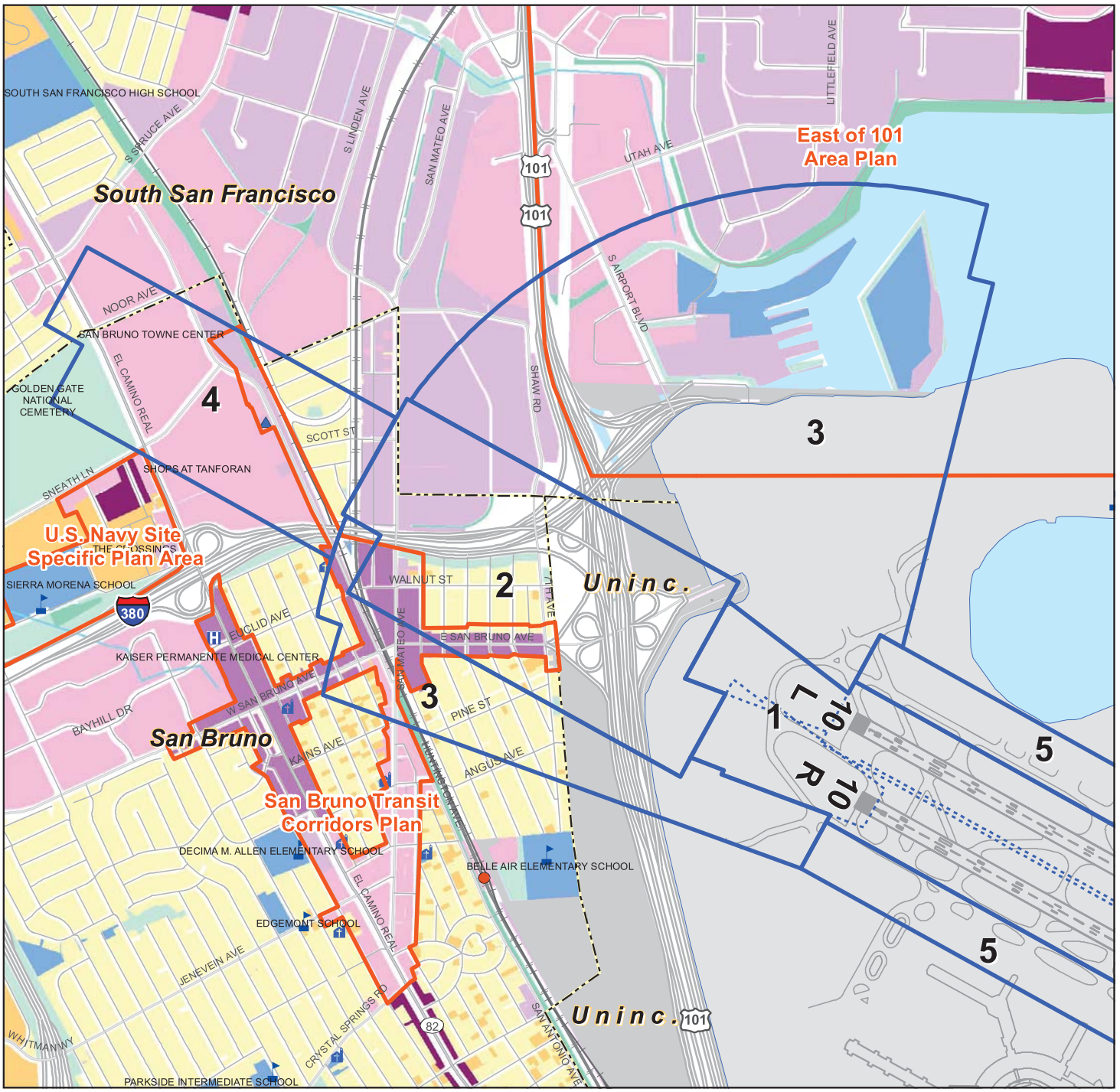
ATTACHMENT C

SFO ALUCP Safety Compatibility Policies



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

NORTH

0 0.125 0.25 0.5 Miles

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

C/CAG

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

Table IV-2 (1 of 2) Safety Compatibility Criteria

	LAND USE CRITERIA	
ZONE	**INCOMPATIBLE**[1/]	**AVOID**[1/]
Zone 1: Runway Protection Zone and Object Free Area (RPZ-OFA)		
	All new structures[3/] Places of assembly not in structures Hazardous uses[2/] Critical public utilities[2/]	Nonresidential uses except very low intensity uses[4/] in the "controlled activity area." [2/]
Zone 2: Inner Approach/Departure Zone (IADZ)		
	Children's schools[2/] Large child day care centers and noncommercial employer-sponsored centers ancillary to a place of business[2/] Hospitals, nursing homes Hazardous uses[2/] Critical public utilities[2/] Theaters, meeting halls, places of assembly seating more than 300 people Stadiums, arenas	---
Zone 3: Inner Turning Zone (ITZ)		
	Biosafety Level 3 and 4 facilities [2/] Children's schools [2/] Large child day care centers [2/] Hospitals, nursing homes Stadiums, arenas	Hazardous uses other than Biosafety Level 3 and 4 facilities[2/] Critical public utilities[2/]
Zone 4: Outer Approach/Departure Zone (OADZ)		
	Biosafety Level 3 and 4 facilities[2/] Children's schools [2/] Large child day care centers [2/] Hospitals, nursing homes Stadiums, arenas	Hazardous uses other than Biosafety Level 3 and 4 facilities [2/] Critical public utilities[2/]
Zone 5: Sideline Zone (SZ)		
	Children's schools[2/] Large child day care facilities and noncommercial employer-sponsored centers ancillary to a place of business Hospitals, nursing homes Hazardous uses[2/] Critical public utilities[2/] Stadiums, arenas	---

Table IV-2 (2 of 2) Safety Compatibility Criteria

Notes:

1/ *Avoid:* Use is not fully compatible and should not be permitted unless no feasible alternative is available. Where use is allowed, habitable structures shall be provided with at least 50 percent more exits than required by applicable codes. Where the 50-percent factor results in a fraction, the number of additional exits shall be rounded to the next highest whole number.

Incompatible Use is not compatible in the indicated zones and cannot be permitted.

2/ Definitions

- *Biosafety Level 3 and 4 facilities:* Medical and biological research facilities involving the storage and processing of extremely toxic or infectious agents. See Policy SP-3 for additional detail.
- *Children's schools:* Public and private schools serving preschool through grade 12, excluding commercial services.
- *Controlled Activity Area: The lateral edges of the RPZ, outside the Runway Safety Area (RSA) and the extension of the RSA, which extends to the outer edge of the RPZ. See FAA Advisory Circular 150/5300-13, Airport Design, Section 212a.(1)(b).*
- *Critical public utilities:* Facilities that, if disabled by an aircraft accident, could lead to public safety or health emergencies. They include the following: electrical power generation plants, electrical substations, wastewater treatment plants, and public water treatment facilities.
- *Hazardous uses:* Uses involving the manufacture, storage, or processing of flammable, explosive ,or toxic materials that would substantially aggravate the consequences of an aircraft accident. See Policy SP-3 for additional detail.
- *Large child day care centers:* Commercial facilities defined in accordance with Health and Safety Code, Section 1596.70, et seq., and licensed to serve 15 or more children. Family day care homes and noncommercial employer-sponsored facilities ancillary to place of business are allowed.

3/ Structures serving specific aeronautical functions are allowed, in compliance with applicable FAA design standards.

4/ Examples include parking lots and outdoor equipment storage.

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

ZONE 2 -- INNER APPROACH/DEPARTURE ZONE (IADZ)

In Zone 2, the IADZ, a variety of uses that involve hazardous materials, critical public utilities, theaters, meeting halls, places of assembly seating more than 300 people, stadiums, arenas, and those accommodating potentially vulnerable populations – such as children's schools, child day care facilities, hospitals, and nursing homes – are incompatible.

ZONE 3 -- INNER TURNING ZONE (ITZ)

The compatibility criteria in Zone 3, the ITZ, are somewhat less restrictive than in Zone 2. This is because the area is subject to less accident risk by virtue of the lower density of overflights in this area. In Zone 3, stadiums, arenas, and uses accommodating potentially vulnerable populations are incompatible. Hazardous uses and critical public utilities are not incompatible in Zone 3, but are classified as uses to be avoided. This means that they should not be permitted unless no feasible alternative is available.

ZONE 4 - OUTER APPROACH/DEPARTURE ZONE (OADZ)

The compatibility criteria in Zone 4,the OADZ, are the same as in Zone 3.