



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

APPLICANT INFORMATION

Agency: City of South San Francisco

Project Name: 2025 Oyster Point Specific Plan Update

Address: 355-389 Oyster Point Blvd

APN: 015-010-910, 015-010-940

City: South San Francisco

State: CA

ZIP Code: 94080

Staff Contact: Billy Gross, Principal
Planner

Phone: 650-877-8535

Email: billy.gross@ssfca.gov

PROJECT DESCRIPTION

2011 Oyster Point Redevelopment Project Overview

The original Oyster Point Redevelopment Project, including the current Oyster Point Specific Plan (OPSP), was approved by the South San Francisco City Council in 2011 (2011 OPSP Project). The 2011 OPSP Project allowed a maximum 1.25 floor area ratio (FAR), approximately 2.25 million square feet (sq. ft.), of office / research and development (R&D) space across an approximately 45-acre developer-owned site to be built out in four phases (1D, 2D, 3D and 4D). In addition, two phases of infrastructure and open space improvements were approved throughout the site and across the adjacent 40-acre site owned by the City of South San Francisco (Phases 1C and 2C). See [Attachment 1](#) for the 2011 OPSP Project Site Plan; note that a “C” after a phase refers to activities involving the City and/or former Redevelopment Agency (now the Successor Agency), while “D” after a phase refers to the Developer.

Both City-related Phases (Phases 1C and 2C) and the first two Developer-related phases (Phases 1D and 2D) have been completed. The remaining Developer-related phases, Phases 3D and 4D, would construct the remaining ~850,000 sq. ft. of Office/R&D uses allowed up to the 2011 OPSP Project maximum 1.25 FAR, and continue the infrastructure and open space improvements.

2017 Oyster Point Specific Plan Update Project (Withdrawn, for Informational Purposes Only)

In 2017, a previous project owner submitted a preliminary application that would have amended the 2011 entitlements to allow residential uses, instead of office/R&D, in the Phase 3D-4D area. The 2017 OPSP Project would have required amendments to the General Plan and Zoning Ordinance and therefore was referred to C/CAG to determine consistency with the Airport Land Use Compatibility Plan (ALUCP). The C/CAG Board of Directors adopted Resolution 18-13 determining that the 2017 OPSP Project was consistent with the ALUCP at its meeting of March 8, 2018. Subsequent to this C/CAG action, but prior to entitlement hearings before the South San Francisco Planning Commission and City Council, the project applicant withdrew the 2017 OPSP Project from further consideration.

2022 South San Francisco General Plan and Zoning Ordinance Update

The City of South San Francisco updated its General Plan and Zoning Ordinance in 2022; the C/CAG Board of Directors adopted Resolution 22-80 determining that the SSF General Plan and Zoning Ordinance were consistent with the Airport Land Use Compatibility Plan (ALUCP) at its meeting of September 15, 2022.

The adopted Zoning Ordinance includes standards and requirements related to consistency with the ALUCP. These standards are referenced in Zoning Ordinance Section 20.300.003 Airport Land Use Compatibility Plan Consistency (see [Attachment 3](#) for the full text); in summary, this Section requires all applicable projects, including the 2025 OPSP Project, to comply with applicable standards related to:

- A. Airport Real Estate Disclosure Notices
- B. Airport Noise Evaluation and Mitigation
- C. Avigation Easement
- D. Safety Compatibility Evaluation
- E. Airspace Protection Evaluation

2025 Oyster Point Specific Plan Update Project Overview

The current project applicant, Kilroy Realty, has submitted an application to amend the existing OPSP and its corresponding Zoning District to increase the maximum FAR from 1.25 to 2.0 for office/R&D uses (2025 OPSP Project); the higher FAR would match the current maximum FAR in the surrounding Business Technology Park High zoning districts that were adopted as part of the 2022 SSF General Plan and Zoning Ordinance Update. All additional floor area allowed under the increased FAR would continue to be subject to Zoning Ordinance Section 20.300.003 Airport Land Use Compatibility Plan Consistency referenced above. [Attachment 2](#) shows the 2025 OPSP Project Site Plan, which is generally identical to the 2011 OPSP Project Site Plan; the additional square footage allowed under the increased FAR would be accommodated through additional building stories in Phases 3D and 4D.

The environmental document for the 2025 OPSP Project is an Addendum to both the *South San Francisco General Plan Update, Zoning Code Amendments and Climate Action Plan EIR* (SCH#2021020064) and the *Oyster Point Specific Plan and Phase I Project EIR* (SCH#2010022070). Relevant references from the Addendum are included in the discussion below.

REQUIRED PROJECT INFORMATION

RELATIONSHIP OF PROJECT PROPOSAL TO AIRPORT LAND USE COMPATABILITY

Noise

ALUCP Exhibit IV-6 “Noise Compatibility Zones – Detail” (see [Attachment 4](#)) indicates that the OPSP Project area is located well outside of the airport’s noise-affected 65 dBA CNEL noise contour.

KOP Phase 3-4 Update Addendum includes the following analysis related to Aircraft Noise Impacts.

Noise and Vibration

Project Analysis. The project would be located at the same site as was analyzed in the OPSP EIR and included in the planning area analyzed in the SSF General Plan EIR, and would not be exposed to louder aircraft noises than was analyzed in the OPSP EIR. The project would be well outside the airport’s noise-affected 65 dBA CNEL noise contour and SSF General Plan Mitigation Measure NOI-3 would therefore not be applicable. The exterior noise environment at the OPSP area resulting from aircraft would be considered compatible with proposed uses. Therefore, the project’s impact due to airport noise would be less than significant, consistent with the conclusions of the OPSP EIR and a reduced conclusion from the SSF General Plan EIR. This Addendum presents only minor technical changes or additions to the OPSP EIR and SSF General Plan EIR and the project would not result in new or substantially worsened significant impacts related to this topic.

Safety

ALUCP Exhibit IV-8 “Safety Compatibility Zones in SSF” (see [Attachment 5](#)) indicates that the OPSP Project Area is located outside of all five of the Safety Compatibility Zones.

Airspace Protection

Building Heights

Within the South San Francisco Zoning Ordinance, building heights east of Highway 101 are allowed the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements, as stipulated in Zoning Ordinance Section 20.300.003 (see [Attachment 3](#)). The OPSP Project Area has been indicated on ALUCP Exhibit IV-14 “14 CFR Part 77 Airport Imaginary Surfaces – North Side” (see [Attachment 6](#)), showing that the OPSP Project Area is located in an area where critical aeronautical surfaces are between approximately 400 and 500 feet, which is well above the proposed maximum building heights of approximately 270 feet, including rooftop elements, if a fifteen-story building were constructed.

The OPSP Project Area is within Airport Influence Area B of the ALUCP and is required to comply with policies and actions concerning maximum building heights, as included in the General Plan and Zoning Ordinance. Consultation with C/CAG and the Federal Aviation Administration (FAA) would be required prior to project construction, so the project applicant would be required to receive a determination of no hazard to air navigation as a condition of approval for a building permit for the proposed project.

Impacts to Migratory Birds from Buildings and Lighting

The 2011 OPSP Project EIR included an analysis of impacts to migratory birds from buildings and lighting and included the following mitigation measures to reduce the impact to less than significant:

Mitigation Measures

“Bio-10a: Lighting Measures to Reduce Impacts to Birds. During design of any building greater than 100 feet tall, the OPSP shall consult with a qualified biologist experienced with bird strikes and building/lighting design issues to identify lighting-related measures to minimize the effects of the building’s lighting on birds. Such measures, which may include the following and/or other measures, shall be incorporated into the building’s design and operation.

- Use strobe or flashing lights in place of continuously burning lights for obstruction lighting. Use flashing white lights rather than continuous light, red light, or rotating beams
- Install shields onto light sources not necessary for air traffic to direct light towards the ground.
- Extinguish all exterior lighting (i.e., rooftop floods, perimeter spots) not required for public safety.
- When interior or exterior lights must be left on at night, the operator of the buildings shall examine and adopt alternatives to bright, all-night, floor-wide lighting, which may include:
 - Installing motion-sensitive lighting.
 - Using desk lamps and task lighting.
 - Reprogramming timers.
 - Use of lower-intensity lighting.
- Windows or window treatments that reduce transmission of light out of the building shall be implemented to the extent feasible.

Bio-10b: Building Design Measures to Minimize Bird Strike Risk. During design of any building greater than 100 feet tall, the OPSP shall consult with a qualified biologist experienced with bird

strikes and building/lighting design issues to identify measures related to the external appearance of the building to minimize the risk of bird strikes. Such measures, which may include the following and/or other measures, shall be incorporated into the building’s design.

- Use non-reflective tinted glass.
- Use window films to make windows visible to birds from the outside.
- Use external surfaces/designs that “break up” reflective surfaces rather than having large, uninterrupted areas of surfaces that reflect, and thus may not appear noticeably different (to a bird) from the sky.”

Attachments:

2a. 2011 OPSP Project – Site Plan

2b. 2025 OPSP Project – Site Plan

2c. SSFMC 20.300.003 ALUCP Consistency

2d. ALUCP Exhibit IV-6 “Noise Compatibility Zones – Detail” (with OPSP Area highlighted)

2e. ALUCP Exhibit IV-3 “AIA B” w/Safety Compatibility Zones & OPSP Area highlighted)

2f. ALUCP Exhibit IV-14 “14 CFR Part 77 Airport Imaginary Surface North Side” (with OPSP Area highlighted)

<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>



MASTER PLAN PHASING - ORIGINAL ENTITLEMENT

OYSTER POINT, SOUTH SAN FRANCISCO
PHASE 3&4 PRECISE PLAN
December 19, 2025



fieldoperations DGA planning | architecture | interiors





MASTER PLAN PHASING - PROPOSED
OYSTER POINT, SOUTH SAN FRANCISCO
PHASE 3&4 PRECISE PLAN UPDATE
December 19, 2025

City of South San Francisco, CA
Wednesday, April 23, 2025

Title 20. Zoning

Division V. Citywide Standards

Chapter 20.300. LOT AND DEVELOPMENT STANDARDS

§ 20.300.003. Airport Land Use Compatibility Plan Consistency.

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

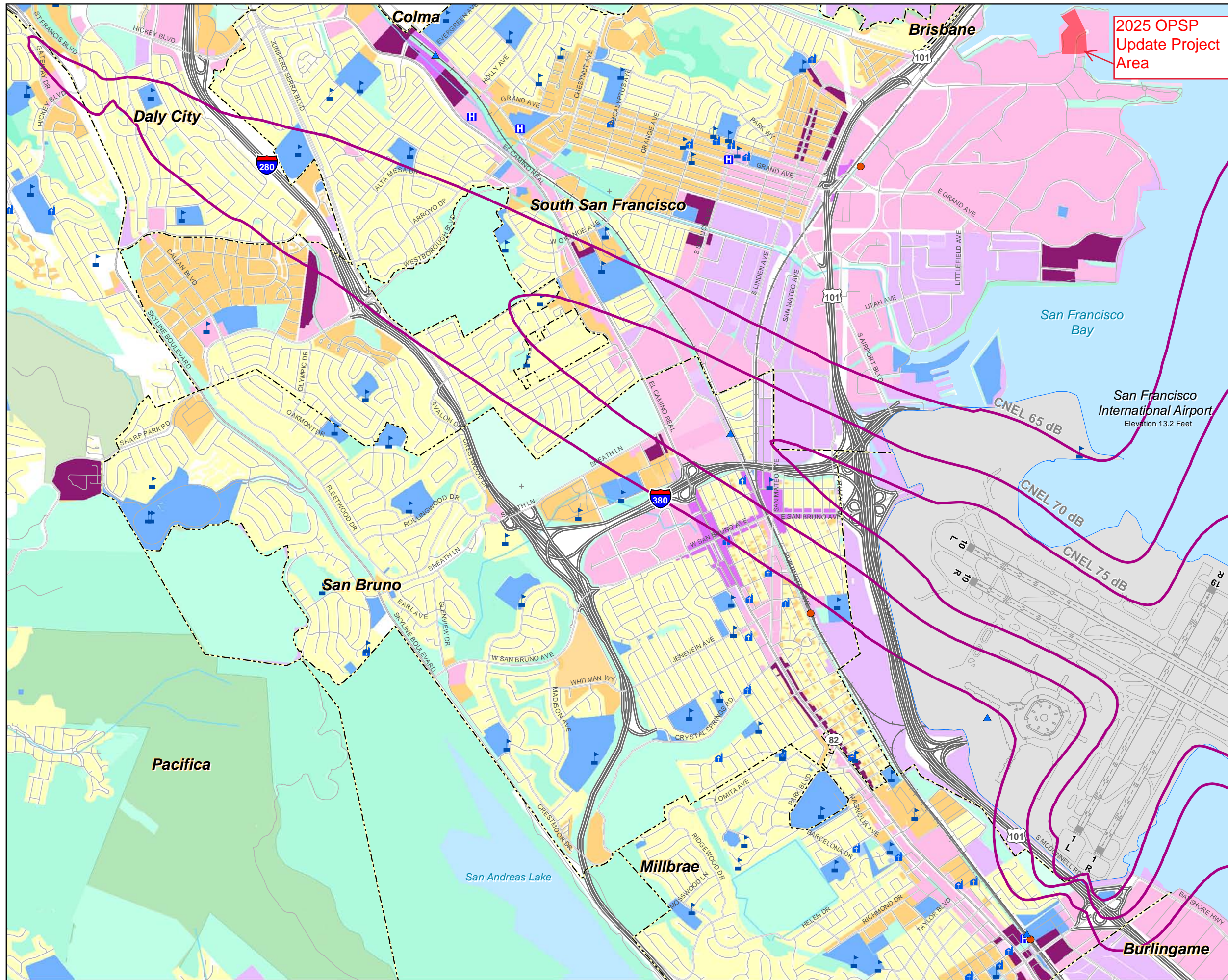
- A. **Airport Real Estate Disclosure Notices.** All new development is required to comply with the real estate disclosure requirements of State law (California **Business and Professions Code** Section 11010(b)(13)). The following statement must be included in the notice of intention to offer the property for sale or lease:

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

- B. **Airport Noise Evaluation and Mitigation.** All projects shall comply with the Noise Compatibility Policies of the ALUCP. Uses shall be reviewed per the Noise/Land Use Compatibility Criteria listed in Table IV-1 of the ALUCP. Projects shall also be evaluated for potential airport noise impacts if the project is located within the 65 CNEL contour line of San Francisco International Airport (as mapped in the ALUCP). All projects so located shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the ALUCP or South San Francisco General Plan, whichever is more restrictive. Unless otherwise precluded by State law, projects shall also be consistent with ALUCP Policy NP-4 Residential Uses within CNEL 70 dB Contour.
- C. **Avigation Easement.** Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the ALUCP) shall include the grant of an avigation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with ALUCP Policy NP-3 Grant of Avigation Easement.
- D. **Safety Compatibility Evaluation.** All uses must comply with Safety Compatibility Policies of the ALUCP. Project applicants shall be required to evaluate potential safety issues if the property is located within any of the Safety Compatibility Zones established in ALUCP Policy SP-1 and depicted in Exhibit IV-8 of the ALUCP. All projects located within a Safety Compatibility Zone shall be required to determine if the proposed land use is compatible with the Safety Compatibility Land Use Criteria as noted in ALUCP Policy SP-2 and listed in Table IV-2 of the ALUCP.

- E. **Airspace Protection Evaluation.** All projects shall comply with Airspace Protection Policies of the ALUCP.
1. **Notice of Proposed Construction or Alteration.** Building heights east of Highway 101, and buildings within the Business and Professional Office (BPO), Business Technology Park High (BTP-H), and Southline Campus Zoning Districts are allowed the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height.
 2. **Maximum Compatible Building Height.** Building heights east of Highway 101 and within the Business Professional Office and Business Technology Park -High zoning districts are allowed the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height.
 3. **Other Flight Hazards.** Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:
 - a. Sources of glare, such as highly reflective buildings, building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight.
 - b. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting.
 - c. Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of an aircraft in flight.
 - d. Sources of electrical/electronic interference with aircraft communications/navigation equipment.
 - e. 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.

(Ord. 1646 § 2, 2022; Ord. 1656, 6/12/2024)



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

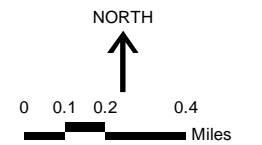


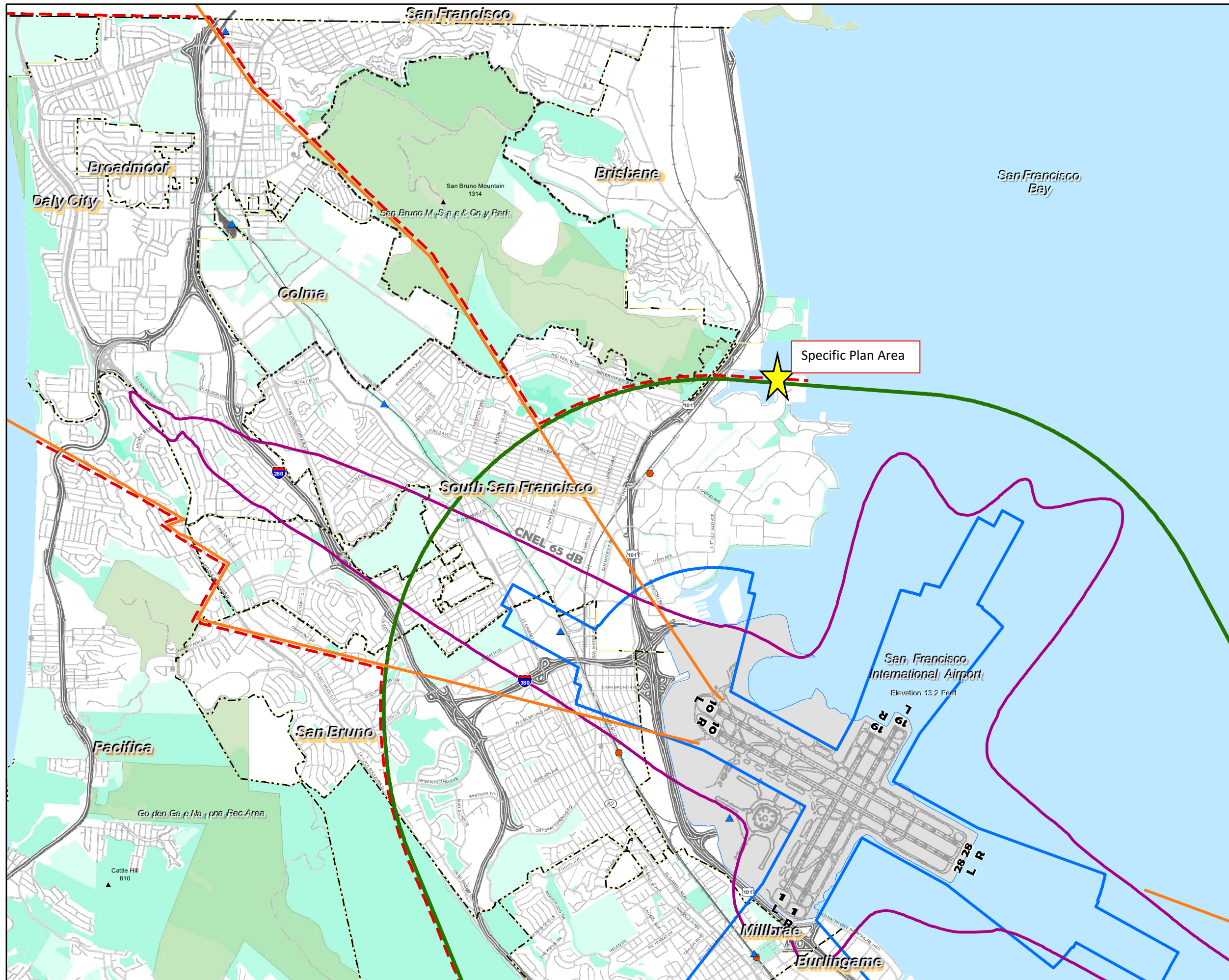
Exhibit IV-6

**NOISE COMPATIBILITY ZONES --
DETAIL**

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



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



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

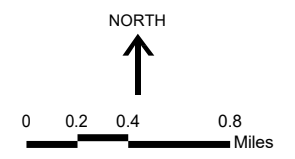
Sources:

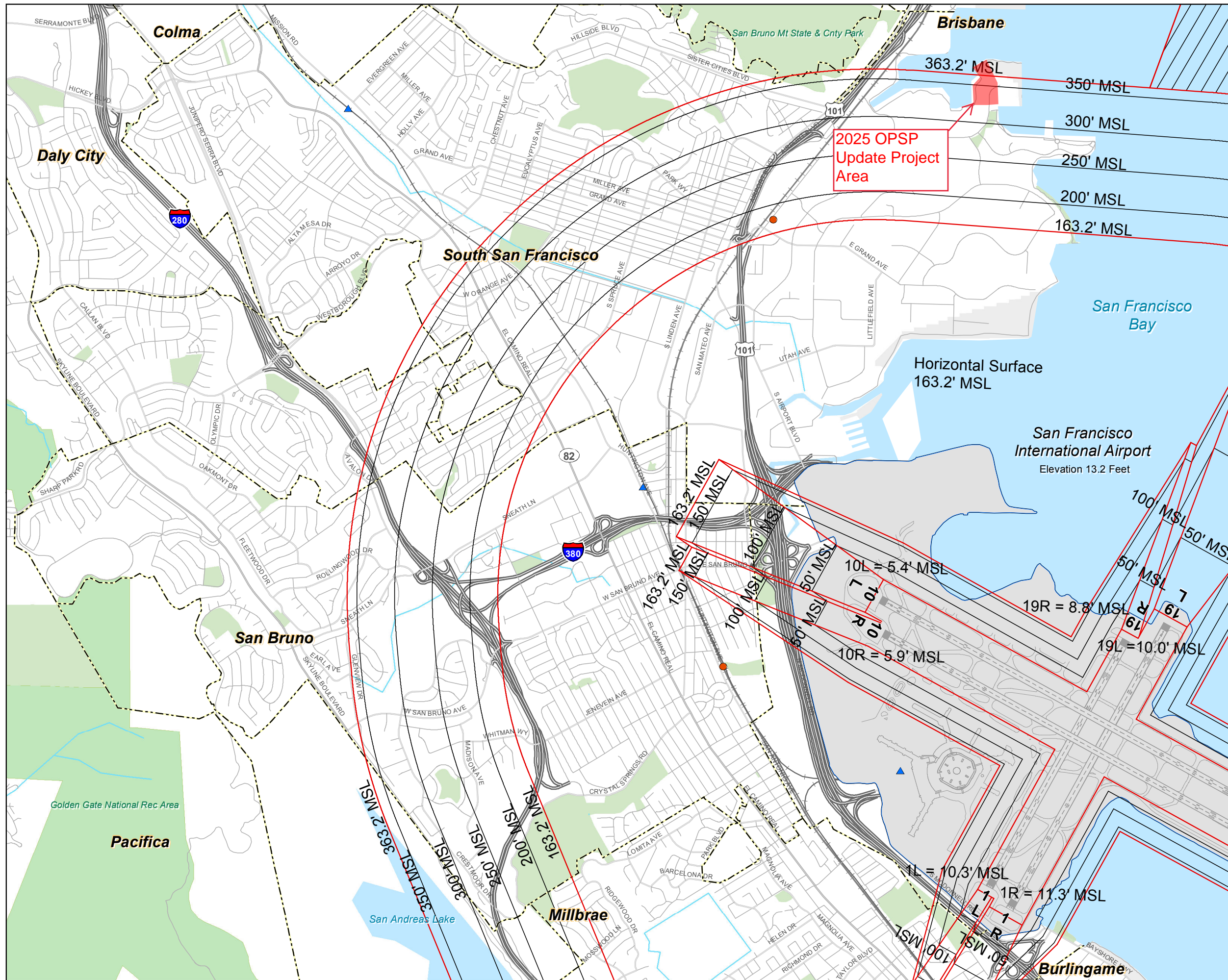
100:1 FAA Notification Zone: Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR Part 77, Subpart B, Section 77.9.

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

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

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

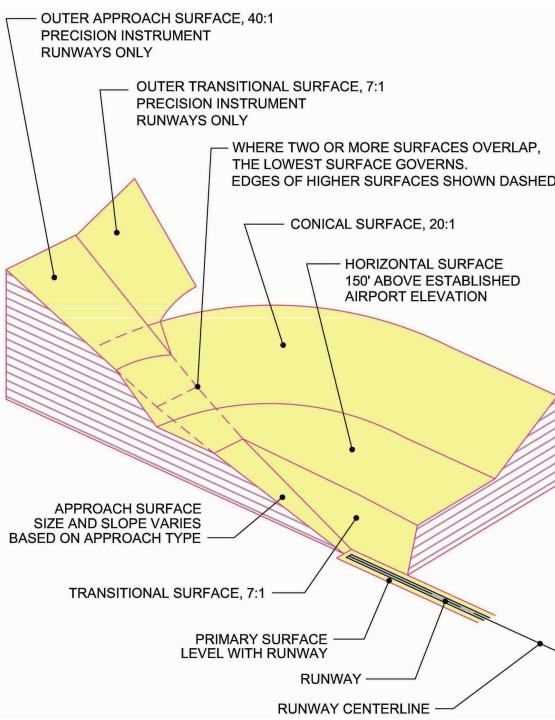




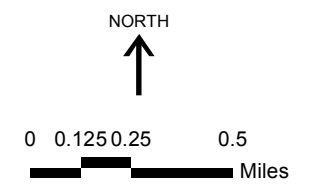
LEGEND

- 14 CFR Part 77 Civil Airport Imaginary Surfaces
- 100' MSL Elevation Contour, feet AMSL
- BART Stations
- CALTRAIN Stations
- Regional Park or Recreation Area
- Municipal Boundary
- Railroads
- Freeways
- Roads

Isometric Drawing of 14 CFR Part 77, Section 77.19 Civil Airport Imaginary Surfaces



Sources:
 14 CFR Part 77 Surfaces: City and County of San Francisco, Ricondo & Associates, Inc., 2010





March 9, 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 2025 Oyster Point Project Specific Plan Update

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 2025 Oyster Point Project Specific Plan (the Proposed Project) within the City of South San Francisco. We appreciate this opportunity to coordinate with the ALUC in evaluating the Proposed Project.

According to the application, the Proposed Project would develop remaining Phases 3D and 4D at an approximately 45-acre developer-owned site for office/research development space. The Proposed Project increases the maximum floor area ratio (FAR) from 1.25 to 2.0. The site is bounded by San Francisco Bay to the east, north and south, and portions of San Francisco Bay and Gull Drive to the west.

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.

NOISE AND SAFETY COMPATIBILITY AND AIRSPACE PROTECTION POLICIES

The Proposed Project site is located outside the Airport's 65 dB Community Noise Equivalent Level (dB CNEL) noise contour. Therefore, the project does not appear to be incompatible with the noise compatibility policies of the SFO ALUCP. The Airport would like to remind the project proponent that while the area is outside of any defined noise zones, it does experience frequent overflights, particularly at night, as a result of noise abatement procedures designed to avoid overflights of residential areas. The project proponent should take this into account as they develop the site.

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

S. Kalkin, C/CAG

March 9, 2026

Page 2 of 2

The proposed project appears to be located outside all Safety Compatibility Zones identified in the SFO ALUCP and therefore does not appear to be incompatible with the noise compatibility policies of the SFO ALUCP.

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 300 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 15 to 17 feet AMSL NAVD88. While the proposal does not specifically list heights of the new buildings, there is reference to proposed maximum building heights of approximately 270 feet. If the proposal remains consistent with these heights, 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 defined in 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 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.

* * *

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

Sincerely,

DocuSigned by:

Nupur Sinha

7D552AE6A4CE495...

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

Attachments:

A. SFO ALUCP Airspace Compatibility Policies

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

ATTACHMENT A

SFO ALUCP Airspace Compatibility Policies

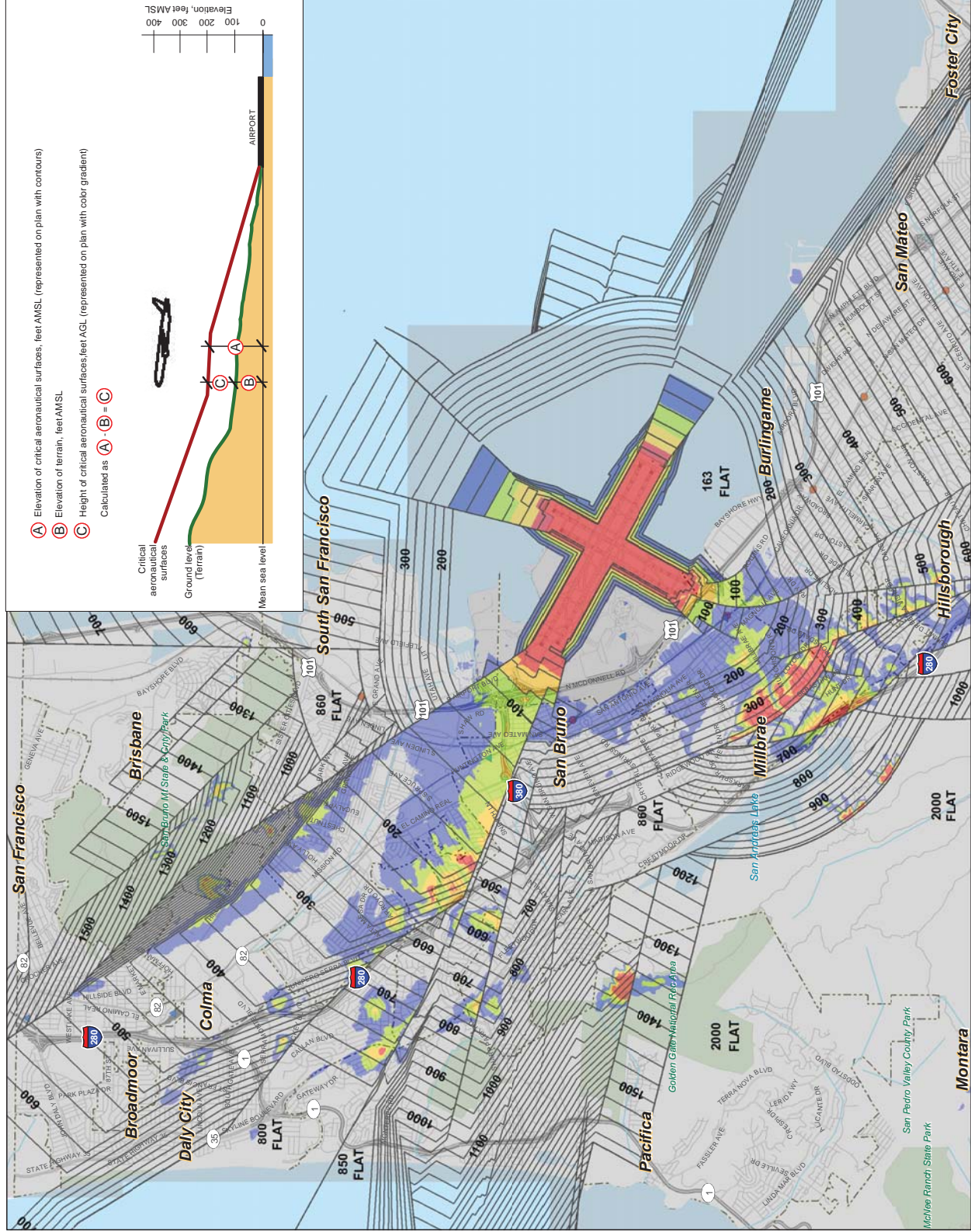


Exhibit IV-19, which is provided for information purposes only, depicts a profile view of the lowest critical airspace surfaces along the extended centerline of Runway 10L-28R – the TERPS Obstacle Departure Procedure (ODP) surface, representing standard all-engines departures, and the approximate OEI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

4.5.4 AIRSPACE PROTECTION POLICIES

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

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

AP-1.1 Local Government Responsibility to Notify Project Sponsors

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

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

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

AP-2 COMPLIANCE WITH FINDINGS OF FAA AERONAUTICAL STUDIES

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

AP-3 MAXIMUM COMPATIBLE BUILDING HEIGHT

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

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

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

AP-4 OTHER FLIGHT HAZARDS ARE INCOMPATIBLE

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

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

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

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

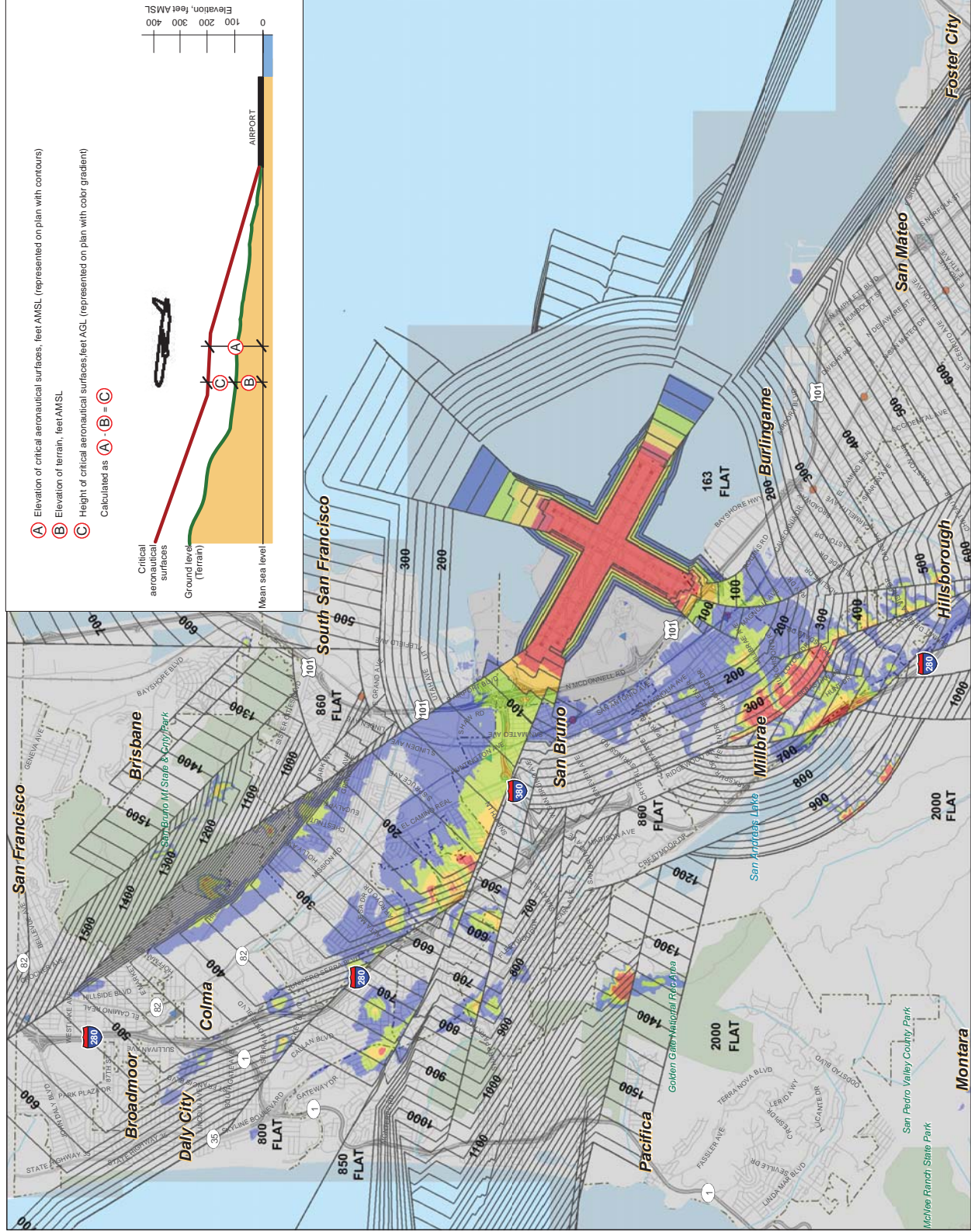
(f) Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, *Waste Disposal Sites On or Near Airports*, FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife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

4.5.5 iALP AIRSPACE TOOL

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

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

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



LEGEND

- A** — Elevation of critical aeronautical surfaces, feet Above Mean Sea Level (AMSL), North American Vertical Datum of 1988 (NAVD88)
- B** — Elevation of terrain, feet AMSL
- C** — Height of critical aeronautical surfaces/feet AGL (represented on plan with color gradient) Calculated as $A - B = C$

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 constitute a final determination of aeronautical 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 warranties 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, Notice of Proposed Construction or Alteration, 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-17
CRITICAL AERONAUTICAL SURFACES
 — NOR THWEST SIDE
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
CICAG
 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.

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