



San Francisco International Airport

August 19, 2013

John Swiecki, AICP
Community Development Director
City of Brisbane
50 Park Place
Brisbane, California 94005

RECEIVED

AUG 21 2013

Comm. Dev. Dept. Brisbane

Subject: Draft Environmental Impact Report for the Brisbane Baylands Project – City of Brisbane

Dear Mr. Swiecki:

Thank you for notifying San Francisco International Airport (SFO or the Airport) of the availability of a Draft Environmental Impact Report (DEIR) for the Brisbane Baylands Project (the Project). We appreciate this opportunity to coordinate with the City of Brisbane (the City) in considering and evaluating potential land use compatibility issues that this and similar projects may pose.

As discussed under Impact 4.I-1 in the DEIR, land use compatibility of proposed projects within the environs of SFO is governed by the Airport Land Use Compatibility Plan (ALUCP) for SFO, which was adopted by the City/County Association of San Mateo County (C/CAG) in November 2012. Proposed projects located within the Airport Influence Area are subject to the policies of the ALUCP.

The Project Site is located in Airport Influence Area A, which includes the entirety of San Mateo County. The narrative for Impact 4.G-5 of the DEIR incorrectly states that the project site is not located in an airport land use plan area. Although the Project is not subject to the specific noise, safety, and airspace protection policies applicable to Airport Influence Area B, which is a subarea within Area A, there are select policies that apply to the Project. Within Area A, the real estate disclosure requirements of state law apply, as stated in ALUCP Policy IP-1. Property owners are required to provide real estate disclosure regarding airport impacts.

With respect to noise compatibility, the Project Site is located outside of the projected 2020 CNEL 65 dB noise contour. The noise compatibility policies of the ALUCP do not apply to areas outside the CNEL 65 dB noise contour. Under Noise Impact 4.J-5, the DEIR, therefore, concludes that noise exposure of future residents and workers under all development scenarios is less than significant. The DEIR notes, however, that the City of Brisbane consistently generates the highest number of noise complaints and complainants from single event aircraft noise (with more than one half of the 1,331 noise complaints received by SFO in September and October 2012 received from Brisbane residents). Complaints from Brisbane residents continue to be received by the Airport. The most recent Airport Director’s Report for the month of June 2013 reports that 984 of 1,479 total calls were received by the SFO Aircraft Noise Abatement Office from 20 unique individuals in Brisbane.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

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The Federal Aviation Administration (FAA) requires notification of proposed construction for any project that may have a potential effect on air navigation facilities, pursuant to CFR Title 14 Part 77.9, as discussed under Impact 4.I-1 of the DEIR. 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.

Please include SFO Planning and Environmental Affairs on the distribution of the Final EIR. The Airport appreciates your consideration of these comments. If I can be of assistance as the City considers airport land use compatibility as they relate to this project or future projects, please do not hesitate to contact me at (650) 821-7867 or at john.bergener@flysfo.com.

Sincerely,



John Bergener
Airport Planning Manager
Bureau of Planning and Environmental Affairs

cc: Nixon Lam, SFO BPEA
Bert Ganoung, SFO ANAO
Dave Carbone, San Mateo County Airport Land Use Committee