

# C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park  
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

## *AIRPORT LAND USE COMMITTEE (ALUC)*

### *AGENDA*

**Date:** Thursday, February 22, 2018

**4:00 p.m.**

**Place:** Burlingame City Hall  
501 Primrose Road  
Burlingame, California  
Council Chambers

- |  |  |         |
|--|--|---------|
| 1. Call to Order/Roll Call   | Action<br>(Ortiz)                      |         |
| 2. Public Comment on Items not on the Agenda   | Limited to 3<br>minutes per<br>speaker |         |
| 3. Approval of Minutes – September 28, 2017  | Action<br>(Ortiz)                      | Page 1  |
| 4. SFO Comprehensive Airport Land Use Compatibility<br>Plan Consistency Review – Amendments to the Oyster<br>Point Specific Plan, South San Francisco General Plan<br>and Zoning Ordinance related to the 2017 Oyster Point<br>Specific Plan Update. | Action<br>(Kalkin)                     | Page 3  |
| 5. Election of Officers for Calendar Year 2018   | Action<br>(Kalkin)                     | Page 22 |
| 6. 2018 ALUC Meeting Calendar  | Action<br>(Kalkin)                     | Page 24 |

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

If you have any questions regarding the C/CAG Airport Land Use Committee Meeting Agenda, please contact Susy Kalkin at 650-599-1467 or Sandy Wong at 650-599-1409.

*NOTE: Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Mima Guilles at 650 599-1406, five working days prior to the meeting date.*



**Airport Land Use Committee (ALUC)**  
**Meeting Minutes**  
**September 28, 2017**

**1. Call to Order**

Chair Ortiz called the Airport Land Use Committee (ALUC) Meeting to order at 4:00 pm. Attendance sheet is attached.

**2. Public Comment On Items Not On The Agenda**

None

**3. Minutes of the August 24, 2017 Meeting**

Motion: Member Sylvester moved, and member Masur seconded, for the approval of the August 24, 2017 minutes. Motion carried 7/0, with member O’Connell abstaining.

\*Committee Member (Alternate) Schneider arrived at 4:07

**4. San Carlos Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of Belmont 2035 General Plan Update, Phase I Zoning, Belmont Village Specific Plan and Belmont Village Zoning (Action item)**

Susy Kalkin, C/CAG staff, presented the staff report, requesting the ALUC recommend that the C/CAG Board, acting as the Airport Land Use Commission, determine Belmont’s collective update conditionally consistent with the San Carlos ALUCP.

Committee member Williams requested additional information regarding the process to override an ALUC determination as discussed in the report. Ms. Kalkin clarified that the override procedures are established in state law, but staff felt the recommended text amendment to reference the override process in Belmont’s General Plan policy would serve to add clarity.

Richard Newman noted that regardless of the official noise contours, future residents will likely be bothered by airport noise. He requested the Committee consider including a request to Belmont that they require an aviation easement be granted to the San Carlos Airport as a condition of approval for any residential projects.

Motion: Member Schneider moved, and member Ibarra seconded, to approve staff’s recommendation. Motion carried unanimously (9-0).

**5. Member Communications**

None

**6. Adjournment**

The meeting was adjourned at 4:28 pm.

**2017 C/CAG Airport Land Use Committee Attendance Report**

<b>Name</b>	<b>Agency</b>	<b>Aug 2017</b>	<b>Sept 2017</b>			
Terry O'Connell	City of Brisbane		X			
Ricardo Ortiz	City of Burlingame	X	X			
Glenn Sylvester	City of Daly City	X	X			
Herb Perez	City of Foster City					
Deborah Penrose	City of Half Moon Bay					
Ann Oliva	City of Millbrae		Y			
Shelly Masur	City of Redwood City	X	X			
Ken Ibarra	City of San Bruno	X	X			
Ron Collins	City of San Carlos	X	X			
Don Horsley	County of San Mateo and Aviation Representative					
Liza Normandy	City of South San Francisco	X	X			
Adam Kelly	Aviation Representative					
Dave Williams	Half Moon Bay Airport Pilots Association	X	X			

X - Committee Member Attended

Y – Designated Alternate Attended

**Staff and guests in attendance for the September 28, 2017 meeting:** Sandy Wong, Susy Kalkin, Sara Muse, John Bergener, Brian Branscomb, and Richard Newman.



## C/CAG AGENDA REPORT

Date: February 22, 2018

To: Airport Land Use Committee

From: Susy Kalkin

Subject: SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – Amendments to the Oyster Point Specific Plan, South San Francisco General Plan and Zoning Ordinance Related to the 2017 Oyster Point Specific Plan Update

(For further information or response to questions, contact Susy Kalkin at 650-599-1467 or [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org))

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### RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed amendments to the Oyster Point Specific Plan (OSPS), South San Francisco General Plan and Zoning Ordinance related to the 2017 Oyster Point Specific Plan update are consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP) subject to the following condition:

- 1) Add appropriate text to indicate that the planning area is located within Airport Influence Area A for San Francisco International Airport, the area where real estate disclosure requirements apply. Section 11010 of the California Business and Professions Code requires that if a subdivided property for sale or lease is within and “airport influence area” designated by the Airport Land Use Commission, a statement must be included in the notice of intention to offer the property for sale stating the vicinity of an airport to the property, and it may be subjected to annoyances associated with proximity to airport operations such as noise, vibrations, or odors.

### BACKGROUND

California Government Code Section 65302.3 states that a local agency General Plan and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). The City of South San Francisco has referred the subject amendments to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

South San Francisco adopted the Oyster Point Specific Plan and related General Plan and Zoning Ordinance amendments (Plan) in 2011. Prior to City adoption, the policy documents were submitted for ALUC and C/CAG airport land use compatibility review, and found at that time to be compatible with the 1996 ALUP.

In general, the existing Specific Plan calls for up to 2.25M square feet of office/research and development space, ancillary retail/restaurant use, up to 350 hotel rooms, outdoor recreation space and various bayfront and circulation system improvements on the 85-acre specific plan area, located in the northeast area of South San Francisco in and around Oyster Point Marina. The City is currently considering modifications to the Specific Plan, along with related amendments to its General Plan and Zoning Ordinance, to adjust the land use mix on a portion of the site to introduce high density residential use, prompting this airport land use compatibility review.

## **DISCUSSION**

As shown in Attachment 1, the 2017 OPSP Project affects the northern approximately 35 acres of the overall 85-acre Oyster Point Specific Plan area that was approved in 2011. The subject area is identified on the attachment as Phases II, III & IV. The 2011 Plan envisioned up to 1.75M square feet of office/research & development within these phases, together with ancillary retail/restaurant space. The 2017 OPSP Update proposes changing the land use designation on Phases III and IV from Office/Research and Development to Mixed Use Development, to allow for the construction of up to 1,191 residential units and 22,000 square feet of retail space. The Phase II area would remain Office/Research and Development, but would allow for additional square footage, up to 1,07M sq. ft., including approximately 28,000 square feet of flexible-use retail/amenity space.

South San Francisco has historically not allowed residential development in the areas east of US 101, and therefore in order to approve this Plan Amendment the City must amend various related land use and zoning policies as outlined in the application materials.

### **I. ALUCP Consistency Evaluation**

Three sets of airport/land use compatibility policies in the SFO ALUCP relate to South San Francisco's 2017 Oyster Point Specific Plan (OPSP) Update: (a) noise compatibility policies and criteria, (b) safety policies and criteria, and (c) airspace protection policies. The following sections address each issue.

#### **(a) Noise Policy Consistency Analysis**

The Community Noise Equivalent Level (CNEL) 65 dB aircraft noise contour defines the threshold for aircraft noise impacts established in the SFO ALUCP, as depicted on Attachment 2. Since the Oyster Point Specific Plan Area is located outside of the 65dB CNEL noise contour, the noise policies would not apply, and therefore the OPSP Update would be consistent with the noise compatibility policies of the SFO ALUCP.

However, as John Bergener, SFO Planning Director, points out in the attached letter to South San Francisco (Attachment 3), that while the OPSP area lies outside of the Airport's 65 dB CNEL noise contour, since South San Francisco has historically not allowed residential uses east of Highway 101, the Airport has developed and operated noise abatement departure procedures based on that premise. These operational procedures have flight patterns over of near Oyster Point for aircraft heading south and southeast, and may result in noise disturbances for any future residential developments.

**(b) Safety Policy Consistency Analysis**

**Runway Safety Zones** - The SFO ALUCP includes five sets of safety zones and related land use compatibility policies and criteria. However, as shown on Attachment 4, the Oyster Point Specific Plan Area is located far outside of the safety zones established in the SFO ALUCP, and therefore compatibility with proposed safety zones is not relevant to this proposed land use policy action.

**(c) Airspace Protection Policy Consistency Analysis**

The SFO ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), “Objects Affecting Navigable Airspace,” as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Francisco International Airport. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the navigable airspace, and (3) the initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of the proposed construction or alteration of structures on the subject airspace.

The Oyster Point Specific Plan area is located within the FAR Part 77 airspace protection surfaces for San Francisco International Airport (see Attachment 5).

The City of South San Francisco includes the following policies related to building heights within the East of 101 Area generally and the Oyster Point Specific Plan area specifically:

*General Plan Implementing Policy 3.5-I-4* – “Unless otherwise stipulated in a specific plan, allow building heights in the East of 101 area to the maximum limits permissible under Federal Aviation Regulations Part 77.”

*Zoning Ordinance* – Table 20.230.004(1) OPSP Development Standards – “Building heights allowed to maximum height limits permissible under Federal Aviation Regulations Part 77”

Additionally, Conditions of Approval that were adopted for the 2011 OPSP project include the following condition related to the height restrictions, which will continue to be applied to the 2017 OPSP Update:

*Adopted Condition of Approval A-14* – Prior to issuance of a building permit, the developer shall provide evidence of compliance with FAA requirements regarding construction within the FAR Part 77 conical zone.

**Other Flight Hazards** - Certain land use characteristics are recognized as hazards to air navigation and are prohibited within the C/CAG land use policy review area (AIA B). These characteristics include the following:

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- Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight
- Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting
- Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight
- Sources of electrical/electronic interference with aircraft communications/navigation equipment
- Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including but not limited to *FAA Order 5200.5A, Waste Disposal Site On or Near Airports* and *FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports* and any successor or replacement orders or advisory circulars.

The 2011 OPSP EIR included an analysis of impacts to migratory birds from buildings and lighting; this analysis was updated in the 2017 OPSP Update EIR, and the previously identified mitigation measures were slightly revised to ensure that all buildings constructed within the area would require consultation with a qualified biologist experienced with bird strikes and building/lighting design.

Mitigation measures include the following:

**Lighting Measures to Reduce Impacts to Birds.** During design, the Applicant 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, the Applicant 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.

- Minimize the extent of glazing.
- Use low-reflective glass.
- Use window films, mullions, blinds, or other internal or external features to “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, vegetation or the sky.

In addition, the South San Francisco General Plan provides the following direction applicable to all parts of the City:

*Policy 8.7-I-1 Do not permit land uses that pose potential hazards to air navigation in the vicinity of SFO. These land uses include the following:*

- Any use that would direct a steady or flashing light of white, red, green or amber color towards an aircraft engaged in an initial straight climb following takeoff or toward a landing, other than FAA-approved navigational lights;
- Any use that would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing;
- Any use that would generate smoke or rising columns of air;
- Any use that would attract large concentrations of birds within approach and climbout areas; and
- Any use that would engage electrical interference that may interfere with aircraft communications or aircraft instrumentation.

Accordingly, the proposed 2017 Oyster Point Specific Plan Update, including General Plan and Zoning Ordinance amendments, which specifically identify measures to ensure compliance with ALUCP areas of concern regarding airspace protection, would be consistent with the SFO ALUCP airspace protection policies.

## **II. Airport Influence Area A – Real Estate Disclosure Area**

The *Oyster Point Specific Plan* area is located within both the Airport Influence Area (AIA) A & B boundaries for San Francisco International Airport. Within Area A, which includes all of San Mateo County, the real estate disclosure requirements of state law apply. The law requires a statement to be included in the property transfer documents that (1) indicates the subject property is located

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within an airport influence area (AIA) boundary and (2) that the property may be subject to certain impacts from airport/aircraft operations. The statement reads as follows:

“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, 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 if they are acceptable to you.”

ALUC staff recommends that the *Oyster Point Specific Plan* include appropriate text to reference this requirement.

**ATTACHMENTS**

1. ALUCP application, together with related project description and exhibits.
2. SFO CNEL Noise Contours
3. Letter dated Jan. 30, 2018 from John Bergener, SFO Planning Director
4. SFO Safety Zones
5. 14 CFR Part 77 Airport Imaginary Surfaces for SFO



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: 2017 OYSTER POINT SPECIFIC PLAN UPDATE + PHASE III D-A PRECISE PLAN		
Address: 375-389 OYSTER POINT BLDG		APN:
City: SSF	State: CA	ZIP Code: 94080
Staff Contact: BILLY GROSS	Phone: 650-877-8535	Email: BILLY.GROSSE@SSF.NET

PROJECT DESCRIPTION

2017 OPSP UPDATE PROJECT - PHASES I-II WOULD CONTINUE TO BE CONSTRUCTED AS OFFICE/R/D, WITH UP TO 1.5 MILLION SQ. FT. AND 50,000+ COMMERCIAL. PHASES III-IV WOULD INCLUDE UP TO 1,191 RESIDENTIAL UNITS, 22,000 # OF COMMERCIAL, AND BAY TRAIL/ OPEN SPACE IMPROVEMENTS. SEE ATTACHED PROJECT DESCRIPTION FOR DETAILED DISCUSSION.

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.

## **C/CAG Application for Land Use Consistency Determination – Supplemental Information**

**AGENCY NAME:** City of South San Francisco

**PROJECT NAME:** 2017 Oyster Point Specific Plan (OPSP) Update & Phase III D-A Precise Plan

### **PROJECT DESCRIPTION**

#### **2011 Oyster Point Redevelopment Project Overview**

In 2011, the South San Francisco City Council approved the Oyster Point Redevelopment project; staff is referring to this as the 2011 OPSP project (see Attachment 1 for a plan view). As currently approved, the 2011 OPSP project includes 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 (ID, IID, IIID and IVD). 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 IC and IIC). 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.

- **Phase IC** includes infrastructure and open space improvements across approximately 25 acres. Infrastructure improvements include new streets and utilities, clay cap repairs over the existing landfill, and reconfigured parking areas. Open space improvements include new open space recreation areas, beach/park areas, Bay Trail and Palm Promenade, and rough grading and hydroseeding of the future Hotel Site. The applicant broke ground on this portion of the project in November 2017.
- **Phase ID** will include the repair and remediation of the existing landfill on the property, and the construction of a new 508,000 sq. ft. of Office/R&D buildings on a site of approximately 10 acres.
- **Phases IID-IVD** were proposed to include a maximum 1,750,000 sq. ft. of Office/R&D buildings, as well as new infrastructure and open space improvements consisting of the continuation of the new streets, sidewalks and utilities from Phase IC, a new sewer pump station, bicycle facilities, shuttle bus stops, and new open spaces including courtyards, plazas, pocket parks, and Bay Trail improvements along the Oyster Cove Marina shoreline.
- **Phase IIC** includes the public areas at the eastern end of the Oyster Point Marina, and the 2011 approvals included landscape, parking and landfill cap improvements.

#### **2017 Oyster Point Specific Plan Update Project Overview**

In March 2017, the project applicant submitted a preliminary application that would supplement and amend the 2011 entitlements related to Phases IID-IVD; staff is referring to this application as the 2017 Oyster Point Specific Plan (OPSP) Update (see Attachment 2 for a plan view). The main amendment is the introduction of a residential component, instead of office/R&D, in the Phase 3-4 area. The overall Phasing discussed above would be altered as follows:

- **Phases IC and ID** would have no changes.



- **Phase IID** proposes approximately 1,070,000 sq. ft. of Office/R&D buildings including approximately 28,000 sq. ft. of retail, amenity and/or flex-use space. Phase IID would be consistent with the Oyster Point Specific Plan, but will require a future Precise Plan that outlines the detailed design of the project.
- **Phases IIID-IVD** proposes a mixed-use program including approximately 1,200 residential units and 22,000 sq. ft. of retail, amenity and/or flex-use space. The residential development would include both for-sale and rental units, and would be clustered in six or seven buildings that would be designed to promote a neighborhood feel. Public realm improvements would be consistent with those approved in the 2011 entitlements.

The 2017 OPSP Update will require the following entitlements that are subject to a Land Use Consistency Determination:

- General Plan Amendment (to allow residential uses in the Oyster Point Specific Plan area)
- Zoning Ordinance Amendment (to incorporate residential uses in the Oyster Point Specific Plan District)

An environmental document has been prepared for the 2017 OPSP Update project - the *Oyster Point Specific Plan Update and Details for Phase II, III & IV Draft Subsequent Environmental Impact Report* (DSEIR). Excerpts from the DSEIR are included in some of the discussion areas below. Because the DSEIR tiers off of the 2011 OPSP project environmental document, the DSEIR includes a discussion of how each impact and mitigation applies to the 2017 OPSP Update, does not apply, or has been revised from the analysis and findings in the 2011 EIR. In instances where mitigation measures are proposed to be revised, the revisions are indicated in ~~strikeout~~/underline format, with ~~strikeout~~ text being removed, and underline text being inserted.

## **DISCUSSION OF RELATIONSHIP TO AIRPORT LAND USE COMPATIBILITY**

### **Noise**

ALUCP Exhibit IV-8 “Noise Compatibility Zones – Detail” is attached (Attachment 3), and the 2017 OPSP Update Project Area that is subject to the proposed amendments is indicated in the map. As indicated on the map, and referenced in DSEIR, the OPSP area remains well outside of the airport’s noise-affected 65 dBA CNEL noise contour.

*Oyster Point Specific Plan Update and Details for Phase II, III & IV DSEIR Reference:  
Chapter 14 – Noise, page 14-5.*

#### “Existing Noise Environment

While the noise environment has not changed substantially from that assessed in the 2011 EIR, the existing noise setting has been reassessed to provide updated and detailed information for residential development. Details of the existing noise environment are summarized below and included in full in Appendix H.

A noise monitoring survey was conducted between March 13 and March 16, 2017 at several locations within the Project vicinity to quantify the acoustic environment and provide qualitative descriptions of the dominant and minor sources of noise at each location. The noise environment at the site results primarily from local traffic noise generated along arterial streets and U.S. 101, and aircraft over flights associated with San Francisco International Airport. The nearest runway of the San Francisco International Airport is located approximately 2.2 miles south of Oyster Point.

CNEL levels in the 2017 OPSP Update area range from highs up to 69 near Oyster Point Boulevard to lows of 58 to 61 farther from the roadway.”

*Oyster Point Specific Plan Update and Details for Phase II, III & IV DSEIR Reference:  
Chapter 14 – Noise, page 14-10.*

“Aircraft Noise

*Same Conclusion (conclusion remains LTS): The 2017 OPSP Update would not change Impact Noise-6 or the less-than-significant conclusion as the site is outside the area significantly impacted by aircraft noise, which has not changed since the 2011 OPSP.*

The airport land use plan for San Francisco International Airport has been updated since the 2011 EIR, but the OPSP area remains well outside the airport’s noise-affected 65 dBA CNEL noise contour. The exterior noise environment at the OPSP area resulting from aircraft would be considered compatible with proposed uses.”

### **Safety**

The OPSP Area is located outside of all five of the Safety Compatibility Zones identified in the ALUCP. The DSEIR also includes a discussion of compatibility with the airport land use plan, and if the project would result in a safety hazard for people residing or working in the project area. Following is the specific reference from the document.

*Oyster Point Specific Plan Update and Details for Phase II, III & IV DSEIR Reference:  
Chapter 11 –Hazardous Materials, page 11-4.*

“AIRPORT LAND USE PLAN

*Same Conclusion, Revised Statements (conclusion remains LTS): The wording of Impact Haz-7 has been revised to remove wording relating to the previous airport land use plan, which has been revised since the 2011 EIR. The 2017 OPSP Update would not change the less-than-significant conclusion, as the increased building heights under the 2017 OPSP Update remain within height levels considered safe in relation to the airport.*

**Revised Impact Haz-7 Airport Land Use Plan.** The OPSP would be located within the jurisdiction of the Airport Land Use Plan for the San Francisco International Airport. ~~According to the East of 101 area plan, the most stringent height limits in South San Francisco are south of Forbes Boulevard and Lindenville (the area between Railroad Avenue, South Spruce Avenue, and San Mateo Avenue), which is south of the site. Federal Aviation Regulations, Part 77, limits building heights to an elevation of 161 feet above mean sea level, approximately 12 to 14 stories, in the most restricted areas, increasing at a slope of 20:1 to a height of 361 feet above mean sea level. Since the tallest building portion would not exceed 161 feet in height, Building heights~~ in the OPSP would be in compliance with the Airport Land Use Plan. The impact of the OPSP on the Airport Land Use Plan is less-than-significant with no mitigation warranted.”

### **Airspace Protection**

#### **Building Heights**

ALUCP Exhibit IV-14 “14 CFR Part 77 Airport Imaginary Surfaces – North Side” is attached (Attachment 4), and the 2017 OPSP Update Project Area that is subject to the proposed amendments is indicated in the exhibit. As

indicated on the map, and referenced in the DSEIR, the OPSP area is located far enough north of the airport so that maximum heights are significant.

The City of South San Francisco includes the following general policies related to limiting building heights within the East of 101 Area generally and the Oyster Point Specific Plan area specifically:

*General Plan Implementing Policy 3.5-1-4* – “Unless otherwise stipulated in a specific plan, allow building heights in the East of 101 area to the maximum limits permissible under Federal Aviation Regulations Part 77.”

*Zoning Ordinance – Chapter 20.230 Oyster Point Specific Plan*  
Table 20.230.004(1) Development Standards

Standard	Requirement	Additional Regulations
<b>Building Form and Location</b>		
Maximum Height (ft)	Building heights allowed to maximum height limits permissible under Federal Aviation Regulations Part 77	See Section 20.300.006 Height and Height Exceptions

The Conditions of Approval that were adopted for the 2011 OPSP project included the following specific condition related to the height restrictions:

*Adopted Condition of Approval A-14* – Prior to issuance of a building permit, the developer shall provide evidence of compliance with FAA requirements regarding construction within the FAR Part 77 conical zone.

All applicable Conditions of Approval from the 2011 OPSP project, including A-14, will be cited as continuing to be applicable to the 2017 OPSP Update project if approved.

*Impacts to Migratory Birds from Buildings and Lighting*

The 2011 OPSP EIR included an analysis of impacts to migratory birds from buildings and lighting; this analysis was updated in the 2017 OPSP Update EIR, and the previously identified mitigation measures were slightly revised to ensure that all buildings constructed within the area would require consultation with a qualified biologist experienced with bird strikes and building/lighting design. Following is the specific language proposed in the mitigation measures; implementation of these measures would reduce the impact to less than significant:

*Oyster Point Specific Plan Update and Details for Phase II, III & IV DSEIR Reference:  
Chapter 7 – Biological Resources, pages 7-9 & 10.*

“Mitigation Measures

**Revised Bio-10a: Lighting Measures to Reduce Impacts to Birds.** During design of any building greater than 100 feet tall, the OPSP Applicant 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.

**Revised Bio-10b: Building Design Measures to Minimize Bird Strike Risk.** During design of any building greater than 100 feet tall, the OPSP Applicant 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.

- Minimize the extent of glazing.
- Use low-reflective glass.
- Use window films, mullions, blinds, or other internal or external features to “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, vegetation or the sky.
- ~~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:

1. 2011 OPSP Project – Site Plan
2. 2017 OPSP Update Project – Site Plan
3. ALUCP Exhibit IV-8 “Noise Compatibility Zones – Detail” (with OPSP Area highlighted)
4. ALUCP Exhibit IV-14 “14 CFR Part 77 Airport Imaginary Surfaces – North Side” (with OPSP Area highlighted)

# 2011 OPSP Project

## OYSTER POINT 2011 SPECIFIC PLAN



# 2017 OPSP Update Project

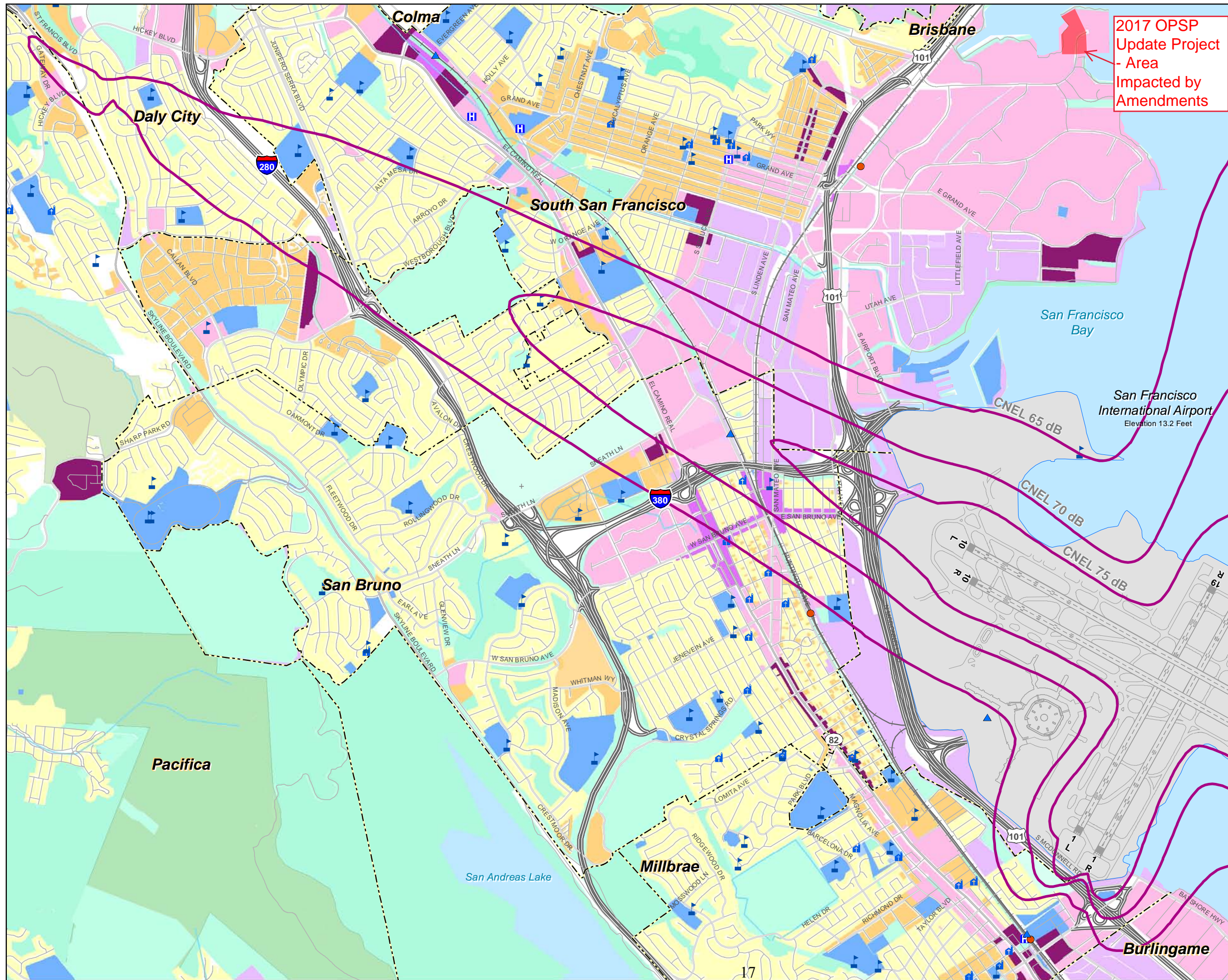
**OYSTER POINT  
2017 SPECIFIC PLAN**



Program	Phase	GFA
Office R&D	I	508,000
	II	1,042,000
Residential	III, IV	1,450,000
Retail		50,000
<b>Total</b>		<b>3,050,000</b>







**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:**

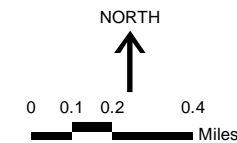
Noise Contour Data:  
 - Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport. URS Corporation and BridgeNet International, June 2011

**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



Attachment 2

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





January 30, 2018

Mr. Billy Gross  
Senior Planner  
Planning Division, City of South San Francisco  
P.O. Box 711  
South San Francisco, CA 94083

**Subject: Notice of Availability of the Draft Subsequent Environmental Impact Report for the 2017 Oyster Point Specific Plan Update – City of South San Francisco**

Dear Mr. Gross:

Thank you for notifying San Francisco International Airport (SFO or the Airport) of the availability of the Draft Subsequent Environmental Impact Report (Draft SEIR) for the 2017 Oyster Point Specific Plan (OPSP) Update. This Draft SEIR includes revisions to the 2011 OPSP of land uses at Phases III and IV and the addition of project-level detail for Phases II, III, and IV. Areas within the OPSP that are outside of these areas are unaffected by the Update and remain as proposed under the 2011 OPSP and analyzed in the 2011 EIR, which Airport staff has previously reviewed. The Airport submitted a letter during the Draft EIR process noting any land use compatibility issues for the sites addressed within the OPSP. We appreciate the continued opportunity to provide input on the environmental review of areas covered under the Draft SEIR, and coordinate with the City of South San Francisco (the City) in considering and evaluating potential land use compatibility issues that these revisions may pose for the Airport.

As described in the Draft SEIR, the 2017 OPSP Update proposes changing the land use of the northern-most portion of the OPSP Area (Phases III and IV) from Office/Research and Development to Mixed Use Development, to allow for the construction of a new mixed-use community with up to 1,191 residential units and 22,000 square feet of retail space. The Phase II area remains Office/Research and Development, however the area is proposing higher development than previous at 1,070,000 square feet, including approximately 28,000 square feet of flexible-use retail/amenity space. The proposed update affects approximately 35 acres of the 85 acre OPSP area.

As noted in the Draft SEIR, the OPSP area is subject to the policies of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). The ALUCP addresses issues related to compatibility between airport operations and proposed new land uses and developments, considering noise impacts, safety of persons on the ground and in flight, height restrictions/airspace protection, and overflight notification. The updates within the Draft SEIR correctly state that the OPSP is located within the jurisdiction of the ALUCP, and therefore building heights must be in compliance with the ALUCP, which is to maintain heights below defined critical airspace clearance surfaces. Therefore, the finished height of proposed new developments within the Phase III and IV sites should be maintained below these limits.

With regard to noise impacts, while the OPSP area lies outside of the Airport’s 65 dB CNEL noise contour, as the City’s General Plan Policy 3.5-I-3 states that no residential uses would be permitted east of Highway 101, historically the Airport has developed and operated noise abatement departure procedures based on this premise. The 2011 OPSP stated that the proposed uses developed at the site would be exposed to intermittent aircraft noise, but that the exterior noise environment is compatible with proposed sensitive uses. However, with the proposed land use changes to include residential uses, the Airport recommends that the less-than-significant impact that remains in the 2017 update be revisited.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

LARRY MAZZOLA  
PRESIDENT

LINDA S. CRAYTON  
VICE PRESIDENT

ELEANOR JOHNS

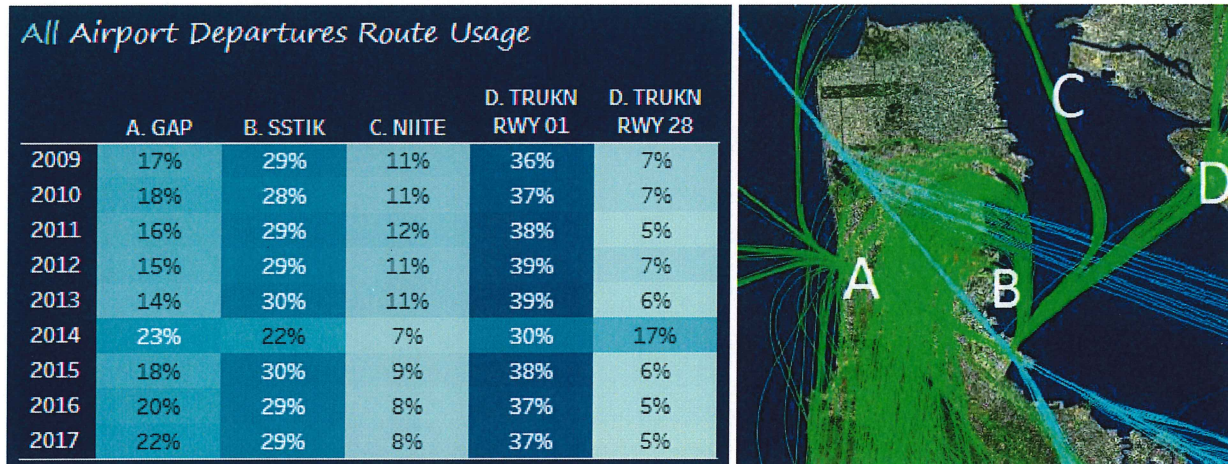
RICHARD J. GUGGENHIME

PETER A. STERN

IVAR C. SATERO  
AIRPORT DIRECTOR



Under the West Plan, the predominant operating configuration at SFO over 95% of the time, close to a third of departure operations (29% in 2017) utilize the SSTIK procedures (lines B in the image below). These operational procedures have flight patterns over or near Oyster Point for aircraft heading south and southeast, and may result in noise disturbances for any future residential developments.



SFO Arrival and Departure route usage, *SFO Aircraft Noise Abatement Office*

Finally, should the proposed revision to permitted land uses include residential development, all real estate disclosure requirements that apply to the broader Airport Influence Area A will also apply to the OPSP area. Section 11010 of the California Business and Professions Code requires that if a subdivided property for sale or lease is within an “airport influence area” designated by the Airport Land Use Commission, a statement must be included in the notice of intention to offer the property for sale stating the vicinity of an airport to the property, and it may be subjected to annoyances associated with proximity to airport operations such as noise, vibrations, or odors. Additionally, all proposed residential buildings should meet the interior noise requirements of the California Building Code and South San Francisco General Plan.

The Airport appreciates your continued consideration of these comments. If I can be of any further assistance as the City considers airport land use compatibility as they relate to this project or related projects, please do not hesitate to contact me at (650) 821-7867 or at [john.bergener@flysfso.com](mailto:john.bergener@flysfso.com).

Sincerely,

John Bergener  
 Airport Planning Director  
 Bureau of Planning and Environmental Affairs

cc: Susy Kalkin, C/CAG, Airport Land Use Commission  
 Sandy Wong, C/CAG, Airport Land Use Commission  
 Nixon Lam, SFO, Environmental Affairs Manager



# Project site located approx 1.5 miles north of Airport



## 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 Zone

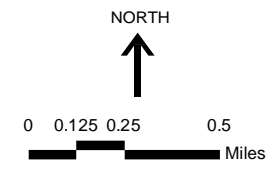
--- Internal boundaries of ALP-defined areas

- Airport Property**
- BART Station
  - CALTRAIN Station
  - School
  - Place of Worship
  - Hospital

- Municipal Boundary**
- Railroad
  - Freeway
  - Road

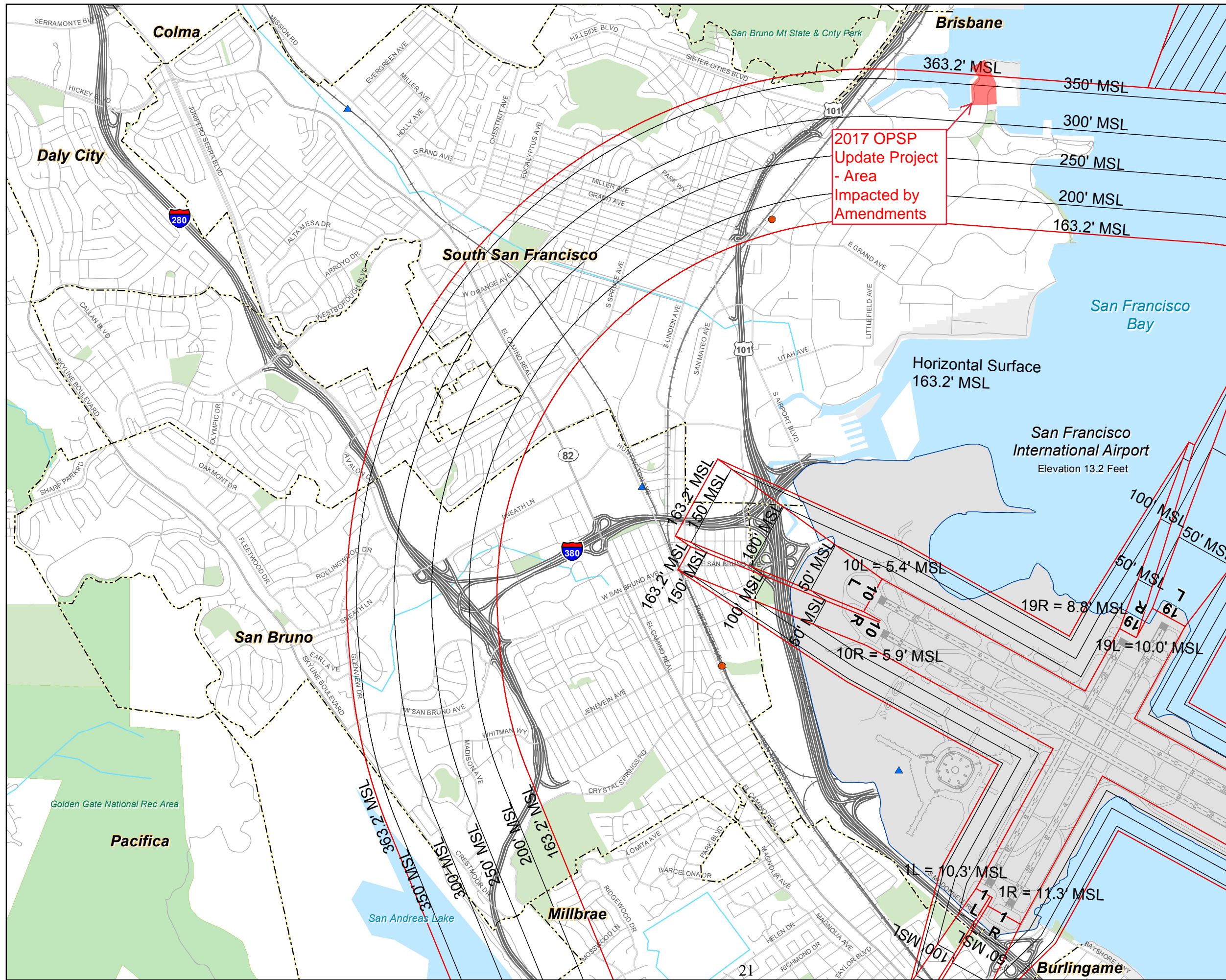
- Planned Land Use Per General Plans:**
- Public
  - Multi-Family Residential
  - Single Family Residential
  - Mixed Use
  - Transit Oriented Development
  - Commercial
  - Industrial, Transportation, and Utilities
  - Local Park, Golf Course, Cemetery
  - Regional Park or Recreation Area
  - Open Space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

- Sources:**
- Safety Compatibility Zones:  
 - Jacobs Consultancy Team, 2009; Ricondo & Associates, Inc., 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  
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 - San Bruno General Plan, December 2008  
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 - San Mateo County Zoning Map, 1992  
 - South San Francisco General Plan, 1998



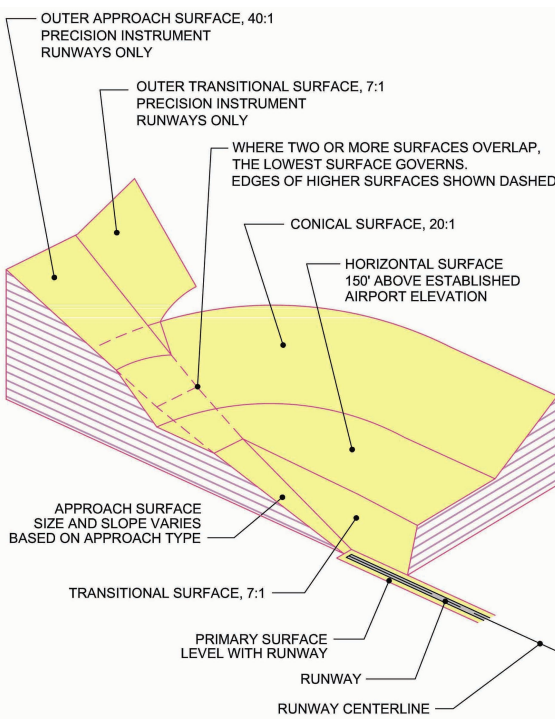
Attachment 4



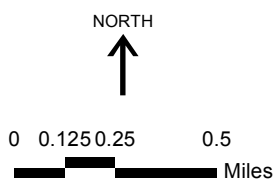


- LEGEND**
- 14 CFR Part 77 Civil Airport Imaginary Surfaces
  - 100' MSL Elevation Contour, feet AMSL
  - ▲ BART Stations
  - CALTRAIN Stations
  - Regional Park or Recreation Area
  - Municipal Boundary
  - Railroads
  - Freeways
  - Roads

**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



**Attachment 5**

## **C/CAG AGENDA REPORT**

**DATE:** February 22, 2018  
**TO:** Airport Land Use Committee  
**FROM:** Susy Kalkin  
**SUBJECT:** Election of ALUC Officers for Calendar Year 2018

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### **RECOMMENDATION**

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) hold an election at this meeting to elect an ALUC Chairperson and an ALUC Vice-Chairperson for the 2018 calendar year.

### **BACKGROUND/ DISCUSSION**

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

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



## **C/CAG AGENDA REPORT**

**DATE:** February 22, 2018  
**TO:** Airport Land Use Committee  
**FROM:** Susy Kalkin  
**SUBJECT:** Review and Approval of ALUC Meeting Calendar - 2018

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### **RECOMMENDATION**

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) review and approve the meeting calendar for 2018.

### **BACKGROUND/ DISCUSSION**

The C/CAG Airport Land Use Committee (ALUC) annually considers and approves a meeting schedule for the year. Except as noted below (or pursuant to a Special Meeting Notice), regular ALUC meetings are held on the fourth Thursday of the month, beginning at 4PM, in the Burlingame Council Chambers. Below is a tentative schedule for the Committee's consideration.

January 25, 2018 – cancelled (no agenda items)  
February 22, 2018  
March 22, 2018  
April 26, 2018\* - (location TBD)  
May 24, 2018  
June 28, 2018  
July 26, 2018\* - (location TBD)  
August 23, 2018  
September 27, 2018  
October 25, 2018 – (location TBD)  
November – no mtg  
December – no mtg

If needed, special meetings and workshops can be scheduled with appropriate special noticing.