

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AIRPORT LAND USE COMMITTEE (ALUC) AGENDA

Date: May 28, 2020
Time: 4:00 p.m.

On March 17, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings telephonically or by other electronic means. Pursuant to the Shelter-in-Place Orders issued by the San Mateo County Health Officer and the Governor, and the CDC's social distancing guidelines, which discourage large public gatherings, C/CAG meetings will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below.

Join by Zoom:

<https://us02web.zoom.us/j/83303008910?pwd=dG5ubGhSdnpJUitSZVg4WDVKdXdZUT09>

Meeting ID: 833 0300 8910

Password: 544724

Join by Phone:

(669) 900-6833

Meeting ID: 833 0300 8910

Persons who wish to address the ALUC Committee on an item to be considered at this meeting, or on items not on this agenda, are asked to submit written comments to kkalkin@smcgov.org. Oral comments will also be accepted during the meeting through Zoom. Please see instructions for written and oral public comments at the end of this agenda.

- | | | |
|---|--|--------|
| 1. Call to Order/Roll Call | Action (Ortiz) | |
| 2. Public Comment on Items not on the Agenda | Limited to 2 minutes per speaker | |
| 3. Approval of Minutes – Jan 23, 2019 | Action (Ortiz) | Page 1 |
| 4. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Olympic Way Retreat, including General Plan Amendment and related entitlements to allow construction of a two-story, 48,650 sf retreat center on a 4.27 acre site at 2152 Olympic Way, Daly City. | Action (Kalkin) | Page 4 |

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|---|----------------------------|----------------|
| <p>5. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review –Genentech Master Plan Update and related Zoning Amendments to increase the build-out potential within the 207-acre Genentech Campus, located in South San Francisco, east of US 101.</p> <p>6. Member Comments/Announcements</p> <p>7. Items from Staff</p> <p>8. Adjournment – <i>Next regular meeting – June 25, 2020</i></p> | <p>Action (Kalkin)</p> | <p>Page 13</p> |
|---|----------------------------|----------------|

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 kkalkin@smcgov.org .

* * * * *

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA, and on C/CAG’s website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG’s website at: <http://www.ccag.ca.gov>. Please note that C/CAG’s office is temporarily closed to the public; please contact Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Written comments should be emailed to kkalkin@smcgov.org
2. The email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the ALUC Committee members, made publicly available on the C/CAG website along with the agenda, and read aloud by C/CAG staff during the meeting. We cannot guarantee that emails received less than 2 hours before the meeting will be read during the meeting, but such emails will be included in the administrative record of the meeting.

Oral comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The ALUC Committee meeting may be accessed through Zoom at the online location indicated at the top of this agenda.

2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the C/CAG staff member or ALUC Committee Chair call for the item on which you wish to speak, click on “raise hand.” The C/CAG staff member will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact Susy Kalkin, C/CAG staff: kkalkin@smcgov.org

Airport Land Use Committee (ALUC)
Meeting Minutes
January 23, 2020

1. Call to Order/Roll Call

Chair Ortiz called the meeting to order at 4:20 pm. The attendance sheet is attached.

2. Public Comment on items not on the Agenda

None

3. Minutes of the August 22, 2019 Meeting

Motion: Committee Member O'Connell moved, and Member Rak seconded, approval of the August 22, 2019 minutes. Motion carried 6-0, with Member Addiego abstaining.

4. San Carlos Airport Land Use Compatibility Plan Consistency Review – Skyway Center, San Carlos – Proposed development of a new office and aviation facility at 655 Skyway Road, including related Zoning Amendment and Planned Development Permit.

Susy Kalkin, C/CAG staff, presented the staff report, noting a comment had been received from the San Mateo County Airports Manager which raised concern about how growth at the San Carlos Airport was characterized in the project sponsor's application materials. While the comment was acknowledged, it was also noted that this issue was not relevant to the Consistency Review before the Committee.

Motion: Committee Member Rak moved, and Member Davis seconded, approval of the staff recommendation. Motion carried unanimously (7-0).

5. Request for appointment of three members to a working group related to San Carlos ALUCP Overflight Policy 2

Chair Ortiz appointed Committee Members Rak, Oliva and Ford to the working group, with Committee Member Williams named as an alternate.

6. Election of Officers for Calendar Year 2020

Chair Ortiz opened nominations for Chair and Vice-Chair for 2020.

Committee Member Oliva made a motion to elect Chair Ortiz as the Chair for 2020. Motion was seconded by Member Rak, and carried unanimously (7-0).

Committee Member Oliva made a motion to elect Member Davis as Vice-Chair for 2020. Motion was seconded by Chair Ortiz, and carried unanimously (7-0).

7. 2020 ALUC Meeting Calendar

Committee Member Davis moved, and Member Rak seconded, approval of the meeting calendar for 2020. Motion carried unanimously (7-0).

8. Member Comments/Announcements

None

9. Items from Staff

None

10. Adjournment

The meeting was adjourned at 4:40 pm.

DRAFT

2020 C/CAG Airport Land Use Committee Attendance Report

| Name | Agency | Jan 2020 | | | | |
|-------------------|-------------------------------------|-------------|--|--|--|--|
| Terry O’Connell | City of Brisbane | X | | | | |
| Ricardo Ortiz | City of Burlingame | X | | | | |
| Pamela DiGiovanni | City of Daly City | | | | | |
| Richa Awasthi | City of Foster City | | | | | |
| Adam Eisen | City of Half Moon Bay | | | | | |
| Anne Oliva | City of Millbrae | X | | | | |
| Shelly Masur | City of Redwood City | | | | | |
| Laura Davis | City of San Bruno | X | | | | |
| Adam Rak | City of San Carlos | X | | | | |
| Warren Slocum | County of San Mateo & Aviation Rep. | | | | | |
| Mark Nagales | City of South San Francisco | Y | | | | |
| Carol Ford | Aviation Representative | | | | | |
| Dave Williams | Half Moon Bay Airport Pilots Assn | X | | | | |

X – Committee Member Attended
 Y – Designated Alternate Attended

Staff and guests in attendance for the January 23, 2020 meeting: Susy Kalkin, Brian Branscomb (HMB Airport Pilots Assn), Gretchen Kelly (Mgr., SMC Airports), and Nupur Sinha (Acting Planning Dir., SFO)

C/CAG AGENDA REPORT

Date: May 28, 2020

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Olympic Way Retreat, including General Plan Amendment and related entitlements to allow construction of a two-story, 48,650 sf retreat center on a 4.27 acre site at 2152 Olympic Way, Daly City.

(For further information or response to questions, contact Susy Kalkin at kkalkin@smcgov.org)

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 Olympic Way Retreat, including General Plan Amendment and related entitlements, is 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. The City of Daly City shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.

BACKGROUND

The Olympic Way Retreat project (Project) is located within Airport Influence Area B (AIA B), the project referral area, for San Francisco International Airport, and includes a General Plan Amendment. 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). Accordingly, the City of Daly City has referred the subject project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

The Project includes construction of a 48,650 sq. ft., two-story retreat center (public and private event space) on a 4.27 acre site at 2152 Olympic Way, in the northwesternmost corner of Daly City, just south of the San Francisco border. The maximum building height proposed is 35 feet, inclusive of any roof equipment. The project requires an amendment to the City's Coastal Element [Local Coastal Program (LCP) Amendment], a Use Permit/Coastal Development Permit and Design Review. The City's Coastal Element, which serves as the City's LCP, prescribes the maximum allowable building intensity for the project site (building height, lot coverage, etc.). The Project

exceeds the maximum height of 20 feet or one-store above grade which requires an amendment to the Coastal Element.

DISCUSSION

ALUCP Consistency Evaluation

The SFO ALUCP contains policies and criteria to address four issues: (a) aircraft noise impacts; (b) safety compatibility criteria; (c) height of structures/airspace protection; and (d) overflight notification. The following sections describe the degree to which the project is compatible with each.

(a) Aircraft Noise Impacts

The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the SFO ALUCP.

As shown on Attachment 2, the subject property lies well outside the bounds of the 65dB CNEL contour, and therefore the project is consistent with the SFO ALUCP noise policies and criteria.

(b) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. However, none of the safety zones extends into Daly City, and therefore the project would be consistent with the safety zone policies of the SFO ALUCP.

(c) Height of Structures/Airspace Protection

Pursuant to the SFO ALUCP, airspace protection compatibility of proposed land uses within its AIA is evaluated in accordance with the following criteria: (1) 14 Code of Federal Regulations Part 77 (FAR Part 77), “Safe, Efficient Use and Preservation of the Navigable Airspace”, which establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces. By definition, any object that penetrates one of the imaginary surfaces of the FAR Part 77 exhibit is deemed an obstruction to air navigation.

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 airspace protection surfaces map 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.

The single building in the project is 35 feet tall, with a ground elevation of approximately 220 feet above mean sea level (MSL), resulting in an overall height of 255 ft above MSL. Utilizing SFO’s online iALP Airspace Tool, it has been determined that the top of the proposed building would be

more than 400 feet below the critical airspace surfaces in the area, as shown on Attachments 3 & 4, so the project would be compliant with the airspace protection policies of the SFO ALUCP.

(d) Overflight Notification

The project site is located within the Airport Influence Area A (AIA A) of SFO, the real estate disclosure area. Pursuant to Policy IP-1, notification is required, prior to sale or lease of property located within the AIA, of the proximity of the airport and that therefore the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations.

As this disclosure requirement is not included in Daly City's existing ordinance requirements, the following condition is proposed:

- The City of Daly City shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.

ATTACHMENTS

1. ALUCP application, together with related project description and plan set excerpts
2. SFO ALUCP Exh. IV-3 – AIA B – Northside incl. Noise Compatibility Zones
3. SFO iALP Airspace Tool Point Analysis
4. SFO ALUCP Exh. IV-17 – Critical Aeronautical Surfaces – Northwest Side

DATE: May 7, 2020

TO: Susy Kalkin, ALUC Staff, City/County Association of Governments of San Mateo County

FROM: Carmelisa Morales, Associate Planner, City of Daly City Planning Division

SUBJECT: ALUC Land Use Consistency Determination Application - Project Information for the Olympic Way Retreat Center Project at 2152 Olympic Way in Daly City

Project Description: The project includes the construction of a 48,650 sq. ft. two-story retreat center on a 4.27 acre site. The building will have 24,465 sq. ft. of net program floor area that will include 24 guest rooms, lobby and dining areas, a kitchen, administrative and support rooms, classrooms, and multi-purpose rooms. Balcony, walkway, and outdoor deck space will also surround the building. The maximum building height proposed is 35 feet inclusive of any roof equipment. A loop road will provide access to a covered porte-cochere that will accommodate 53 parking spaces and serve as the drop-off point for passenger vehicles and ridesharing. A second, smaller loop along Olympic Way will accommodate larger capacity vehicles. The project site is proposed on three lots (APNs 002-011-060, -120, -130) which will require a merger of the three lots prior to issuance of the building permit.

The project requires an amendment to the City's Coastal Element (Local Coastal Program (LCP) Amendment), a Use Permit/Coastal Development Permit and Design Review. The LCP Amendment must be approved by the City Council and certified by the California Coastal Commission prior to any public hearings for the Use Permit/Coastal Development Permit and Design Review.

Proposed General Plan Changes: The project site is designated as Commercial Retail Office (C-RO) in the City's General Plan and is subject to the development standards of the Light Commercial/Resource Protection Combining District (C-1/RP). The City's Coastal Element, which serves as the City's Local Coastal Program (LCP), prescribes the maximum allowable building intensity for the project site (building height, lot coverage, etc.). The project exceeds the maximum height of 20 feet or one-store above grade which requires an amendment to the Coastal Element.

Environmental Review: An Initial Study and Mitigated Negative Declaration are currently being prepared for this project.



**OLYMPIC WAY RETREAT
 PLANNING APPLICATION SET - REVISION 1
 DALY CITY, CALIFORNIA
 FEBRUARY 24, 2020**

**OLYMPIC WAY
 RETREAT**

OWNER - SAND HILL PROPERTY COMPANY LLC
 955 PAGE MILL ROAD, PALO ALTO, CA 94304
 T. 650-364-1500

ARCHITECTURE - RAFAEL VINOLY ARCHITECTS
 375 PEARL STREET, 31ST FLOOR, NEW YORK, NY 10038
 T. 212-684-6560

ARCHITECTURE - RAFAEL VINOLY ARCHITECTS
 15123 N. WOLFE ROAD, SUITE 1800 CUPERTINO, CA 95014
 T. 408-627-7593

CIVIL - SANDS CIVIL ENGINEERS SURVEYORS PLANNERS, INC.
 1700 S. WINCHESTER BLVD., SUITE 201, CAMPBELL, CA 95008
 T. 408-850-0900

LANDSCAPE ARCHITECTURE - GLENDON ARCHITECTURE
 2677 MISSION STREET, SUITE 201, SAN FRANCISCO, CA 94110
 T. 415-265-3814

NOT FOR CONSTRUCTION

DISCLAIMER

THE ARCHITECT/ENGINEER SHALL HAVE NO RESPONSIBILITY FOR ANY LIABILITY, LOSS, COST, DAMAGE OR EXPENSE ARISING FROM OR RELATING TO ANY USE OF THIS DOCUMENT FOR ANY PURPOSE OTHER THAN ITS INTENDED PURPOSE ON THIS PROJECT. THIS DOCUMENT IS TO BE CONSIDERED IN CONJUNCTION WITH ALL RELATED DOCUMENTATION. ANY DISCREPANCIES IDENTIFIED IN THIS DOCUMENT MUST BE REPORTED IMMEDIATELY TO THE ARCHITECT BEFORE PROCEEDING. CONTRACTORS MUST VERIFY ALL DIMENSIONS PRIOR TO PROCEEDING WITH ANY WORK. ONLY FIGURED DIMENSIONS ARE TO BE USED FOR VERIFICATION.

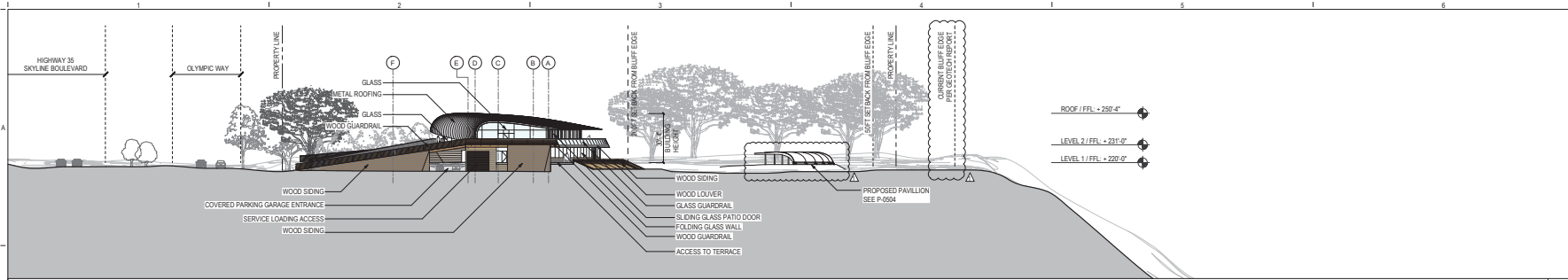
**DALY CITY
 PLANNING APPLICATION**

| REV | DESCRIPTION | DATE |
|-------|----------------------|------------|
| REV.0 | PLANNING APPLICATION | 08/09/2019 |
| REV.1 | PLANNING APPLICATION | 02/24/2020 |
| | | |
| | | |
| | | |

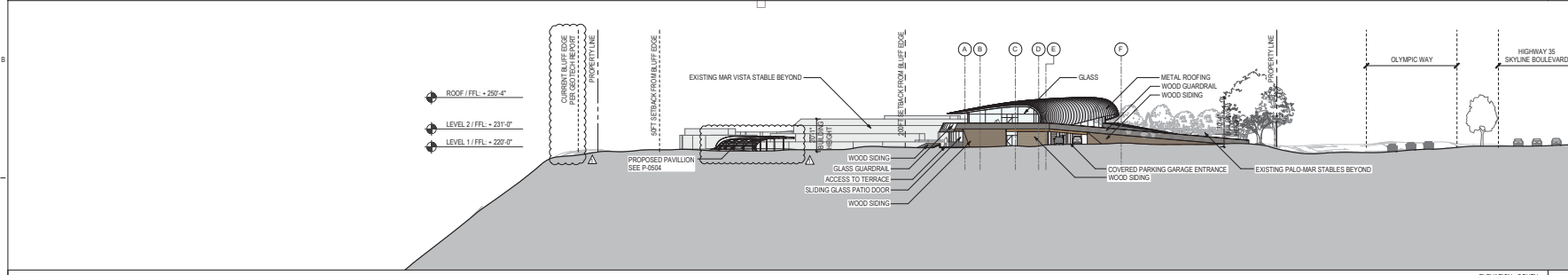
ARCHITECT'S PROJECT NUMBER: 727000
 PROJECT PHASE: PLANNING APPLICATION

SCALE: NOT TO SCALE
 COVER SHEET

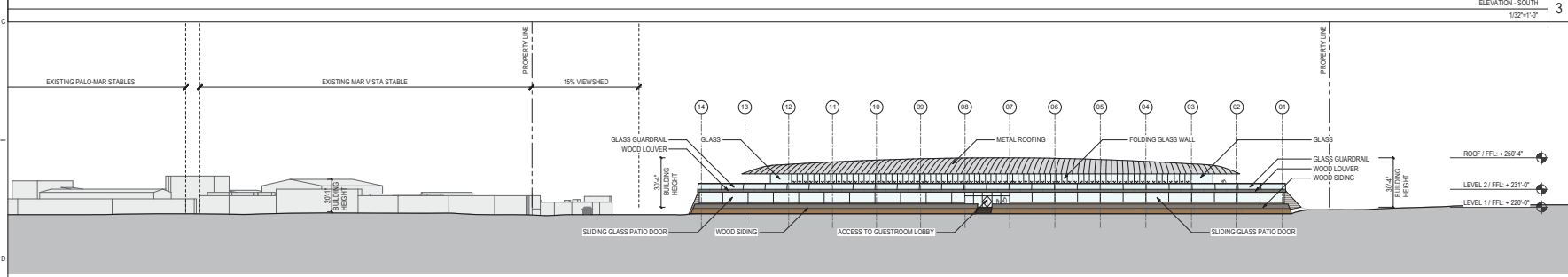
SHEET TITLE:
P-0000
 SHEET NUMBER



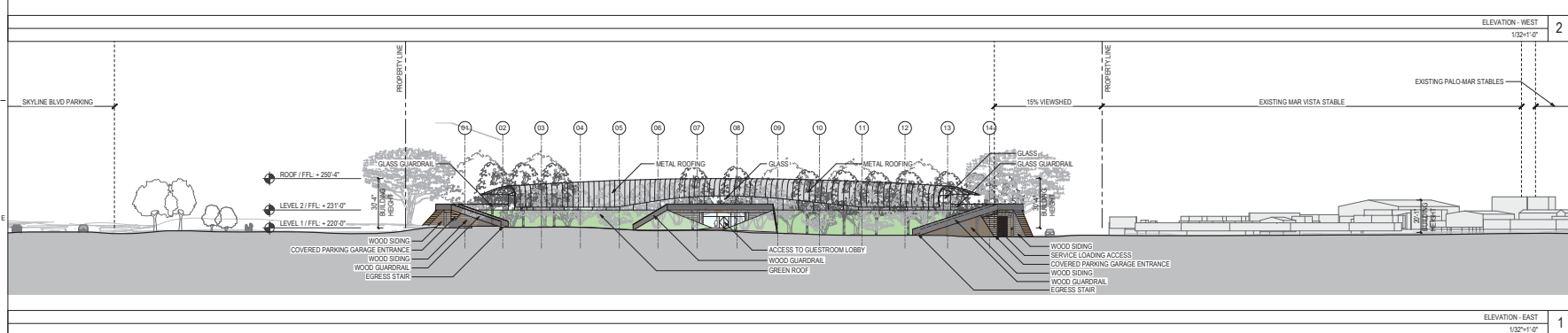
ELEVATION - NORTH
1/32"=1'-0"



ELEVATION - SOUTH
1/32"=1'-0"



ELEVATION - WEST
1/32"=1'-0"



ELEVATION - EAST
1/32"=1'-0"

OLYMPIC WAY RETREAT

OWNER - SAND HILL PROPERTY COMPANY LLC
955 PAGE MILL ROAD, PALO ALTO, CA 94304
T. 650-354-1500

ARCHITECTURE - RAFAEL VINLY ARCHITECTS
375 PEARL STREET, 31ST FLOOR, NEW YORK, NY 10038
T. 212-624-5500

ARCHITECTURE - RAFAEL VINLY ARCHITECTS
1023 N. WOLFE ROAD, SUITE 1003, CUPERTINO, CA 95014
T. 408-627-7390

CIVIL - SANDS CIVIL ENGINEERS SURVEYORS PLANNERS, INC.
1700 S. WINCHESTER BLVD, SUITE 200, CAMPBELL, CA 95008
T. 408-38-0900

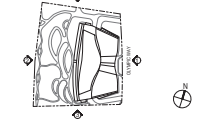
LANDSCAPE ARCHITECTURE - GLS LANDSCAPE/ARCHITECTURE
2677 MISSION STREET, SUITE 200, SAN FRANCISCO, CA 94110
T. 415-285-3614

NOT FOR CONSTRUCTION

DISCLAIMER
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DALY CITY PLANNING APPLICATION

| REV | DESCRIPTION | DATE |
|-------|----------------------|------------|
| REV-0 | PLANNING APPLICATION | 08/09/2019 |
| REV-1 | PLANNING APPLICATION | 02/24/2020 |
| | | |
| | | |
| | | |
| | | |



KEY PLAN AND NORTH ARROW
ARCHITECT'S PROJECT NUMBER: 727000
PROJECT PHASE: PLANNING APPLICATION

IF THIS DRAWING IS NOT 24x36" IT IS A REDUCED PRINT. REFER TO GRAPHIC SCALE.

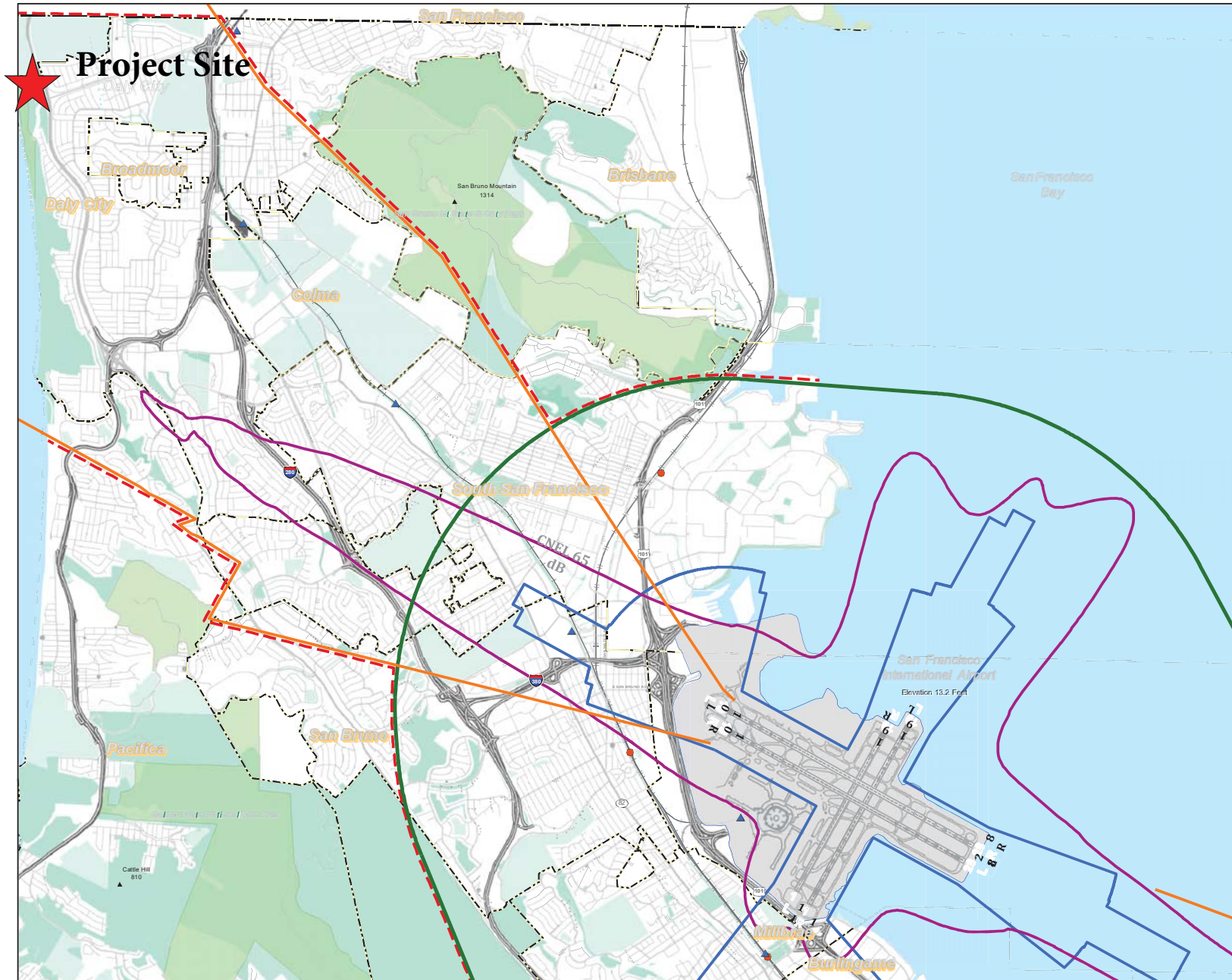


ELEVATIONS

SHEET TITLE:

P-0401

SHEET NUMBER: © 2020 RAFAEL VINLY ARCHITECTS P&A



- 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

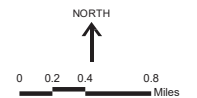
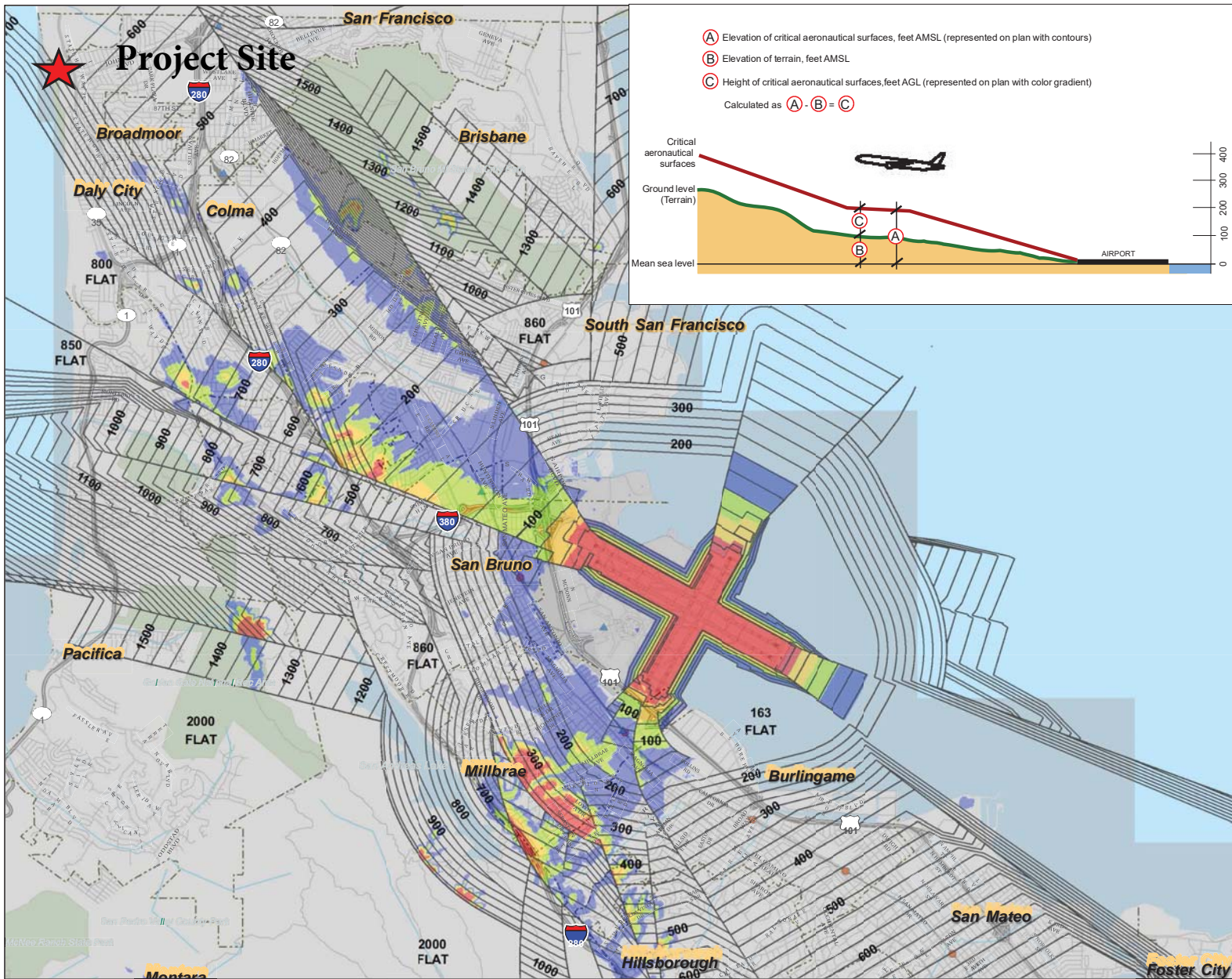


Exhibit IV-3
AIRPORT INFLUENCE AREA B -- NORTH SIDE
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
C/CAG
 City/County Association of Governments
 of San Mateo County, California

| SURFACE INTERSECTION ANALYSIS INFORMATION - AIRPORT CODE "SFO" | | | | | | | | |
|--|-------------------|-----------------|-----------------------|--------------------|--|------------|----------|--|
| Coordinate System: WGS84 | | | Date: 05/19/20 | | Model: 2-SFO_ALL_Surfaces_31JUL14 | | | |
| Latitude | Longitude | Site El. (AMSL) | Struct Ht. (AGL) | Overall Ht. (AMSL) | Max Ht. (AMSL) | Exceeds By | Under By | Surface |
| 37° 41' 57.1414" | 122° 29' 47.3135" | 219.98 | 35.00 | 254.98 | 659.03 | | 404.05 | SFO_RW28LR_OEI_Corridor_090309 |
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| 37° 41' 57.1414" | 122° 29' 47.3135" | 219.98 | 35.00 | 254.98 | 1470.52 | | 1215.54 | SFO_RW28R_LPV_Missed_Approach_2B |
| 37° 41' 57.1414" | 122° 29' 47.3135" | 219.98 | 35.00 | 254.98 | 1600.00 | | 1345.02 | SFO_MVA_2008 |
| 37° 41' 57.1414" | 122° 29' 47.3135" | 219.98 | 35.00 | 254.98 | 1630.23 | | 1375.25 | SFO_RW28L_ILS_Cat1_Missed_Approach_22A |
| Total penetrations above surfaces: 0 | | | | | | | | |
| Total penetrations below surfaces: 9 | | | | | | | | |
| Zone Analysis | | | | | | | | |
| X | Y | | Range | | Safety Zones | | | |
| 5984097.4008604 | 2083219.84775884 | | Under 65 db | | None | | | |



C/CAG AGENDA REPORT

Date: May 28, 2020

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review –Genentech Master Plan Update and related Zoning Amendments to increase the build-out potential within the 207-acre Genentech Campus, located in South San Francisco, east of US 101.

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

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 Genentech Master Plan Update and related Zoning Amendments 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 conditions:

- ❖ Prior to approval of the subject Project, the City of South San Francisco shall incorporate language into the Genentech Master Plan Zoning District to:
 - Address potential construction impacts that may require FAA review pursuant to FAR Part 77; and
 - Ensure compliance with SFO ALUCP Policy AP-4 “Other Flight Hazards are Incompatible” at a project specific level.

BACKGROUND

The subject project, which includes amendments to South San Francisco’s land use policies and ordinances, affects properties that are located within Airport Influence Area B (AIA B), the “Project Referral” area, for San Francisco International Airport. California Government Code Section 65302.3 states that a local agency General Plan, Zoning Ordinance 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). In accordance with this requirement, 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.

In general, the existing Genentech Master Plan calls for up to 4.7M square feet of office/research and development (R&D) space and related uses on the 207-acre campus located in the eastern portion of South San Francisco, adjacent to San Francisco Bay. The City is currently considering modifications

to the Master Plan and Zoning Ordinance (Project) to increase the build-out potential to 9M square feet (4.3M sf of additional space) within the campus.

DISCUSSION

ALUCP Consistency Evaluation

Three sets of airport/land use compatibility policies in the SFO ALUCP relate to the Project: (a) noise compatibility policies and criteria, (b) safety policies and criteria, and (c) airspace protection policies. In addition, the Project must comply with the Overflight Notification requirements of the ALUCP. 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, the Project Area is located outside of the 65dB CNEL noise contour, so the noise policies would not apply. Therefore, the Project would be consistent with the noise compatibility policies of the SFO ALUCP.

(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. As shown on Attachment 2, the Genentech Campus is located outside of the safety zones established in the SFO ALUCP, and therefore the Project is not impacted by the safety zone policies.

(c) Airspace Protection Policy Consistency Analysis

Structure Heights - 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 Project area is located within the FAR Part 77 airspace protection surfaces for San Francisco International Airport (see Attachment 3).

The Master Plan and zoning regulations contain the following section to ensure compliance with the SFO ALUCP policies regarding building heights:

“20.260.003 Building Heights.

The maximum building height shall be the lower of the height shown on the SFO Critical Aeronautical Surfaces Map, or the maximum height determined by the FAA as being “not a hazard to air navigation” based on an aeronautical study for any buildings exceeding the height of FAA Part 77 air surfaces. Buildings that do not exceed the height of FAA Part 77 air surfaces are deemed not a hazard to air navigation.

While this section addresses overall building height compliance, there may be instances where construction activities, such as cranes, may create temporary obstructions that would require FAA review. Therefore, it is recommended that the following condition be included:

- ❖ Prior to approval of the subject Project, the City of South San Francisco shall incorporate language into the Genentech Master Plan Zoning District to address potential construction impacts that may require FAA review pursuant to FAR Part 77.

Other Flight Hazards - Within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per SFO ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

- 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 South San Francisco General Plan provides the following direction applicable to all parts of the City as follows:

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.

While this policy provides general direction, in accordance with the SFO ALUCP the local plan must describe how the local agency will ensure that these criteria will be incorporated into site-specific development projects. Therefore, the following condition is recommended:

- ❖ Prior to approval of the subject Project, the City of South San Francisco shall incorporate language into the Genentech Master Plan Zoning District to ensure compliance with SFO ALUCP Policy AP-4 “Other Flight Hazards are Incompatible” at a project specific level.

Airport Influence Area A – Real Estate Disclosure Area

The Genentech Campus 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 within an airport influence area (AIA) boundary and (2) that the property may be subject to certain impacts from airport/aircraft operations.

Among the proposed amendments to the Genentech Master Plan Zoning District is a requirement that if any property is removed from the Genentech Master Plan District as a result of a real estate transaction (i.e., through an offer sale or lease), the seller shall file a real estate disclosure consistent with state law.

ATTACHMENTS

1. ALUCP application, together with related project description and exhibits.
 - a. Proposed Amendments to the Genentech Master Plan Zoning District (online only - <https://ccag.ca.gov/committees/airport-land-use-committee/>)
2. SFO CNEL Noise Contours and SFO Safety Zones
3. 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: Genentech Master Plan Update

Address: 350 DNA Way

APN: multiple

City: South San Francisco

State: CA

Zip Code: 94080

Staff Contact: Tony Rozzi, Principal Planner, City of South San Francisco

Phone: (650) 877-8535

Email: Tony.Rozzi@ssf.net

PROJECT DESCRIPTION

Project Location and Campus Description

The Genentech Campus is approximately 207 acres in size, located in the City of South San Francisco and along the shoreline of central San Francisco Bay. It is approximately 1.5 miles north of San Francisco International Airport (SFO) and 10 miles south of downtown San Francisco. The Genentech Campus is located on a prominent hillside and hilltop location at the easterly point of the East of 101 Area of South San Francisco (East of 101), and immediately adjacent to the San Francisco Bay. It is bounded by San Francisco Bay to the northeast, east and south, and is connected to US 101 to the west by East Grand Avenue and Oyster Point /Forbes Boulevard (see **Figure 3-1 from the Draft EIR**).

The Campus is located in an area known as South San Francisco's East of 101 Area, which contains over 200 biotechnology companies and 11.5-million square feet of biotechnology space. The Genentech Campus is the largest of these biotechnology campuses. The Genentech Campus currently comprises approximately 4.7 million square feet of building space within its 207 acres, at a Campus-wide floor-area-ratio (FAR) of approximately 0.52.

Master Plan Update

The Master Plan Update establishes a new overall growth limit within the Campus boundaries based on a total buildout at a maximum FAR of 1.0 times the total area of the Campus. This FAR is consistent with the City's current Genentech Master Plan zoning district provisions. Based on the FAR of 1.0 for all properties within the Campus, the overall buildout potential of the 207-acre Campus is just over 9 million square feet. This buildout

potential would enable construction of approximately 4.3 million square feet of net new building space, in addition to the approximately 4.7 million square feet of existing building space within the Campus.

The Master Plan Update identifies general locations where new development or redevelopment is most likely to occur. These locations, indicated as “Opportunity Sites”, include development of new building space on existing surface parking lots, combined with a new structured parking strategy. They also include redevelopment of older, less efficient buildings with new buildings that are larger, taller and more architecturally and functionally complex, infill development at locations within the Campus where vacant or under-used infill sites exist, and new buildings and/or parking structures constructed into existing hillsides. The Master Plan Update identifies these Opportunity Sites by general location (see **Figure 3-8 from the Draft EIR**), but does not establish precise boundaries for these sites, nor does it allocate these Opportunity Sites with a specific land use type or precise building space capacity. Rather, the Master Plan Update identifies Opportunity Sites within the Campus where a range of building space needs can be realized, and provides Genentech with the flexibility to program these Opportunity Sites over time as specific needs arise.

The Master Plan Update is intentionally flexible to enable Genentech to adapt its Campus to accommodate the building space needs of future scientific innovation and discovery, and to enable new and creative urban design to influence future building plans. To maximize flexibility, the Master Plan Update allows the land use mix within the Campus to evolve over time, depending upon Genentech’s future needs. To provide detail and specificity for the EIR, one potential detailed buildout scenario that meets the goals of the Master Plan Update (the EIR Project Description) was used for qualitative and quantitative analytical purposes (see **Figure 3-9 from the Draft EIR**). This EIR Project Description is specific enough to allow for detailed analysis in the EIR, and represents the maximum development potential that could occur within the Campus. This EIR Project Description is based on an estimate of projected employment growth and future building space needs by land use type and/or function, ultimately increasing building space from approximately 4.7 million square feet today, to a maximum of 9 million square feet at buildout (or approximately 4.3 million square feet of net new building space). This estimate includes a forecast growth of approximately:

- 1.6 million square feet of new lab space
- approximately 2.4 million square feet of net new office space
- approximately 0.3 million square feet of various types of employee amenity spaces, and
- assumes a net retention of the current nearly 1.3 million square feet of manufacturing, warehouse and distribution building space within the Campus

Genentech currently implements a successful transportation demand management (TDM) program, entitled gRide. The gRide program includes GenenBus commuter services, a DNA shuttle bus system, a private ferry system, transit incentives, a comprehensive marketing and communications program, and numerous additional TDM programs. The existing gRide program has reduced the number of single occupancy vehicles traveling to and parking at the Genentech Campus, thereby also reducing the pressure on employee parking demand. Based on 2017 TDM monitoring, Genentech’s gRide TDM program achieved a trip reduction rate for single-occupant vehicles of approximately 42 percent (i.e., approximately 42 out of 100 Genentech employees who arrive to work at the Campus use any number of available alternative transportation modes other than driving alone). As part of the Master Plan Update, Genentech proposes a goal of achieving a 50 percent reduction in drive-alone trips by buildout. The updated Genentech TDM program continues those existing TDM strategies that Genentech currently provides, and includes a menu of additional strategies that Genentech may use to refine or add to the existing gRide program as may be needed to meet future demands. To meet these TDM commitments, Genentech also proposes to establish a Trip Cap, limiting new vehicle trips arriving at the Campus to match the TDM requirement.

Genentech Master Plan Update Draft EIR

A Draft Environmental Impact Report (Draft EIR) was prepared for the Genentech Campus Master Plan. The Draft EIR cited the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (ALUCP), as used by the City/County Association of Governments of San Mateo County (C/CAG) to promote compatibility between the San Francisco International Airport (SFO) and surrounding land uses. The ALUCP compatibility criteria, as derived from the Federal Aviation Administration (FAA), are used to safeguard the general welfare of the public, and were described in the Draft EIR. The Draft EIR also indicated that the Genentech Campus is entirely within the SFO Airport Influence Area (AIA) and as such, the compatibility criteria contained within the ALUCP are applicable to land use plans and development within the Campus. The conclusion reached in the Draft EIR is that the Project, “is consistent with the noise, land use safety and building height criteria of the ALUCP, and would not conflict with plans and policies intended to protect and promote airport operations safety and/or airspace protection.”

The City of South San Francisco released the Draft EIR for public review on November 8, 2019. The 45-day public review and comment period on that Draft EIR ended on December 23, 2019. During that period, the City of South San Francisco held a public hearing before the City Planning Commission on December 19, 2019. Included among the public comments on the Draft EIR was a letter from the San Francisco International Airport (SFO), indicating the proximity of the Genentech Campus to SFO, and citing requirements for the City of South San Francisco to consider federal, State and local regulatory agency reviews specific to airport noise and land use compatibility standards, Federal Aviation Administration building height restrictions, and airspace safety criteria of the Airport Land Use Compatibility Plan (ALUCP).

The Draft EIR (page 13-4) recognizes that the Genentech Campus is entirely within the SFO Airport Influence Area (AIA). As such, the compatibility criteria specific to noise, safety and airspace protection as contained within the ALUCP are applicable to the Project, and the C/CAG Board will exercise its statutory duties to review the Project. Information from the Draft EIR, and responses to the SFO comment letter on that Draft EIR, are included in the relevant discussion areas below to assist the C/CAG in their review of this Project.

REQUIRED PROJECT INFORMATION:

For General Plan, Specific Plan or Zoning Amendments and Development Projects: Provide a copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (for example, 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.

Land Use Compatibility

The ALUCP establishes boundaries within which noise compatibility policies apply. These boundaries depict “noise impact areas” or noise compatibility zones, defined by noise contours at the 65 dB CNEL, 70 dB CNEL, and 75 dB CNEL contours. Noise compatibility policies apply to each noise impact area or contour. Commercial uses (e.g., offices and business) or industrial and manufacturing use and related structures, such as those proposed as

part of the Genentech Master Plan Update, are considered compatible without restrictions within all of these noise impact areas. As shown in **Draft EIR Figure 13-1** (attached), the Genentech Campus is not located within any of the ALUCP-identified noise impact areas. Thus, the ALUCP land use noise exposure criteria do not apply to the Project (and would not restrict the Project’s proposed land uses, even if they did apply), and the Project is consistent with the ALUCP noise criteria.¹

Noise Impacts

The Draft EIR includes an evaluation of the potential exposure of people working in the Project Area to excessive noise levels due to their proximity to airport-related noise sources (Draft EIR impact Noise 6). That evaluation found that the Genentech Campus is not located within any of the ALUCP-identified noise impact areas, the ALUCP’s noise exposure criteria do not apply to the Project and would not restrict proposed land uses, and the Project is consistent with the ALUCP noise criteria. No impact would occur, and no mitigation measures are required.²

Response to SFO Comments on the Draft EIR

SFO’s comments on the Draft EIR noted that the Genentech Campus is located within Airport Influence Area B (which is a subarea of Area A), subject to the specific noise, safety and airspace protection policies applicable to Area B, and that the C/CAG Board shall exercise its statutory duties to review proposed land use policy actions such as the Project. The SFO letter also noted that within the broader Area A, real estate disclosure requirements of state law apply, pursuant to ALUCP Policy IP-1. Property owners are required to provide real estate disclosure regarding airport impacts. Although the Genentech Campus Master Plan Update is not proposing any residential development, potential overnight uses may be impacted. Such potential developments sensitive to noise will have to be evaluated on a case by case basis.

The response to this SFO comment notes that, as shown on Figure 13-1 of the Draft EIR, the Genentech Campus is located outside of the area subject to airport operations-related noise contours of 65 dBA CNEL, and is within an area where commercial and industrial land use and related structures (such as the Project) are compatible, without restrictions. The Genentech Campus Master Plan Update does not propose any noise sensitive uses that would require future evaluation. To the extent that Genentech Campus properties are required to include a real estate disclosure regarding airport impacts, such disclosures would be included in any future real estate transactions of Genentech-owned property within the Campus.³

¹ South San Francisco, Genentech Master Plan Update Draft EIR, November 2019, page 13-4

² South San Francisco, Genentech Master Plan Update Draft EIR, November 2019, page 14-24

³ South San Francisco, Genentech Master Plan Update Final EIR, May 2020, Response to Comment F-3

REQUIRED PROJECT INFORMATION:

For General Plan, Specific Plan or Zoning Amendments and Development Projects: Provide a copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (for example, a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):

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.

Land Use Compatibility

The ALUCP defines five safety zones within its AIA, and land use compatibility standards are established to restrict development of certain types of land uses that could pose particular hazards to the public or to vulnerable populations in case of an aircraft accident. As shown on **Figure 13-1 of the Draft EIR** (attached), none of the five safety zones associated with SFO apply to the Genentech Campus. Thus, the ALUCP's criteria for land use safety do not apply to the Project, and the Project is consistent with these criteria.⁴

Safety Hazards Related to a Public or Private Airport or Airstrip

The Draft EIR includes an evaluation of potential a safety hazards for people residing or working in the Project area (DIER impact Hazards 6). That analysis found that the Project is consistent with the land use safety criteria of the ALUCP, and would not conflict with plans or policies intended to protect and promote airport operations safety and/or airspace protection. None of the five safety zones or the ALUCP's criteria for land use safety associated with SFO apply to the Project.⁵

⁴ South San Francisco, Genentech Master Plan Update Draft EIR, November 2019, page 13-4

⁵ South San Francisco, Genentech Master Plan Update Draft EIR, November 2019, page 11-36

REQUIRED PROJECT INFORMATION:

For General Plan, Specific Plan or Zoning Amendments and Development Projects: Provide a copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (for example, a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):

c) Airspace Protection: Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards. If applicable, identify how property owners are advised of the need to submit Form 7460-1: Notice of Proposed Construction or Alteration, with the FAA.

Land Use Compatibility

The ALUCP includes plans and policies that minimize public exposure to potential safety hazards that could be created through the construction of tall structures, and that seek to protect the public interest in providing for orderly development at and near SFO, by ensuring that new development in the Airport environs avoids compromising the airspace in the Airport vicinity.

The criteria used in establishing these policies is based on the Code of Federal Regulations (CFR) 14, Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace (Part 77), which governs the FAA’s review of proposed construction exceeding certain height limits, defines airspace obstruction criteria, and provides for FAA aeronautical studies of proposed construction. Pursuant to these federal regulations, any new structure or alterations to an existing structure (including portions of structures, mechanical equipment, flag poles, and other projections) with a height that would exceed Part 77 elevation thresholds is required to file a Notice of Proposed Construction or Alteration with the FAA. Part 77 Subpart C establishes obstruction standards for the airspace around airports including approach zones, conical zones, transitional zones and horizontal zones, known as “imaginary surfaces.” These imaginary surfaces rise from the primary surface (ground level at the SFO runways), and gradually rise along the approach slopes and sides of the runways. The FAA considers any objects that penetrate these imaginary surfaces as potential obstructions to air navigation. Obstructions may occur without compromising safe air navigation, but they must be marked, lighted and/or noted on aeronautical publications to ensure that pilots can see and avoid them.

The ALUCP also includes mapping that illustrates the critical aeronautical surfaces that protect the airspace required for multiple types of flight procedures (such as those typically factored into FAA aeronautical studies). These critical aeronautical surfaces depict the lowest elevations from all FAA-required obstacle clearance criteria to ensure safe separation of aircraft. Any proposed structures penetrating these critical surfaces are likely to receive a Determinations of Hazard from the FAA, and these surfaces indicate the maximum height at which structures can be considered compatible with Airport operations - see **Figure 13-2 of the Draft EIR** (attached).

Regulatory Requirements

The Draft EIR cites the regulatory requirements that the maximum heights of new buildings within the Campus shall comply with the height regulations and restrictions as established by FAA criteria. Pursuant to these height regulations, new buildings exceeding the FAA Part 77 “imaginary surface” height limits will be subject to FAA review and may be required to provide marking and/or lighting, or may not be found acceptable to the FAA if determined to have impacts to the safety or efficiency of operations at SFO. No new structures may exceed heights that penetrate critical aeronautical surfaces. As concluded in the Draft EIR, “compliance with FAA building height regulations would

ensure that the Project does not result in new buildings that exceed applicable ALUCP building height limits, and thus will be protective of public health, safety and welfare by minimizing the public’s exposure to potential safety hazards that could be created through the construction of tall structures.”

Application of Building Height Regulations

The following **Table 13-2** from the Draft EIR provides a generalized indication of how these FAA Part 77 surface contours apply to new buildings within the Project Area, and the implications for FAA notification and review (see **Figure 13-3 of the Draft EIR**, attached). To ensure consistency with ALUCP and FAA criteria, any new building exceeding these FAA Part 77 surface heights must apply to the FAA for review, thus ensuring consistency with ALUCP and FAA criteria.

| Table 13-2: Applicable FAA Building Height Regulations and Restrictions | | | | | |
|--|-----------------------------|---|--|------------------------------------|---|
| | <u>Approx. Ground Level</u> | <u>Approx. FAA Part 77 Surface Height</u> | <u>Approx. Building Height Requiring FAA Review ¹</u> | <u>FAA Critical Surface Height</u> | <u>Approx. Building Heights Exceeding FAA Critical Surface ²</u> |
| Lower Campus(Bayview) | 10 | 170 | 160 | 425 | 415 |
| Lower Campus (near Gull) | 20 | 200 | 180 | 450 | 430 |
| Mid Campus (south) | 50 | 163 | 110 | 375 | 325 |
| Mid Campus (near Upper) | 80 | 163 | 80 | 425 | 345 |
| Upper Campus (north of DNA) | 90 | 170 | 80 | 450 | 360 |
| Upper Campus (south of DNA) | 100 | 163 | 60 | 450 | 350 |
| West Campus (near Grand) | 30 | 163 | 130 | 350 | 320 |
| West (near Forbes) | 30 | 180 | 150 | 475 | 445 |
| West (north of Forbes) | 30 | 200 | 170 | 500 | 470 |
| South | 20 | 163 | 140 | 325 | 305 |

Notes:

1. New buildings exceeding these approximate heights are not expressly prohibited, but are subject to an aeronautical study prepared by the FAA and a determination by the FAA that the building is “not a hazard to air navigation”
2. New buildings may not exceed the Critical Aeronautic Surface heights.

Any proposed building that exceeds the critical aeronautical surface is presumed to be a hazard to aircraft operations and would not be acceptable. The Project does not propose any new buildings that would exceed critical aeronautical surface elevations, and thus is consistent with these ALUCP criteria.

Consistency with City Zoning

The Genentech Master Plan Update proposes numerous changes to the regulatory standards of the underlying South San Francisco zoning District (the Genentech Master Plan zoning district). Current building height are limited to 150 feet above ground surface. Among the proposed zoning changes, the Genentech Master Plan Update proposes new building height limits, based on applicable FAA criteria. To clarify the building height limits that are intended to apply any development project within the Campus, the EIR recommends the following mitigation measure:

MM Land Use 2 - Building Height Limits: Any proposed building within the Project Area that would exceed FAA notification heights shall file a Notice of Proposed Construction or Alteration with the FAA.

- a. Any structure that exceeds the Horizontal Surface Plane of 163.2 feet above mean sea level, that otherwise exceeds applicable FAA Part 77 criteria, or which exceed 200 feet above the ground level of its site shall be required to comply with the findings of an FAA aeronautical study. Structures subject to such FAA review shall comply with any FAA-recommended alterations in the building design and/or height, and any recommended marking and lighting of the structure as may be necessary to be found by the FAA as not posing a hazard to air navigation.
- b. The maximum height of new buildings within the Project area shall be the lower of the height shown on the SFO Critical Aeronautical Surfaces Map, or the maximum height determined by the FAA as being “not a hazard to air navigation” based on an aeronautical study.
- c. The Project proponent shall provide documentation to the City Planning Division demonstrating that the FAA has issued a ‘Determination of No Hazard to Air Navigation’ when such determination is applicable.

OTHER REQUIRED PROJECT INFORMATION:

For General Plan, Specific Plan or Zoning Amendments and Development Projects, provide a copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

2: Real Estate Disclosure requirements related to airport proximity

As indicated in proposed amendments to the Genentech Master Plan Zoning District (see attached), if any property is removed from the Genentech Master Plan District as a result of a real estate transaction (i.e., through an offer sale or lease), the seller shall file a real estate disclosure pursuant to the California Business and Professions Code, indicating that the property is within an Airport Influence Area in which current or future airport-related noise, overflight, safety or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by the Airport Land Use Commission. To the extent that Genentech Campus properties are offered for sale or lease in the future, such disclosures would be included the real estate transactions. As no real estate transactions are currently proposed, no disclosures are required at this time.

3. Any related environmental documentation (electronic copy preferred)

Electronic copies of the Draft EIR were made available to all responsible agencies, including the C/CAG, and can also be viewed at the City of South San Francisco website at:

<http://weblink.ssf.net/weblink/0/fol/424187/Row1.aspx>

4. Other documentation as may be required (ex. related staff reports, etc.)

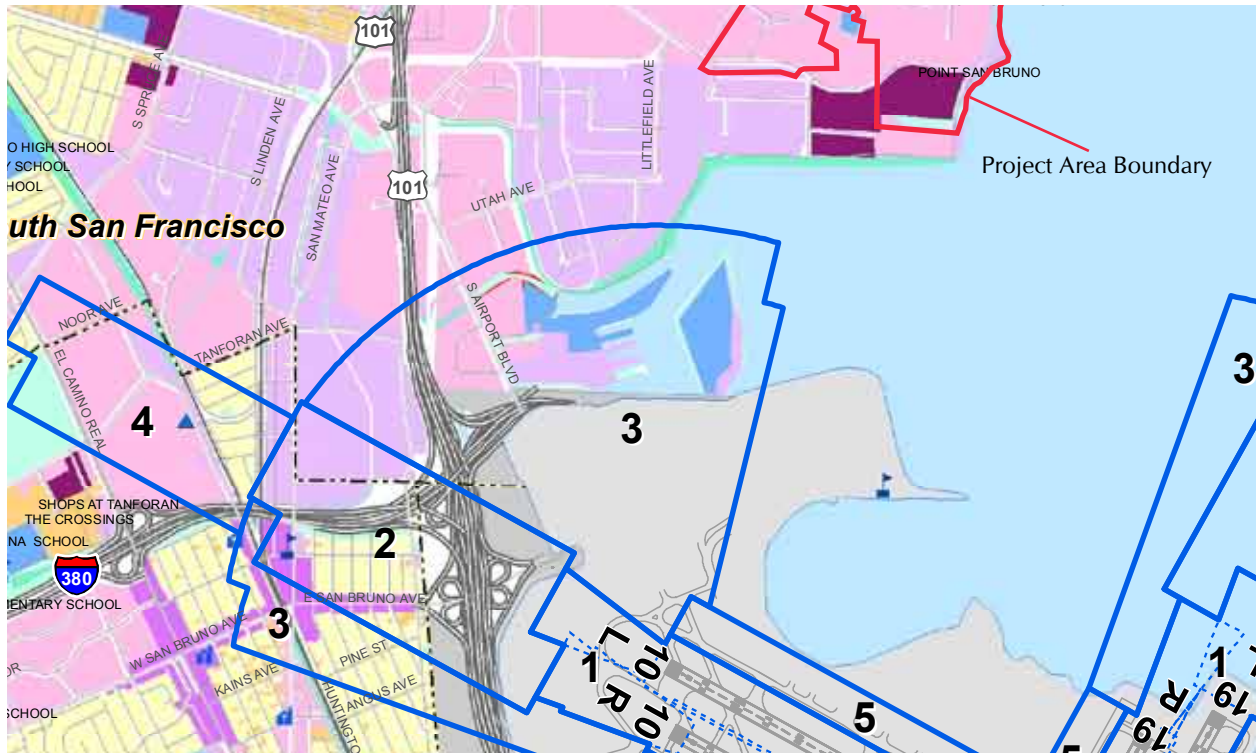
Attached to this Application for Land Use Consistency Determination, please find the following accompanying Figures from the Genentech Master Plan Update Draft EIR:

- Figure 3-1: Regional Location of the Project Area
- Figure 3-8: Genentech Campus Master Plan - Opportunity Sites
- Figure 3-9: EIR Project Description, Illustration of Assumed Buildout
- Figure 13-1: SFO Safety and Noise Compatibility Zones - Relationship to Project Area
- Figure 13-2: SFO FAA Part 77 Building Height Review Requirements and Restrictions

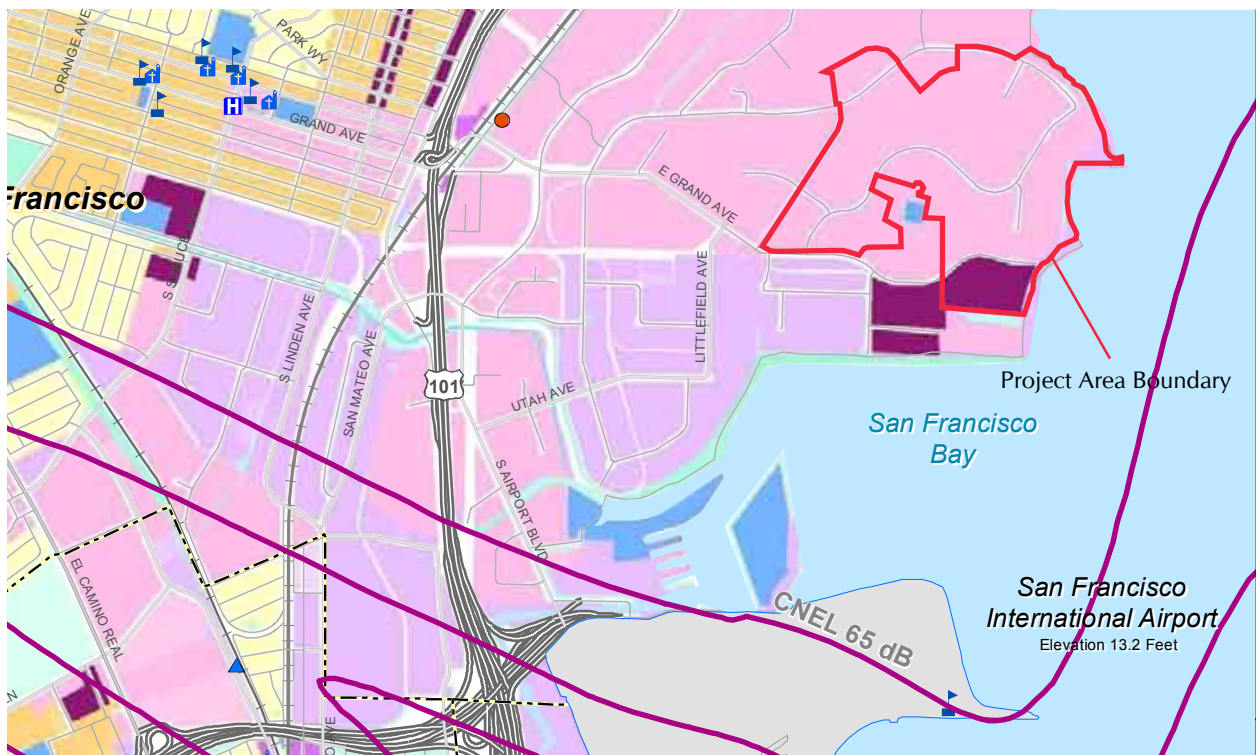
- Figure 13-3: Approximate Building Heights Triggering FAA Part 77 Review

Proposed Amended Genentech Master Plan Zoning District, including:

- Maximum Building Height Limit - see Section 20.260.003(C): Development Standards and Requirements
- Real Estate Disclosure Requirement - see Section 20.260.005(F): Removal of Lots from the Genentech Master Plan District



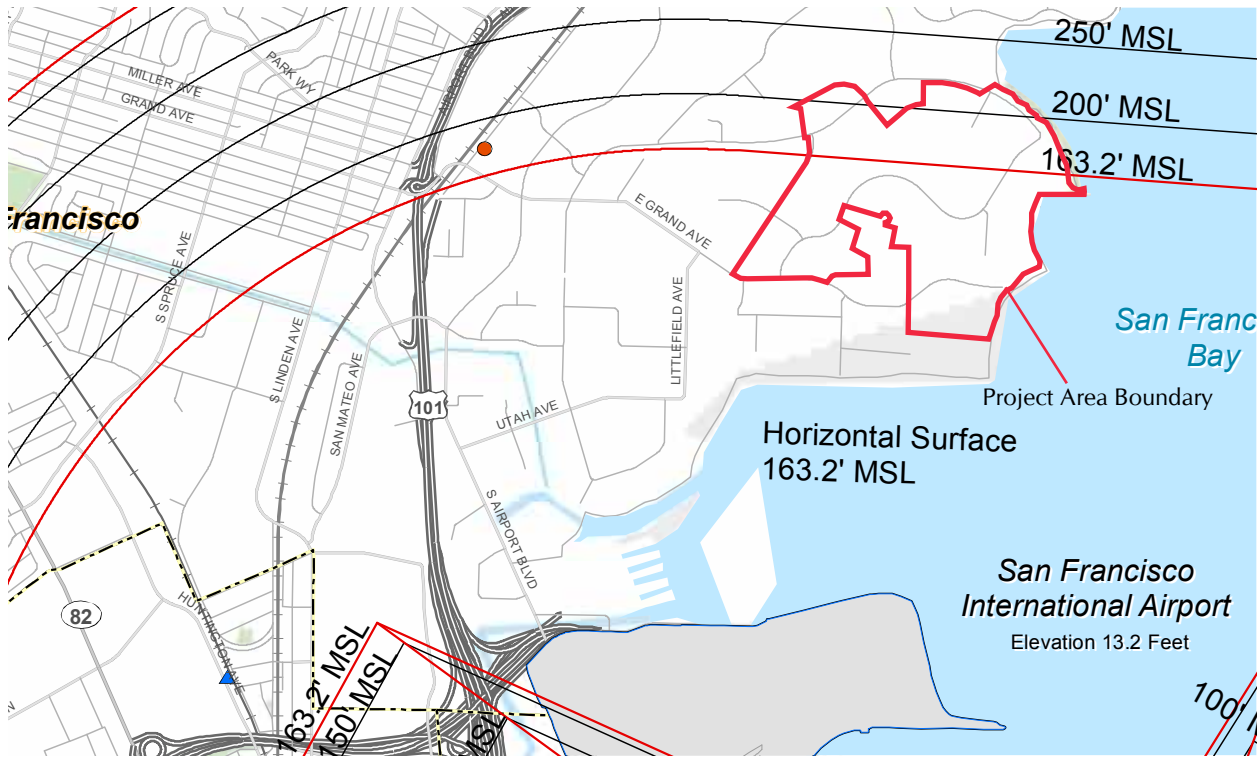
A: Safety Compatibility Zones



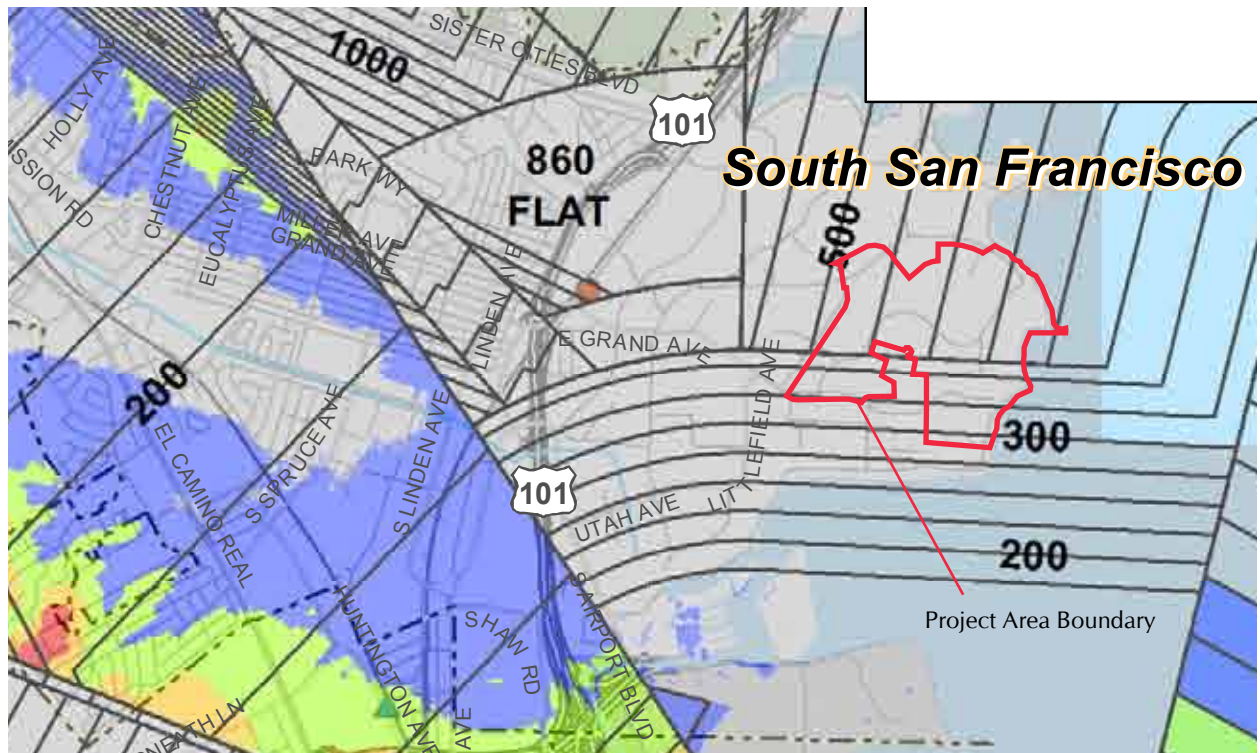
B: Noise Compatibility Zones

Figure 13-1
SFO Safety and Noise Compatibility Zones -
Relationship to Project Area





A: Part 77 Surface Heights



B: SFO Critical Aeronautical Surfaces

Figure 13-2
SFO's FAA Part 77 Building Height Review
Requirements and Restrictions



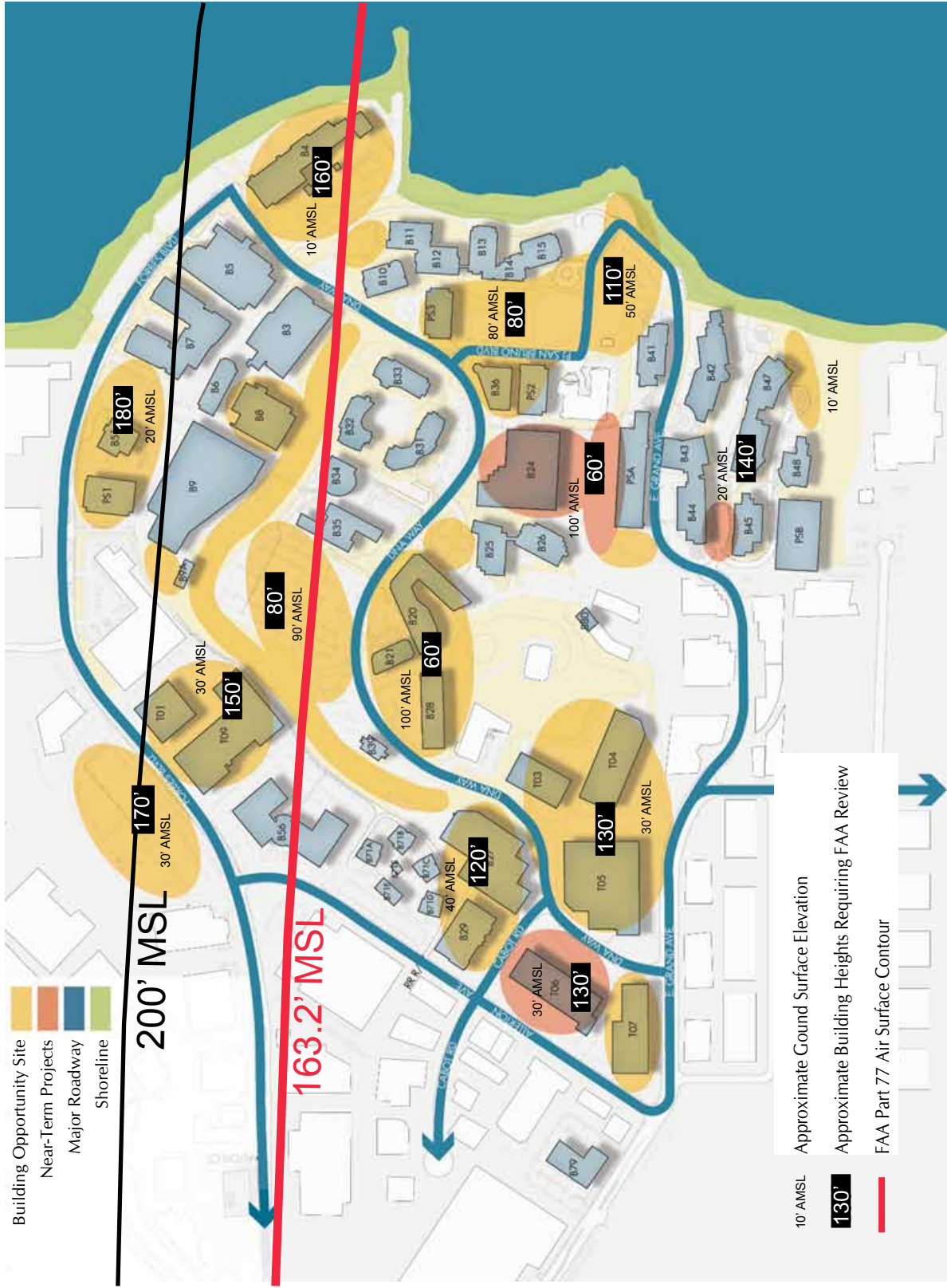


Figure 13-3
Approximate Building Heights Triggering FAA Part 77 Review

Source: SFO ALLUCP, Exhibit IV-14, San Mateo C/CAG, 2012