

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AIRPORT LAND USE COMMITTEE (ALUC)

AGENDA

Date: March 28, 2019
Time: 4:00 p.m.
Place: Burlingame City Hall - Council Chambers
501 Primrose Road
Burlingame, California

- | | | | |
|----|---|--|--------|
| 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 – January 24, 2019 | Action
(Ortiz) | Page 1 |
| 4. | San Francisco International Airport Land Use Compatibility Plan Consistency Review – 201 Haskins Way Project, South San Francisco, including proposed Zoning Text and Map Amendments to change the zoning of eight parcels (18.2 acres) to Business Technology Park and various related entitlements to allow construction of a 25,000 sf office/R&D building addition at 400-450 East Jamie Court, and a new 311,368 sf office/research building and a five-level parking garage at 201 Haskins Way. | Action
(Kalkin) | Page 5 |
| 5. | Presentation on the Airport Development Plan for San Francisco International Airport | Information
(SFO Staff) | |
| 6. | Member Comments/Announcements | Information | |
| 7. | Items from Staff | Information | |
| 8. | Adjournment – <i>Next regular meeting – April 25, 2019</i> | | |

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.

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>.

PUBLIC PARTICIPATION: Public comment is limited to two minutes per speaker. 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
January 24, 2019

1. Call to Order/Roll Call

As neither the Chair nor Vice-Chair was present, Committee member Masur called the meeting to order at 4:04 pm. With a quorum present, it was requested that the Committee select a Chair Pro Tem for the meeting. Motion: Member O’Connell moved, and member Ford seconded, selection of Committee member Masur as Chair Pro Tem. Motion carried unanimously (8-0).

Attendance sheet is attached.

2. Public Comment On Items Not On The Agenda

None

3. Minutes of the October 25, 2018 Meeting

Motion: Member O’Connell moved, and member Oliva seconded, approval of the October 25, 2018 minutes. Motion carried unanimously (8-0).

*Chair Ortiz arrived at 4:07 and assumed his position as chair.

4. San Francisco International Airport Land Use Compatibility Plan Consistency Review – City of San Bruno, 500 Sylvan Avenue Residential Development, including related Rezoning and Planned Development Permit.

Susy Kalkin, C/CAG staff, presented the staff report.

Committee members expressed concerns about noise impacts, noting the site is close to the 65 dB CNEL noise contour. They questioned whether an aviation easement would be required. Staff explained that the SFO ALUCP directed that aviation easements be required only where sites were located within the 65 dB CNEL contour, but that real estate disclosure would be required. Committee members discussed having staff send either a letter or note to San Bruno expressing their noise concerns.

Motion: Member Oliva moved, and member Masur seconded approval of the item subject to staff sending a memo to the City of San Bruno noting the Committee’s concerns with noise impacts on future residents. Motion carried unanimously (9-0).

5. Election of Officers for Calendar Year 2019

Committee Member O’Connell made a motion to elect Member Ortiz as the Chair for 2019. Motion was seconded by Member Oliva, and carried unanimously (9-0).

Committee member O'Connell made a motion to elect Member Masur as Vice-Chair for 2019. Motion was seconded by Member Ford, and carried unanimously (9-0).

6. Member Comments/Announcement

Committee member O'Connell asked when the SFO ALUCP will be updated. Staff noted that it would likely be soon after SFO completed its Long Range Development Plan. John Bergener, SFO, noted that the plan was well underway, and was expected to be completed late 2019/early 2020. It was requested that Mr. Bergener present an overview of the Plan at the next ALUC meeting.

7. Items from Staff

None

8. Adjournment

The meeting was adjourned at 4:20 pm.

DRAFT

2019 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Jan 2019				
Terry O'Connell	City of Brisbane	X				
Ricardo Ortiz	City of Burlingame	X (arrived 4:07)				
Roderick Daus-Magbual	City of Daly City					
Sanjay Gehani	City of Foster City					
Adam Eisen	City of Half Moon Bay					
Ann Oliva	City of Millbrae	X				
Shelly Masur	City of Redwood City	X				
Laura Davis	City of San Bruno	X				
Adam Rak	City of San Carlos	Y				
Warren Slocum	County of San Mateo and Aviation Representative					
Mark Nagales	City of South San Francisco	X				
Carol Ford	Aviation Representative	X				
Dave Williams	Half Moon Bay Airport Pilots Association	X				

X - Committee Member Attended

Y – Designated Alternate Attended

Staff and guests in attendance for the Jan. 24, 2019 meeting: Susy Kalkin, Sara Muse, Richard Newman, John Bergener – SFO Planning, Brian Branscomb.

C/CAG AGENDA REPORT

Date: March 28, 2019

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review - 201 Haskins Way Project, South San Francisco, including proposed Zoning Text and Map Amendments to change the zoning of eight parcels (18.2 acres) to Business Technology Park and various related entitlements to allow construction of a 25,000 sf office/R&D building addition at 400-450 East Jamie Court, and a new 311,368 sf office/research building and a five-level parking garage at 201 Haskins Way.

(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 201 Haskins Way Project, comprised of related zoning map and text amendments and various project 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 conditions:

1. Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA, and provide to the City of South San Francisco an FAA determination of no hazard to air navigation.
2. The City of South San Francisco shall require that the project sponsor comply with the real estate disclosure requirements outlined in Policy IP-1 of the SFO ALUCP.

BACKGROUND

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). The City of South San Francisco has referred the subject zoning amendments to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

DISCUSSION

The 201 Haskins Way Project (Project) site is located in easterly portion of the City of South San Francisco, adjacent to San Francisco Bay, and roughly one mile north of San Francisco International Airport. The Project comprises eight parcels totaling approximately 18.2 acres, and involves

rezoning seven of these parcels from Mixed Industrial (MI) to Business Technology Park (BTP) and one parcel from the Business Commercial (BC) to the BTP district to allow for potential construction of new office/research and development (R&D) uses on the properties. A specific development application is proposed for a portion of the site consisting of a 25,000 sf office/R&D building addition at 400-450 East Jamie Court, and a 311,368 sf office/research building and a five-level parking garage at 201 Haskins Way. The Project also includes minor zoning text amendments to clarify permitted new and existing uses that will continue to be allowed in the new zone district – specifically provisions to allow continuation and expansion of freight/truck terminals, warehousing and storage, and light fleet-based uses.

The City of South San Francisco’s zoning ordinance presently allows building heights in the East of US 101 area, where the Project is located, to maximum height limits permissible under Federal Aviation Regulations Part 77.

I. 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. 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 Project is located outside of the 65dB CNEL noise contour, the noise policies would not apply, and 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. However, as shown on Attachment 3, the Project is located outside of the safety zones established in the SFO ALUCP, and therefore the safety policies and criteria do not apply to this proposed policy action.

(c) Airspace Protection Policy Consistency Analysis

Building Heights – Pursuant to the SFO ALUCP, airspace protection compatibility of proposed land uses within its Airport Influence Area (AIA) is evaluated in accordance with the following criteria: (1) 14 Code of Federal Regulations Part 77 (FAR Part 77) Airport Imaginary Surfaces, which establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces.

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 (FAR Part 77 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 Project includes three new structures, the tallest of which is a 99-foot tall structure, with a ground elevation of approximately 20 feet above mean sea level (MSL), for an overall height of about 120' above MSL. The height for the imaginary surface established for the horizontal surface at the site location is 163.2 feet above MSL, as shown on Attachment 4, so structure heights would be well below the imaginary surface height established. However, as shown on the Attachment 5, the Project is located in an area that requires FAA notification for projects between 65-100' above ground level. Accordingly, the following condition of approval is included:

- Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA, and provide to the City of South San Francisco an FAA determination of no hazard to air navigation.

Other Flight Hazards – Impacts to Migratory Birds from Building and Lighting

Proposed land uses with characteristics that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft taking off or landing at the Airport or in flight can be incompatible in AIA B. The Draft EIR prepared for the Project includes an analysis of these potential impacts and includes mitigation measures to reduce the impacts to less than significant.

Subject to the condition noted above regarding FAA notification, the Project would be compatible with the Airspace Protection Policies of the SFO ALUCP.

II. Airport Influence Area A – Real Estate Disclosure Area

(a) Overflight Notification

The Project site is located within the Airport Influence Area (AIA) 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 the application materials, the following condition is proposed:

- The City of South San Francisco 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 exhibits.
2. SFO ALUCP Exh. IV-6 - Noise Compatibility Zones
3. SFO ALUCP Exh. IV-7 – Safety Compatibility Zones
4. SFO ALUCP Exh IV-14 - 14 CFR Part 77 Airport Imaginary Surfaces – North
5. SFO ALUCP Exh IV-11 – FAA Notification Filing Requirements – North



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: 201 Haskins Way Project

Address: 201 Haskins Way; 400-450 E. Jamie Court

APN: 015-102-230; 015-102-250

City: South San Francisco

State: CA

ZIP Code: 94080

Staff Contact: Ryan Wassum

Phone: 650-877-8535

Email: Ryan.wassum@ssf.net

PROJECT DESCRIPTION

The proposed project would involve rezoning seven parcels from the Mixed Industrial (MI) district to a Business Technology Park (BTP) district and one parcel from the Business Commercial (BC) district to the BTP district. The project would allow development at a floor area ratio (FAR) of 1.0 or a total of approximately 677,600 gross square feet (gsf) of new BTP office use. It is assumed that the additional office/R&D space would be built out in two phases. Alexandria Real Estate Equities (ARE) is proposing a specific development application for the proposed Phase 1 area site plan to construct 336,368 gsf of new office/R&D use; however, currently there is no site-specific development program proposed for the Phase 2 area. Please see attached project description for additional details.

REQUIRED PROJECT INFORMATION

For General Plan, Specific Plan or Zoning Amendments and Development Projects:

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
 - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.
 - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.
 - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
 - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.
 - c) Airspace Protection:
 - Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

2. Real Estate Disclosure requirements related to airport proximity
3. Any related environmental documentation (electronic copy preferred)
4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site
3. Building heights relative to mean sea level (MSL)

ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

Please contact C/CAG staff at 650 599-1467 with any questions.

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

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

AGENCY NAME: City of South San Francisco

PROJECT NAME: 201 Haskins Way Project

PROJECT DESCRIPTION

The project site is part of the City of South San Francisco’s (City’s) “East of 101” planning area, bounded by the San Francisco Bay on the east and U.S. 101 and railway lines on the west. The project site is composed of eight parcels encompassing approximately 18.2 acres of land bounded by East Grand Avenue to the north, Haskins Way to the west, San Francisco Bay to the south, and a recycling center and the Genentech campus to the east. Six of the parcels have trucking, warehouse, and distribution uses, one is used for parking, and one has office/research and development (R&D) use.

The proposed project would involve rezoning seven parcels from the Mixed Industrial (MI) district to a Business Technology Park (BTP) district and one parcel from the Business Commercial (BC) district to the BTP district. The project would allow development at a floor area ratio (FAR) of 1.0 or a total of approximately 677,600 gross square feet (gsf) of new BTP office use. It is assumed that the additional office/R&D space would be built out in two phases. Alexandria Real Estate Equities (ARE) is proposing a specific development application for the proposed Phase 1 area site plan; however, currently there is no site-specific development program proposed for the Phase 2 area. For the purposes of analysis under the California Environmental Quality Act (CEQA), this EIR assumes the project would be constructed in two phases with the proposed Phase 1 site plan and a conceptual Phase 2 development for buildout of the project site.

Phase 1

In the Phase 1 area, ARE would construct 336,368 gsf of new BTP office use on 201 Haskins Way and 400-450 East Jamie Court. The Phase 1 project would demolish a 24,075-gsf building at 201 Haskins Way which previously contained a light industrial trucking use, and construct a new 311,368-gsf office building (201 Haskins Way Building) with a 63-foot-tall, three-story wing and a 95-foot-tall, five-story wing; a 720-stall, five-level parking structure (up to 48 feet in height); and 183 surface parking spaces. At 400-450 East Jamie Court, ARE would construct an approximately 25,000-gsf, two-story addition to the existing western building. Construction in the Phase 1 area would begin in 2019 and occur over approximately 18 months, for anticipated completion in 2021.

Phase 2

The Phase 2 area includes two additional parcels along Haskins Way, two additional parcels along East Jamie Court, two parcels along East Grand Avenue, and additional development on the 400-450 East Jamie Court parcel (also in the Phase 1 area). At this time, no specific development in the Phase 2 area is proposed. Development of Phase 2 would require subsequent project-level site design.

The proposed rezoning of the parcels in the Phase 2 area would allow the existing uses to continue indefinitely and would allow redevelopment at 1.0 FAR in accordance with the BTP rezoning. The Phase

2 project rezoning would allow up to a total of 341,232 gsf of new BTP office use on 101 and 151 Haskins Way, 410 and 430 East Grand Avenue, 451 East Jamie Court, and an unaddressed parcel at Assessor's Parcel Number (APN) 015-102-290. Five of the parcels contain five existing one- to two-story light industrial buildings totaling approximately 157,995 gsf that would be removed. A portion of the 451 East Jamie Court parcel and APN 015-102-290 contain a parking lot that would be removed. The EIR evaluates the impacts of development of the maximum 341,232 gsf of new BTP use. For illustrative purposes, the EIR identifies a conceptual Phase 2 area development plan that would include construction of a new 256,232-gsf three- and five-story office building (East Grand Building) of up to 95 feet in height. In addition, in the conceptual plan, the parking garage would be expanded to two parcels to the east at 451 East Jamie Court (APN 015-102-240 and APN 015-102-290) to accommodate a total of 1,060 stalls (340 additional stalls), and a total of 243 additional surface parking stalls would be constructed. It is uncertain when or if such development for the Phase 2 area would occur or whether it would occur as a single redevelopment of all Phase 2 parcels together, or as individual development projects on one or more Phase 2 area parcels. To provide a conservative analysis of construction impacts in the EIR, it is assumed that construction in the Phase 2 area would commence in 2021 (immediately after completion of construction in the Phase 1 area) and would occur over an 18-month period.

The 201 Haskins Way project will require the following entitlements that are subject to a Land Use Consistency Determination:

- Zoning Map Amendment (to amend the existing zoning for eight parcels to the BTP district)
- Zoning Ordinance Amendment (to codify the combined General Plan designation of CC / MI and clarify permitted new and existing uses)

An environmental document has been prepared for the 201 Haskins Way project - the 201 Haskins Way Project Draft Environmental Impact Report (DEIR) (Link to DEIR: www.ssf.net/ceqadocuments). Excerpts from the DEIR are included in some of the discussion areas below. In instances where mitigation measures are proposed to be revised, the revisions are indicated in ~~strikeout~~ format, with underline 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 4), and the 201 Haskins Way Project Area that is subject to the proposed amendments is indicated in the map. As indicated on the map, and referenced in DEIR, the 201 Haskins Way project area remains well outside of the airport's noise-affected 65 dBA CNEL noise contour. Therefore, the noise policy is not applicable to the proposed project.

*201 Haskins Way Project DEIR Reference:
Chapter 4.8 – Noise, page 4.8.7.*

"Existing Noise Environment

The major noise sources affecting the East of 101 Area are vehicular traffic, railroad, aircraft, BART, and commercial/industrial activities. Land uses in the area are mostly limited to offices, commercial and light industrial. The project site is generally bounded by East Grand Avenue to the north, Haskins Way to the west, the Bay Trail and shoreline to the south, and adjacent parcels containing a recycling center and portions of the Genentech campus to the east. The project site is served by East Grand Avenue as the primary arterial road, fed by Haskins Way and East Jamie Court. To the south, the existing industrial development meets the Bay shoreline. Haskins Way and East Jamie Court are not thru-roads; therefore, the majority of ambient traffic noise comes from thru traffic on East Grand Avenue.”

*201 Haskins Way Project DEIR Reference:
Chapter 4.8 – Noise, page 4.8.4.*

“Ambient Noise Environment

To characterize the background noise environment in the project vicinity, a total of six noise measurements were collected.10 Two long-term (48 hour) measurements and six short-term (15 minute) measurements (at four short-term measurement locations) were collected in May 2018 in order to determine noise characteristics of the existing ambient environment near the project site and along East Grand Avenue, the nearest and primary arterial road. Measurement locations are indicated on Figure 4.8.1: Noise Measurement Locations. Generally, the major noise source at each long-term measurement location was traffic on East Grand Avenue. Aircraft flyovers were also clearly noticeable and contributed to the overall noise level. Noise measurement data are included in Appendix E.”

*201 Haskins Way Project DEIR Reference:
Chapter 4.8 – Noise, page 4.8.19.*

“Aircraft Noise

Intermittent aircraft noise resulting from operations of San Francisco International Airport would be audible at the project site, but aircraft noise levels would not be considered incompatible with the proposed uses. The General Plan noise contour map shows where the projected 2020 65 dBA CNEL contours are located. According to the data on the contour map, the project site would be located well outside the airport's 65 dBA CNEL noise contour. The exterior noise environment at the project site resulting from aircraft would be considered compatible with proposed uses, which are indoor office/R&D uses. The proposed project is not within the vicinity of any private airstrip. There would be no impacts associated with aircraft noise.”

Safety

The California Airport Land Use Planning Handbook requires ALUCPs to include safety zones for each runway end. The 2012 SFO ALUCP includes five safety zones and related land use compatibility criteria. The proposed project site is located outside of all safety zones established for the 2012 SFO ALUCP. The DEIR 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.

201 Haskins Way Project DEIR Reference:

Chapter 4.11 – Hazards, page 4.11.37

“Impact HZ-5: The proposed project is located within an airport land use plan, but would not result in a safety hazard for people residing or working in the project area. (Less than Significant)

(Paragraph revised) The closest airport is SFO, approximately 1 mile south of the project site. The project site is within the Airport Influence Area A boundary and Area B boundary of the ALUCP. The project does not involve proposed residential or overnight uses; therefore, real estate disclosure requirements under Airport Influence Area A are not required at this time. Because the proposed buildings under either the Phase 1 development or project buildout would have an area of greater than 100,000 sf and would require a rezoning of the project site, the proposed project is subject to advisory review by the ALUC. Within Area B, the C/CACG Board, acting within their ALUC capacity, would review the proposed rezoning action to determine project consistency with the ALUCP and other regulatory review procedures. With the proposed buildings at a maximum height of approximately 99 feet, the proposed project would not exceed the 2012 SFO ALUCP height limit of 161 feet. Due to proximity to the airport, however, the project would be required to submit a Notification of Proposed Construction or Alteration under 14 CFR Part 77 to allow the Federal Aviation Administration to chart the new structures in their database and provide a formal determination of the effect of the proposed structures on navigable airspace. Overall, the proposed project would be compatible with the ALUCP and the proposed structures would remain below the established height limits of the project site, and would not pose a safety hazard for people working in the project area. Therefore, this impact would be less than significant. No mitigation is necessary.”

Airspace Protection

Building Heights

ALUCP Exhibit IV-14 “14 CFR Part 77 Airport Imaginary Surfaces – North Side” is attached (Attachment 5), and the 201 Haskins Way Project Area that is subject to the proposed amendments is indicated in the exhibit. As indicated on the map, and referenced in the DEIR, the height for the imaginary surface established for the horizontal surface at the site location is 163.2 feet above MSL. The proposed project parcels are located at between 12 and 23 feet above MSL. The proposed buildings under the proposed project are designed to be constructed at a maximum building height of 99 feet above ground level. Maximum structure heights would be approximately 110 to 122 feet above MSL. A structure built at a

maximum of 122 feet above MSL would be well below the imaginary surface height established. Based on the proposed project's maximum height of 122 feet above MSL, no additional safety requirements are anticipated. Therefore, the proposed project would be consistent with the airspace policies as established in the adopted 2012 SFO ALUCP.

The City of South San Francisco includes the following general policies related to limiting building heights within the East of 101 Area:

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 – Chapter 20.110 Employment Districts
Table 20.110.003, Additional Development Standards

“A. Maximum Heights East of 101. Unless otherwise stipulated in a specific plan, building heights east of 101 are allowed the maximum height limits permissible under Federal Aviation Regulations Part 77.”

Impacts to Migratory Birds from Building and Lighting

The 201 Haskins Way Project Draft EIR included an analysis of impacts to migratory birds from buildings and lighting. Following is the specific language proposed in the mitigation measures; implementation of these measures would reduce the impact to less than significant:

201 Haskins Way Project DEIR Reference:
Chapter 4.8 – Biological Resources, pages 4.3.16 – 4.3.17.

“Mitigation Measures

MM-BI-1b: Lighting Measures to Reduce Impacts on Birds. During design, a qualified biologist experienced with bird strikes and building/lighting design issues shall 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, or using lower-intensity lighting.
- Windows or window treatments that reduce transmission of light out of the building shall be implemented to the extent feasible.

MM-BI-1c: Building Design Measures to Minimize Bird Strike Risk. During design, a qualified biologist experienced with bird strikes and building/lighting design issues shall 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 and/or patterned or fritted 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 to a bird may not appear noticeably different from, vegetation or the sky.”

Attachments:

1. 201 Haskins Way Project – Site Plan
2. Zoning Map Amendment
3. Zoning Text Amendment
4. ALUCP Exhibit IV-8 “Noise Compatibility Zones – Detail” (with 201 Haskins Way highlighted)
5. ALUCP Exhibit IV-14 “14 CFR Part 77 Airport Imaginary Surfaces – North Side” (with 201 Haskins Way highlighted)
6. Link to DEIR: www.ssf.net/ceqadocuments (click on the 201 Haskins EIR folder)

<i>Automobile/Vehicle Service and Repair, Minor</i>	-	-	-	P(5)	See Section 20.350.009 Automobile/Vehicle Service and Repair
<i>Automobile/Vehicle Washing</i>	C(1)	-	-	P(5)	See Section 20.350.007 Automobile/Vehicle Service Stations and Washing
<i>Service Station</i>	C(1)	C	C	C	See Section 20.350.007 Automobile/Vehicle Service Stations and Washing and Section 20.350.013 Convenience Market
<i>Towing and Impound</i>	-	-	-	CUP	
Banks and Financial Institutions	<i>See sub-classifications below</i>				
<i>Banks and Credit Unions</i>	P	P	-	P	
<i>Pawnbrokers</i>	C	C	-	C	See Section 20.350.039 Pawnbrokers and Chapter 6.92 Pawnbroker/Secondhand Dealer
<i>Other Financial Services</i>	<i>See sub-classifications below</i>				
<i>Alternative Loan Businesses</i>	MUP	MUP	-	MUP	See Section 20.350.011 Other Financial Services
Building Materials Sales and Services	P	-	-	MUP	
Business Services	P	MUP	-	P	
Commercial Cannabis Businesses	<i>See sub-classifications below</i>				
<i>Cannabis Delivery-Only Operations</i>	C	C	-	C	See Chapter 20.410 “Regulation of Cannabis Activities”
<i>Cannabis Distribution</i>	-	-	-	C	See Chapter 20.410 “Regulation of Cannabis Activities”
<i>Cannabis Indoor Cultivation</i>	C	C	-	C	See Chapter 20.410 “Regulation of Cannabis Activities”
<i>Cannabis Manufacturing</i>	-	-	-	C	See Chapter 20.410 “Regulation of Cannabis Activities”
<i>Cannabis Testing</i>	C	C	-	C	See Chapter 20.410 “Regulation of Cannabis Activities”
Commercial Entertainment and Recreation	<i>See sub-classifications below</i>				
<i>Amusement Arcade</i>	MUP(6)	-	-	-	
<i>Indoor Entertainment</i>	C	-	C	C(7)	
<i>Indoor Sports and Recreation</i>	C	C	C	C(7)	
<i>Outdoor Entertainment</i>	C	C	-	-	
<i>Outdoor Sports and Recreation</i>	C	C	-	-	
Crop Production, Limited	-	-	-	C	
Eating and Drinking Establishments	<i>See sub-classifications below</i>				
<i>Bars/Night Clubs/Lounges</i>	C	-	-	-	
<i>Coffee Shops/Cafés</i>	P	P	C	P	See Section 20.350.028 Outdoor Seating
<i>Restaurant, Full Service</i>	P	P	P	MUP	See Section 20.350.028 Outdoor Seating
<i>Restaurant, Limited Service</i>	P	P	C	P	See Section 20.350.028 Outdoor Seating
Food and Beverage Retail Sales	<i>See sub-classifications below</i>				
<i>Convenience Market</i>	P	P	-	P	See Section 20.350.014 Convenience Market
<i>Grocery Store</i>	P(1)	-	C(1)	C(1)	
<i>Supermarket</i>	P(1)	-	C(1)	-	
Funeral Parlors and Mortuaries	C	-	-	-	
Lodging	<i>See sub-classifications below</i>				
<i>Hotels and Motels</i>	C	-	P	-	
Maintenance and Repair Services	P	P	-	P	
Massage Businesses	MUP	-	MUP	MUP	See Section 20.350.026.5 Massage Businesses
Offices	<i>See sub-classifications below</i>				
<i>Business and Professional</i>	P	P	C	P	
<i>Medical and Dental</i>	P	P	-	P	
Parking Services	<i>See sub-classifications below</i>				
<i>Commercial Parking</i>	MUP	MUP	P(8)	C	
<i>Public Parking</i>	P	P	P	P	
Personal Services	<i>See sub-classifications below</i>				
<i>General Personal Services</i>	P	-	P	P	Section 20.350.030 Personal Services

<i>Tattoo or Body Modification Parlor</i>	-	-	C	-	See Section 20.350.035 Tattoo or Body Modification Parlor
Retail Sales	<i>See sub-classifications below</i>				
<i>General Sales</i>	P	P	P	P	
<i>Firearm Sales</i>	-	-	-	C	
<i>Large Format Retail</i>	P	-	P	-	See Section 20.350.024 Large Format Retail
<i>Second Hand Store</i>	C	-	-	-	
<i>Swap Meet</i>	C	-	-	C	
Employment Uses					
Automobile/Vehicle Sales and Service	P	P	-	P	
<i>Rental Car Storage</i>	-	-	-	MUP(4) (8)	
Construction and Material Yard	-	-	-	P	
Food Preparation	-	C	-	P(9)	
Handicraft/Custom Manufacturing	MUP	P	-	P	
Industry, General	-	-	-	P	
Industry, Limited	-	P	-	P	
Recycling Facility	<i>See sub-classifications below</i>				
<i>Collection Facility</i>	MUP	MUP	-	MUP	See Section 20.350.032 Recycling Facilities
<i>Intermediate Processing</i>	-	-	-	MUP	See Section 20.350.032 Recycling Facilities
Research and Development	P	P	-	P	
<i>Clean Technology</i>	P	P	-	P	
Salvage and Wrecking	-	-	-	CUP	
Warehousing, Storage, and Distribution	<i>See sub-classifications below</i>				
<i>Chemical, Mineral, and Explosives Storage</i>	-	-	-	C	
<i>Freight/Truck Terminals and Warehouses</i>	-	(10)(12)	-	P	See Section 20.350.019 Freight/Truck Terminals and Warehouses
<i>Indoor Warehousing and Storage</i>	-	(10)(12)	-	P	
<i>Outdoor Storage</i>	MUP	-	-	P	See Section 20.350.029 Outdoor Storage
<i>Personal Storage</i>	-	-	-	C	See Section 20.350.031 Personal Storage
<i>Wholesaling and Distribution</i>	-	P(11)	-	P	
Transportation and Utilities Uses					
Airports and Heliports	C	-	-	C	
Light Fleet-Based	C	(10)(12)	-	C	See Section 20.350.036 Taxi and Limousine Services
Transportation Passenger Terminals	MUP	MUP	-	MUP	
Utilities, Major	C	C	-	C	
Utilities, Minor	P	P	P	P	
Other Applicable Use Regulations					
Accessory Uses	See Section 20.300.002 Accessory Buildings and Structures				
Nonconforming Use	See Chapter 20.320 Nonconforming Uses, Structures, and Lots				
Temporary Use	See Chapter 20.340 Temporary Use				

Limitations:

1. Prohibited east of 101.
2. Subject to state licensing requirements.
3. Only in conjunction with research facility.
4. Limited to locations east of South Airport Boulevard and the Bayshore Freeway.
5. Must be located a minimum of 500 feet from any Residential district.
6. Only within hotels and motels.
7. Must be associated with a hotel or retail use when located within 1000 feet of SFO.
8. Restricted to: (a) areas located underneath major utility lines or under elevated freeways; or (b) consistent with General Plan Policy 3.2-I-5, airport-oriented parking facilities on Produce Avenue that were legally approved prior to 1999.
9. Tasting rooms require Minor Use Permit approval.
10. In accordance with General Plan Policy 3.5-I-11 and Resolution 84-97, legally approved freight forwarding, customs brokering, wholesale, warehousing, and distribution uses that existing in 1997 (or were approved prior to July 10, 2000 with a Use Permit) are considered conforming uses and may convert to other industrial uses including wholesale, warehouse, and distribution uses, and may expand within parcel boundaries as they existed at the time Resolution 84-97 was adopted, subject to meeting the current development standards (Municipal Code); however, said uses may not expand, convert to, re-convert to, or establish a freight forwarding use.
11. Only within enclosed buildings and south of Grand Avenue.
12. Legally established and pre-existing freight forwarding, warehousing, and light fleet-based uses are legal conforming uses permitted or permitted with a conditional use permit and may expand or convert to other freight forwarding, warehousing, and light fleet-based uses on parcels with a combined General Plan designation of Coastal Commercial (CC) and Mixed Industrial (MI) as depicted in the General Plan Figure 2-1 Land Use Diagram; however, these uses shall be developed in accordance with the development standards and supplemental regulations for the MI Zoning District.

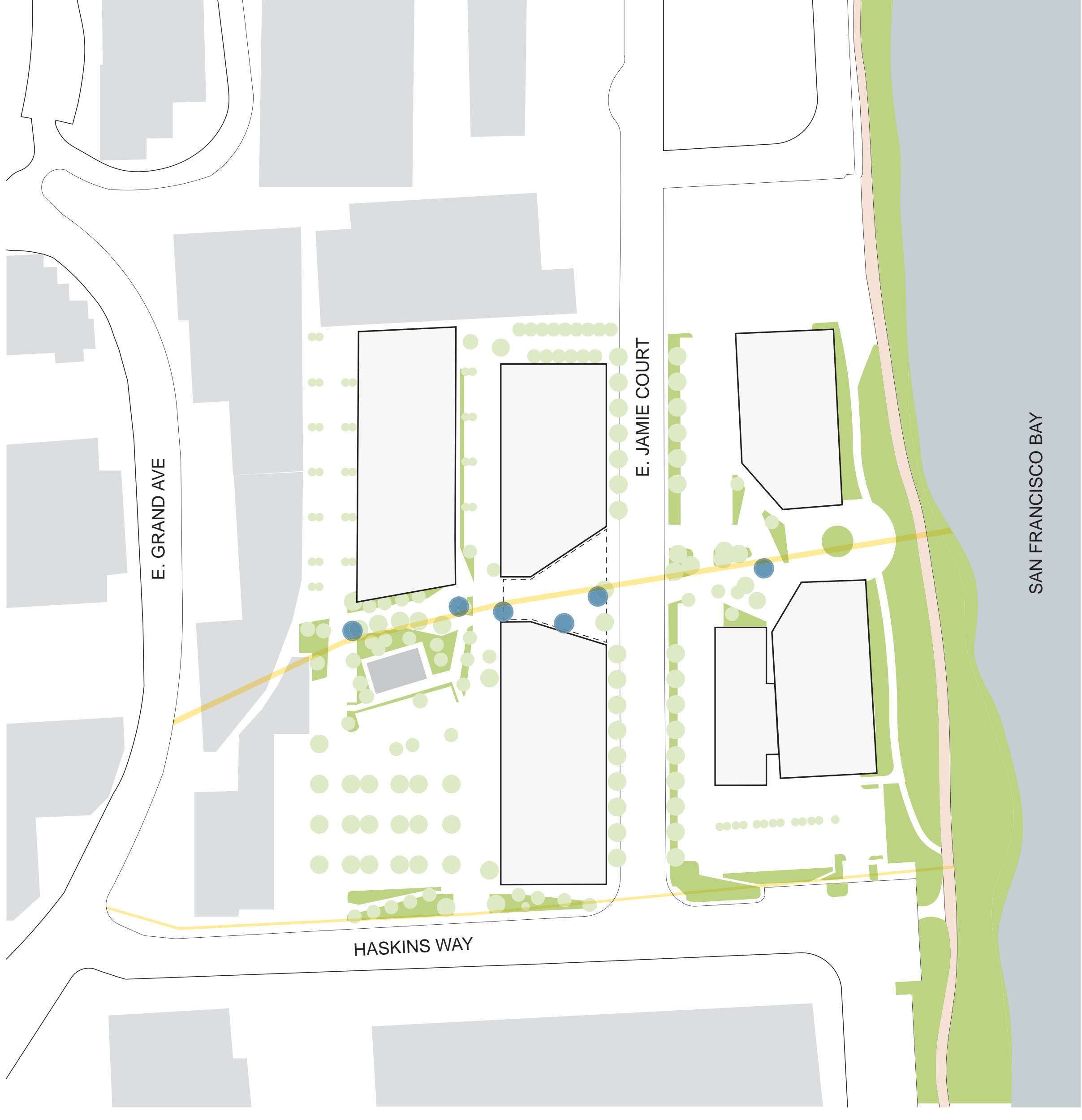
SITE DESIGN

DESIGN CONCEPT
IN DEVELOPING THE SITING STRATEGY FOR 201 HASKINS CONSIDERATION HAS BEEN GIVEN NOT ONLY TO THE PARAMETERS OF THE CURRENT PROJECT BUT ALSO TO THOSE OF FUTURE DEVELOPMENT. ULTIMATELY, THE GOALS OF THIS PHASED DEVELOPMENT ARE:

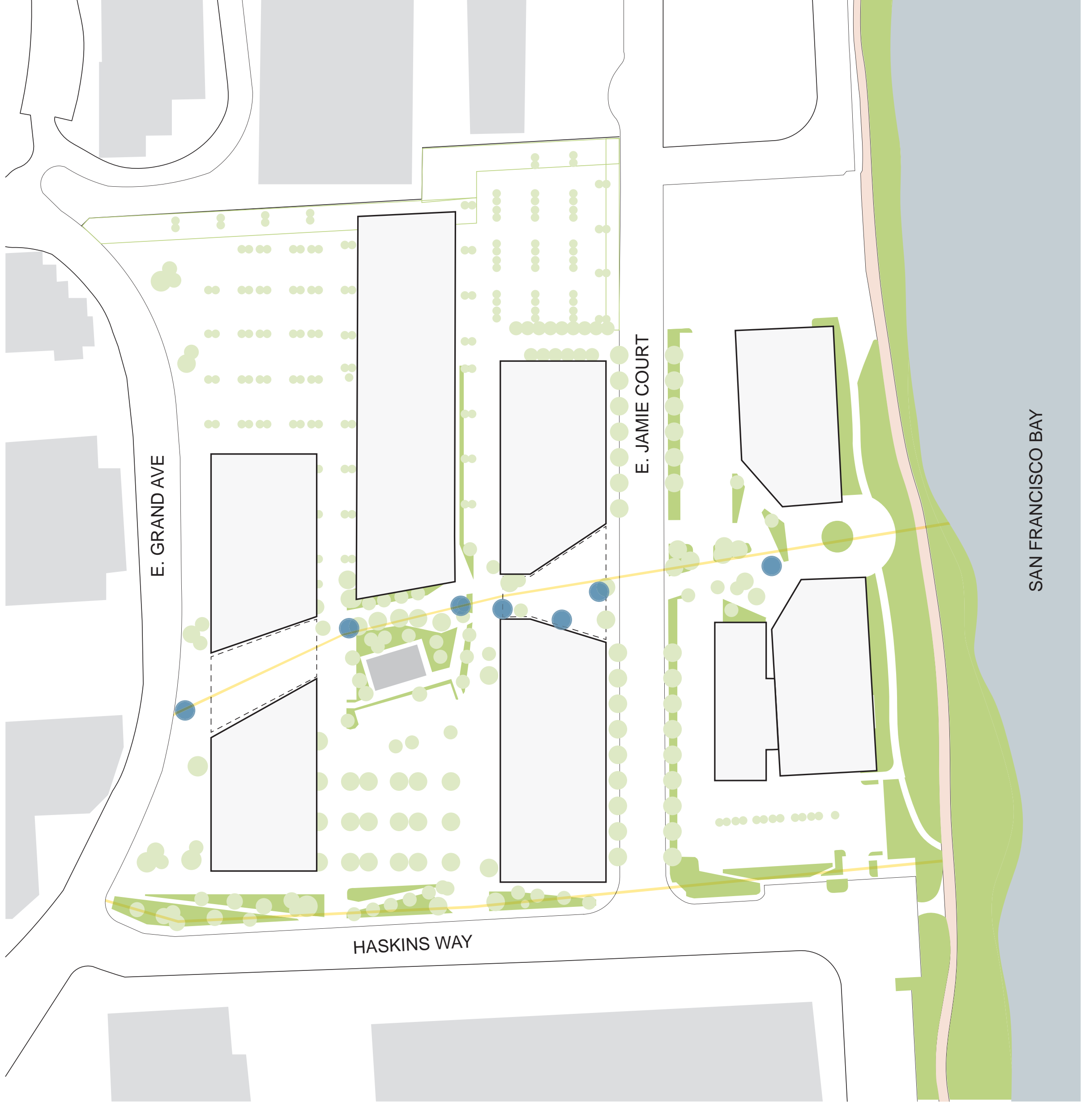
1. CREATE A VISUAL LINK FROM EAST GRAND AVE. TO THE NORTH THROUGH THE PROJECT SITE CULMINATING IN AN EXISTING PUBLIC ACCESS TO THE BAY TRAIL BETWEEN TWO EXISTING BUILDINGS AT 400 AND 450 EAST JAMIE COURT.
2. CREATE A STRONG PEDESTRIAN LINK FROM THE INTERSECTION OF EAST GRAND AVE AND HASKINS WAY TO THE BAY TRAIL ACCESS AT THE SOUTHERN TERMINUS OF HASKINS, JAMIE COURT, AND.
3. TAKE ADVANTAGE OF THE SPECTACULAR VIEWS OF THE BAY AND SFO TO THE SOUTH.

PHASE 1
PHASE 1 STANDS ALONE AS A PROJECT WHILE LAYING THE FOUNDATION FOR FUTURE DEVELOPMENT. THE LAB/OFFICE BUILDING HAS BEEN SITUATED ALONG THE SOUTHERN PROPERTY LINE TO BE IN CLOSE PROXIMITY WITH THE BUILDINGS ACROSS EAST JAMIE COURT. A CENTRAL ATRIUM SPACE THAT IS ON AXIS WITH THE PUBLIC ACCESS TO THE BAY TRAIL BETWEEN THE EXISTING BUILDINGS AT 400-450 EAST JAMIE COURT FORMS THE HUB OF THE NEW PROJECT. THE GARAGE MASSING IS INTENTIONALLY PULLED BACK FROM HASKINS WAY TO THE EASTERN PORTION OF THE SITE. THIS ALLOWS FOR THE FORMATION OF BOTH A PUBLIC PLAZA AND WALKWAY ALONG HASKINS WAY AND A CENTRAL SPINE ALONG THE GARAGE'S WEST EDGE. THIS CENTRAL SPINE, ON AXIS WITH THE BUILDING'S THREE-STORY ATRIUM LINKING THE PROPOSED PROJECT WITH THE WATER'S EDGE. THE LAB/OFFICE BUILDING IS EXTENDED FURTHER TO THE WEST THAN 400 EAST JAMIE COURT TO OPEN UP VIEWS TO THE BAY.

PHASE 2
PHASE 2 COMPLETES THE SITE PLANNING STRATEGIES GENERATED IN PHASE 1 BY STRENGTHENING AND COMPLETING THE CENTRAL VISUAL SPINE AND THE PEDESTRIAN LINK FROM EAST GRAND AVE. TO THE BAY. THE CENTRAL SPINE IS COMPLETED BY CREATING A "FRONT DOOR" ALONG EAST GRAND AVENUE WHICH LEADS DIRECTLY INTO A THREE STORY ATRIUM SPACE. THIS CAMPUS ENTRY BEGINS THE SEQUENCE OF INTERNAL AND EXTERNAL SPACES THAT CULMINATES AT THE PLAZA OVERLOOKING THE BAY AT 400-450 EAST JAMIE COURT. SIMILARLY, THE PEDESTRIAN WAY ALONG HASKINS WAY IS STRENGTHENED BY THE ADDITION OF A SECOND PLAZA SPACE AT THE INTERSECTION OF EAST GRAND AVE AND HASKINS WAY AND IS LINKED TO THE FIRST BY A PATHWAY THAT INCREASES AND DECREASES IN WIDTH TO CREATE A DYNAMIC WALKING EXPERIENCE. THE PLAZA WALKWAY SEQUENCE MIRRORS THE INTERNAL AND EXTERNAL SEQUENCE OF THE CENTRAL SPINE.



PHASE I: SITE CONCEPT DIAGRAM



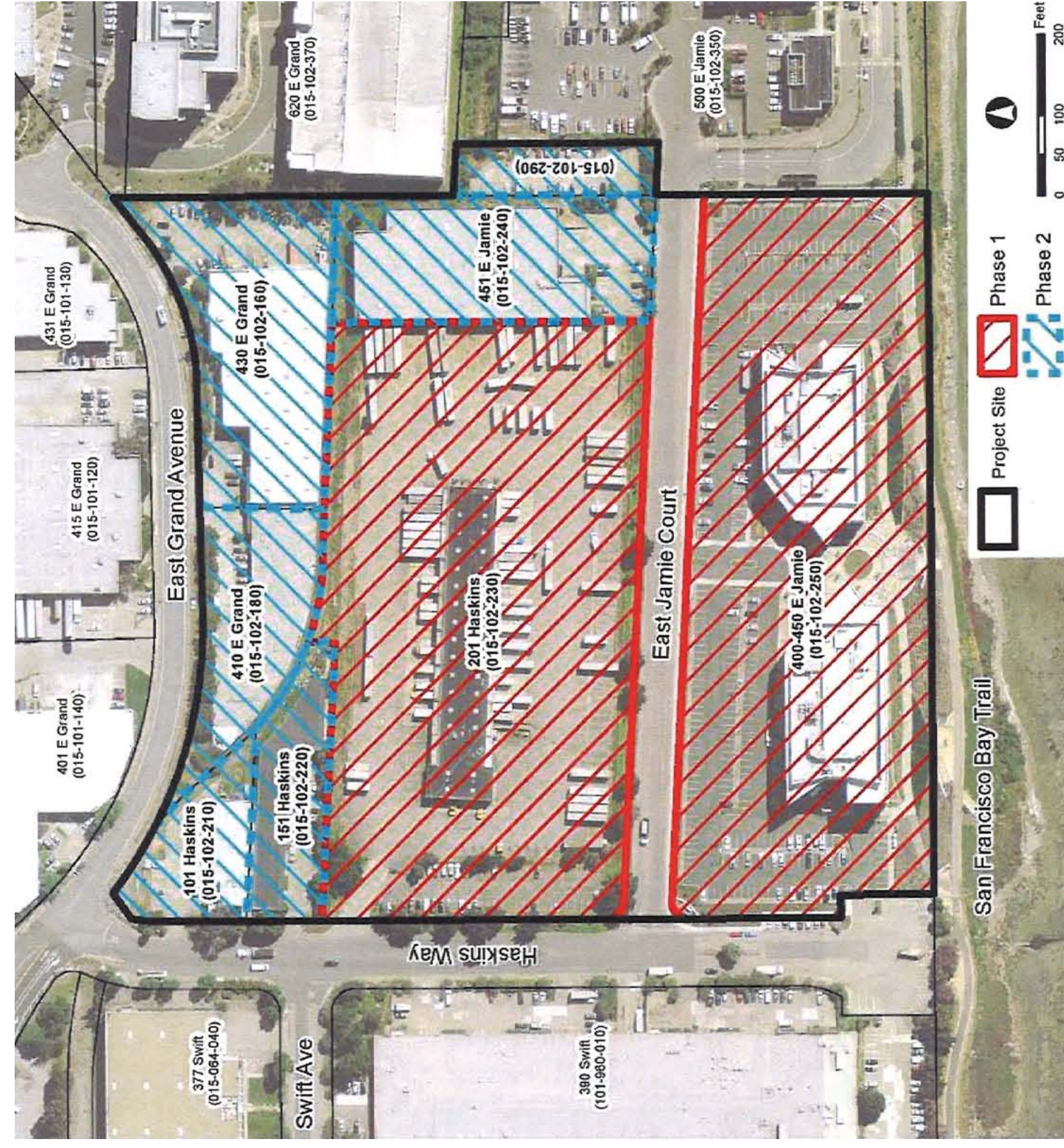
PHASE II: SITE CONCEPT DIAGRAM



PHASE I: DIAGRAMMATIC SITE PLAN



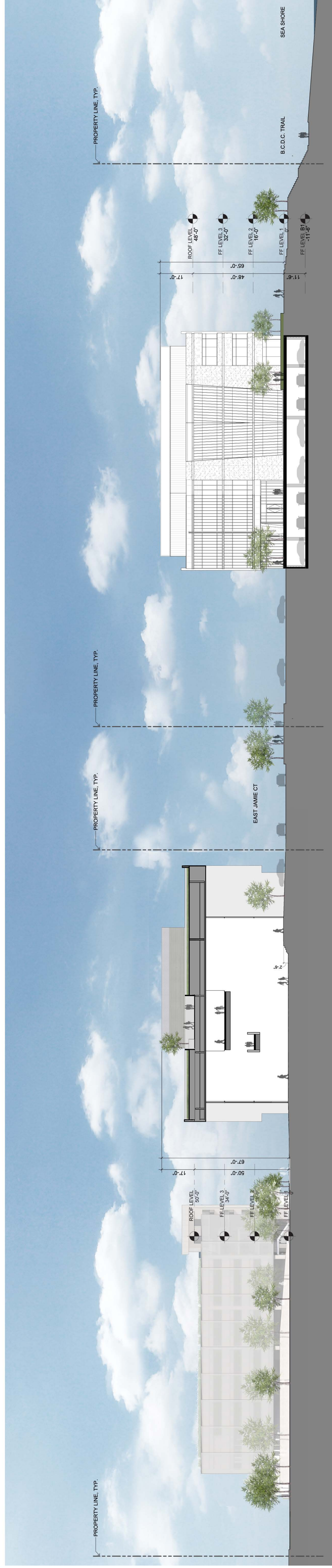
PHASE II: DIAGRAMMATIC SITE PLAN



PHASING DIAGRAM



2 SITE SECTION - WEST
3/32" = 1'-0"



1 SITE SECTION - CENTER
1" = 20'-0"

LEGEND

- CNEL Contour, 2020 Forecast
- Airport Property
- BART Station
- CALTRAIN Station
- School
- Place of Worship
- Hospital
- Municipal Boundary
- Railroad
- Freeway
- Road
- Planned Land Use Per General Plans:
 - Public
 - Multi-Family Residential
 - Single Family Residential
 - Mixed Use
 - Transit Oriented Development
 - Commercial
 - Industrial, Transportation, and Utilities
 - Local Park, Golf Course, Cemetery
 - Regional Park or Recreation Area
 - Open Space
 - Planned use not mapped

Sources:

- Noise Contour Data:**
- Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport. URS Corporation and BridgeNet International, June 2011
- County Base Maps:**
- San Mateo County Planning & Building Department, 2007
- Local Plans:**
- Burlingame Bayfront Specific Area Plan, August 2006
 - Burlingame Downtown Specific Plan, January 2009
 - Burlingame General Map, September 1984
 - North Burlingame/ Rollins Road Specific Plan, February 2007
 - Colma Municipal Code Zoning Maps, December 2003
 - Daly City General Plan Land Use Map, 1987
 - Hillsborough General Plan, March 2005
 - Millbrae Land Use Plan, November 1998
 - Pacifica General Plan, August 1996
 - San Bruno General Plan, December 2008
 - San Mateo City Land Use Plan, March 2007
 - San Mateo County Zoning Map, 1992
 - South San Francisco General Plan, 1998

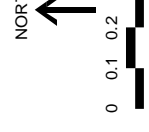
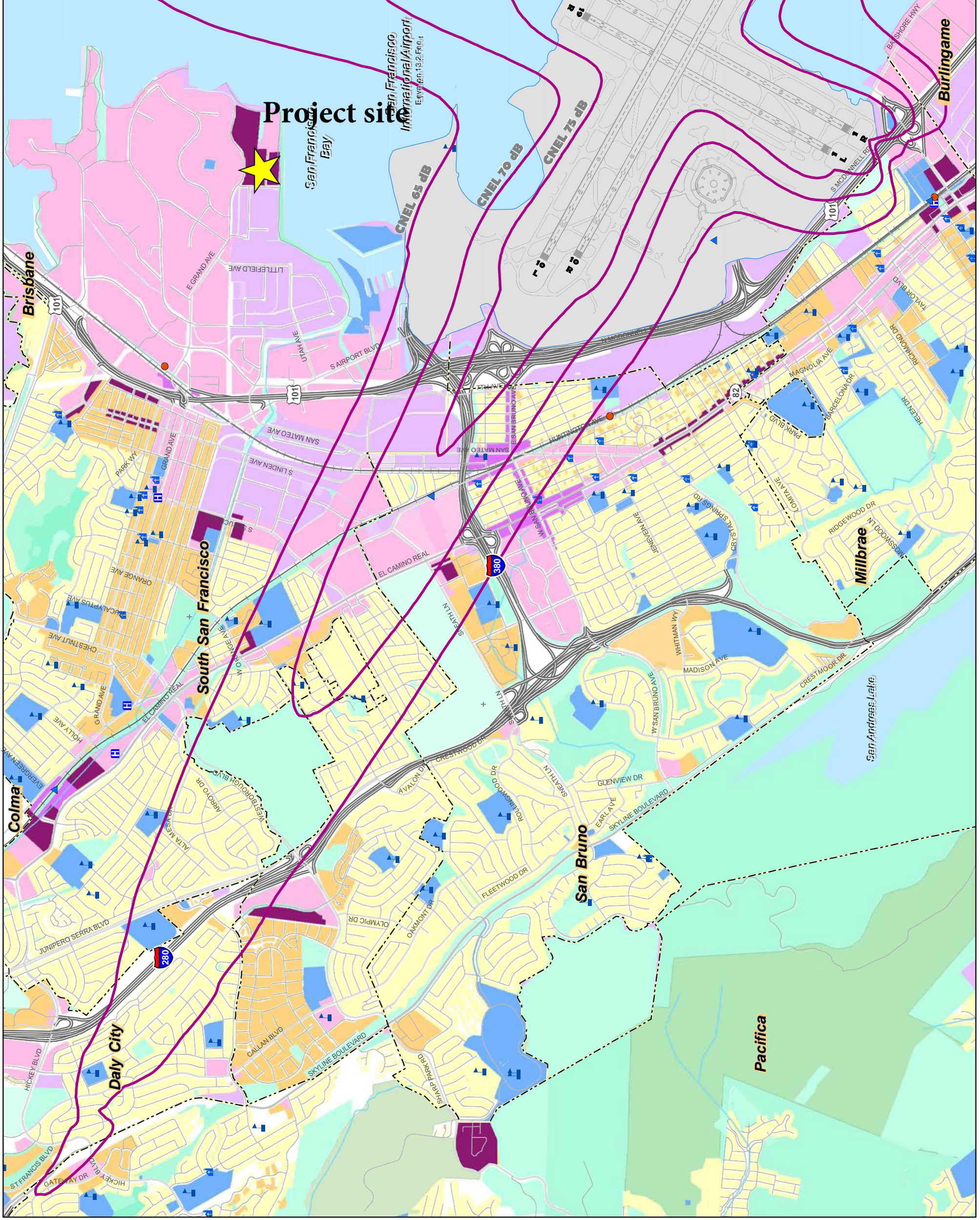
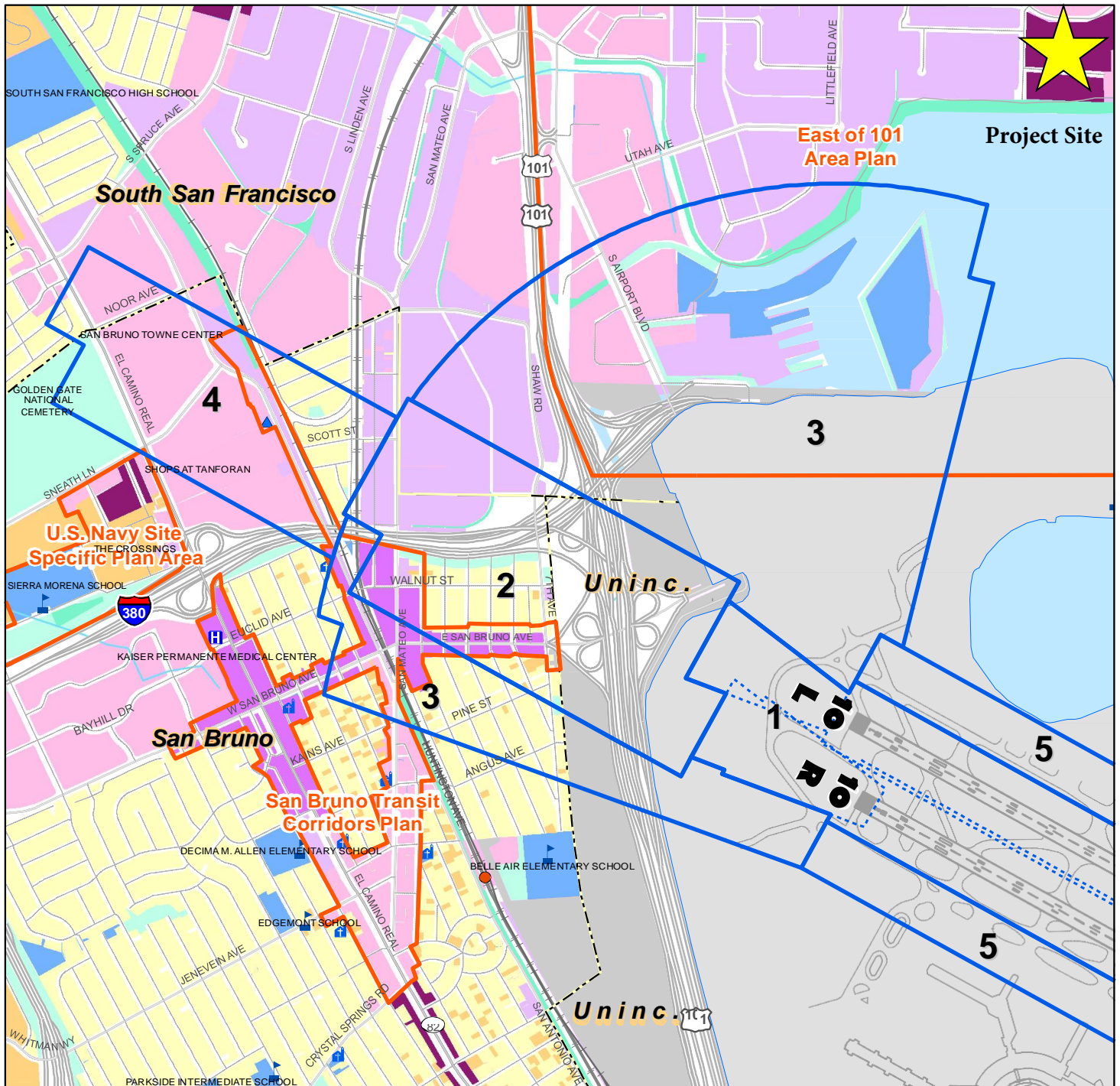


Exhibit IV-6
NOISE COMPATIBILITY ZONES -- DETAIL
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
CICAG
 City/County Association of Governments
 of San Mateo County, California





LEGEND

Safety Compatibility Zones

- 1 - Runway Protection Zone-Object Free Area
- 2 - Inner Approach/Departure Zone
- 3 - Inner Turning Zone
- 4 - Outer Approach/Departure Zone
- 5 - Sideline Zones
- Internal boundaries of ALP-defined areas
- Specific Plan Area
- Airport Property
- BART Station
- CALTRAIN Station
- School
- Place of Worship
- Hospital
- Municipal Boundary
- Railroad
- Freeway
- Major Road
- Road

Planned Land Use Per General Plans

- Public
- Multi-Family Residential
- Single Family Residential
- Mixed Use
- Transit Oriented Development
- Commercial
- Industrial, Transportation, and Utilities
- Local Park, Golf Course, Cemetery
- Regional Park or Recreation Area
- Open Space

Sources:

- Local Plans:**
- San Bruno General Plan, December 2008
 - South San Francisco General Plan, 1998

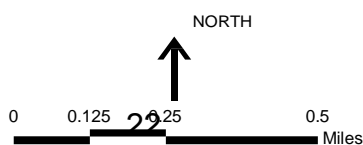


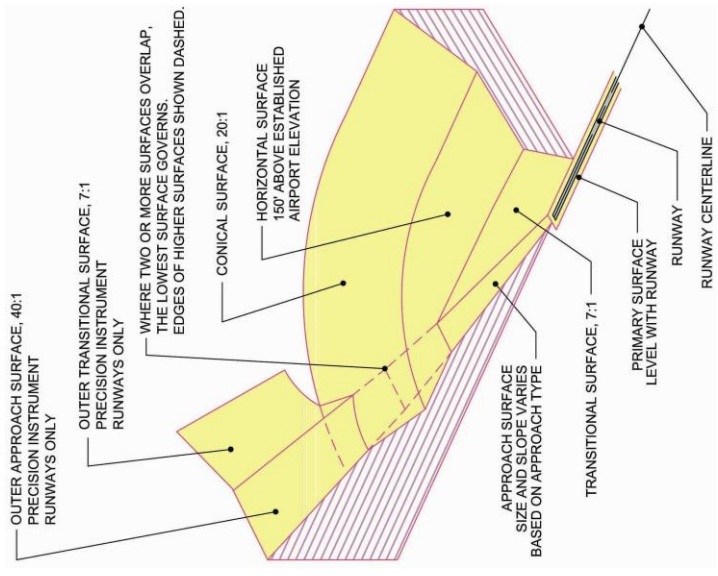
Exhibit IV-8
**SAFETY COMPATIBILITY ZONES
 IN THE CITIES OF SOUTH SAN FRANCISCO
 AND SAN BRUNO**
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport

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

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**



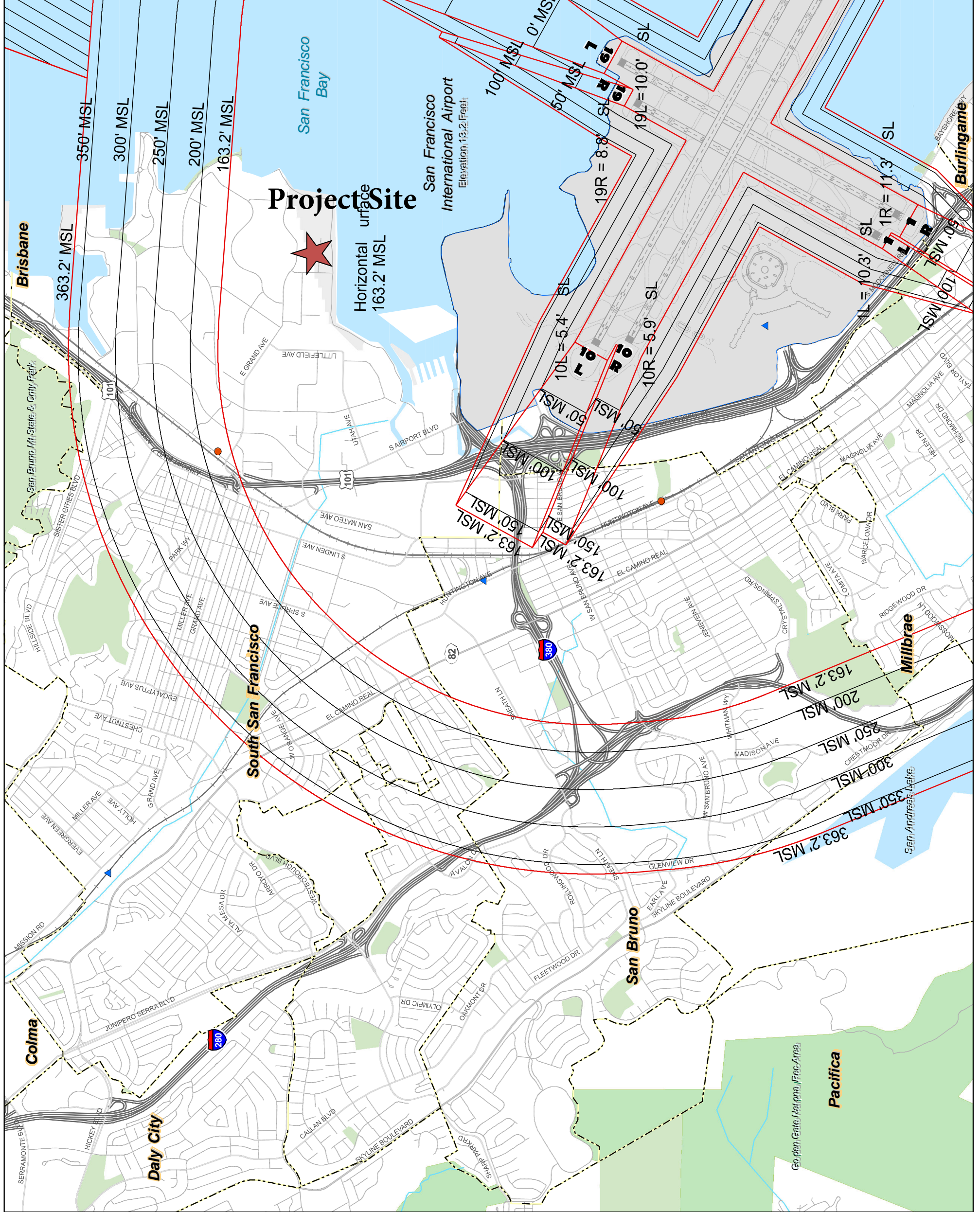
Sources:

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

Attachment 4



Exhibit IV-14
14 CFR PART 77 AIRPORT IMAGINARY SURFACES -- NORTH SIDE
Comprehensive Airport Land Use Plan
for the Environs of San Francisco International Airport
CICAG
City/County Association of Governments
of San Mateo County, California



FAA NOTIFICATION REQUIREMENTS

A structure proponent must file FAA Form 7460-1, Notice of Proposed Construction or Alteration, for any proposed construction or alteration that meets any of the following Notification Criteria described in 14 CFR part 77.9:

\$77.9(a) - A height more than 200 feet above ground level (AGL) at its site;

\$77.9(b) - within 20,000 feet of a runway more than 3,200 feet in length, and exceeding a 100:1 slope imaginary surface (i.e., a surface rising 1 foot vertically for every 100 feet horizontally) from the nearest point of the nearest runway. The 100:1 surface is shown as follows:

— 100 — 20,000 Feet Limit From Nearest Runway
 — Elevation Above Mean Sea Level

Heights of 100:1 Surface Above Ground (AGL)

- Terrain penetrations of Airspace Surface
- Less than 30
- 30-65
- 65-100
- 100-150
- 150-200
- 200 and more

\$77.9(c) - Roadways, railroads, and waterways are evaluated based on heights above surface providing for vehicles; by specified amounts or by the height of the highest mobile object normally traversing the transportation corridor;

\$77.9(d) - Any construction or alteration on any public-use or military airport (or heliport).

Structure proponents or their representatives may file via traditional paper forms via US mail, or online at the FAA's eE/AAA website, <http://oeaaa.faa.gov>

LEGEND

- BART Station
- CALTRAIN Station
- Municipal Boundary
- Railroad
- Freeway
- Road

Note:

per 14 CFR part 77, developers proposing structures taller than the indicated elevations must file Form 7460-1 with the FAA at least 30 days before the proposed construction. However, due to local requirements for a favorable FAA determination as a contingency for project approval, it is advisable to file the Form 7460-1 as soon as possible because the FAA can take several months to undertake aeronautical reviews.

Source:

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

Attachment 5

Exhibit IV-11
FAA NOTIFICATION FORM 7460-1
FILING REQUIREMENTS -- NORTH SIDE
 Comprehensive Airport Land use plan
 for the Environs of San Francisco International Airport

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

