



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: Southline Specific Plan

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| Address: 30 Tanforan Avenue, 40 Tanforan, 50 Tanforan Avenue, 54 Tanforan Avenue, 315 S. Maple Avenue, 319 S. Maple Avenue, 325 S. Maple Avenue, 347 S. Maple Avenue, 349 S. Maple Avenue, 160 S. Linden Avenue, 180 S. Linden Avenue, 240 Dollar Avenue, 80 Tanforan Avenue | APNs: 014-250-090, 014-250-080, 014-250-050, 014-241-030, 014-241-040, 014-232-030, 014-232-050, and 102-590-010 |
|--|--|

City: South San Francisco

State: CA

Zip Code: 94080

Staff Contact: Adena Friedman,
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San Francisco

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PROJECT DESCRIPTION

Project Location and Specific Plan Area Description

The project applicant, Lane Partners, proposes to redevelop an approximately 28.5-acre site within the City of South San Francisco's (City's) Lindenville Planning Subarea (Southline Specific Plan area) currently developed with industrial uses with a transit-oriented research-and-development (R&D)/office campus, along with related off-site improvements (together, the Project).

The Specific Plan area is at the intersection of South Maple Avenue and Tanforan Avenue, adjacent to the City of San Bruno. The Specific Plan area is bounded by commercial, industrial, and warehouse facilities to the north and east, single-family residences to the south, and the San Bruno Bay Area Rapid Transit

(BART) station, The Shops at Tanforan, and San Bruno Towne Center to the west. In addition, the Centennial Way Trail, a Class I multi-use path, runs generally parallel and west of the Specific Plan area. The project area currently consists of a variety of office, industrial, warehouse, and storage facilities that were largely constructed in the 1940s and 1950s. The existing structures total nearly 344,000 square feet and include approximately 380 surface parking spaces.

Project Description

The proposed project would demolish all existing on-site uses within the Specific Plan area and construct a transit-oriented office/R&D campus with a maximum anticipated building area of approximately 2,800,000 square feet. New development would include commercial office/R&D buildings, a three-story supportive amenities building totaling up to approximately 70,000 square feet, two parking structures, a new east–west connection road, supportive utilities and related infrastructure, and up to 341,800 square feet (7.8 acres), of open space. Attachment 1, ALUC Package, contains conceptual site plans and circulation improvements for the Specific Plan area.

Building heights would range from three to seven stories, subject to maximum building height limits in accordance with Federal Aviation Administration (FAA) and Airport Land Use Compatibility Plan (ALUCP) requirements; generally, the maximum height limit within the Specific Plan would be 120 feet, but actual heights will depend on the specific elevation of the relevant portion of the Specific Plan area and the applicable height contours under the above applicable regulations, as further described below. See Attachment 1, Figures F, G and H for additional information on Building Heights.

The proposed project would construct new circulation improvements throughout the project site (i.e., within the Specific Plan area and the off-site improvement areas). The proposed circulation improvements include new streets, pedestrian network improvements to enhance access and connectivity to the San Bruno BART station, minor reconfiguration to Centennial Way Trail, neighborhood traffic calming measures, and roadway reconfigurations to ensure compatibility with a potential future grade separation of the Caltrain tracks. Utilities would also be rerouted and upgraded to serve future development. The applicant is also proposing a Transportation Demand Management (TDM) plan, designed to achieve a 45% alternative mode share (AMS).

Overview of General Plan, Specific Plan and Zoning Amendments

The Southline project would require approval of the Southline Specific Plan and related General Plan, zoning map, and zoning text amendments to reflect adoption of the Specific Plan. Specifically, the applicant is proposing amendments to the General Plan to amend General Plan Figure 2-3: Special Area Height Limitations to increase the building height in the Specific Plan area to be in accordance with Federal Aviation Administration requirements consistent with City policy in nearby areas of the City, and re-designation of a small, approximately 0.3-acre parcel within the Specific Plan area from “Park and Recreation” to “Office” to be consistent with the General Plan designation of the remainder of the Specific Plan area.

This Specific Plan builds upon the policy framework and direction set forth in the General Plan, and is consistent with the Office designation. The Office designation is intended to provide sites for administrative, financial, business, professional, medical and public offices in locations proximate to BART or Caltrain stations. (General Plan, Land Use Element, p. 2-20.) The base maximum Floor Area Ratio (“FAR”) applicable in the Office designation is 1.0, and increases may be permitted up to a total FAR of

2.5 for development meeting specific transportation demand management, structured parking, off-site improvement, or design criteria.

A new 2040 General Plan, “ShapeSSF” is currently being prepared by the City but has not yet been adopted. Based on the City’s planning efforts to-date, it is anticipated that the Specific Plan will be consistent with the City’s vision for the Specific Plan area under the 2040 General Plan. The land use alternative selected by the City Council in November 2020 would retain a consistent Business & Professional Office General Plan land use designation for the Specific Plan area, consistent with the current designation.

The zoning map and zoning text would be amended to reflect adoption of the Specific Plan; no other amendments are required. After the Draft Environmental Impact Report (DEIR) was released for public review in September, 2021, the applicant was able to purchase an additional parcel contiguous to the Specific Plan Area (80 Tanforan Avenue). The applicant has since updated the application to revise the site plan to include 80 Tanforan Avenue. A new surface parking structure is being proposed for 80 Tanforan Avenue, in lieu of the subterranean parking that was originally proposed south of the new east-west connection road. Additionally, the amenities building on the southwest portion of the site has been reduced in height and total square footage, and the updated site plan contains minor landscaping and circulation changes. This application for ALUC review includes the updated site plan with 80 Tanforan Avenue. The Final EIR (FEIR) and Specific Plan will include the updated site plan.

Project Environmental Review

A Draft Environmental Impact Report (Draft EIR) was prepared for the Project. As further described in the Draft EIR, the project site is located within the FAA Regulation Part 77 sphere of influence and within the boundaries of Airport Influence Area (AIA) A and B of the SFO ALUCP, the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*. The Draft EIR evaluated the Project’s consistency with the 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 FAA, are used to safeguard the general welfare of the public and were described in the Draft EIR. The Draft EIR indicated that because the Southline Specific Plan Area is entirely within the SFO AIA, the compatibility criteria contained within the ALUCP are applicable to land use plans and development within the Campus.

The Draft EIR evaluated the Project’s consistency with ALUCP and FAA regulations, which are further described under the following Impact analyses:

- Impact NOI-3: The project would not expose people residing or working in the project area to excessive noise levels for a project located within the vicinity of a private airstrip or an airport land use plan or, where such plan has not been adopted, within 2 miles of a public airport or public use airport.
- Impact HAZ-5: The project would not result in a safety hazard or excessive noise for people residing or working in the project area.
- Impact LU-2: The project would not result in an environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The Draft EIR concluded 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 September 28, 2021. The 45-day public review and comment period on that Draft EIR ended on November 12, 2021. During that period, the City of South San Francisco held a public hearing before the City Planning Commission on November 4, 2021. Included among the public comments on the Draft EIR was a letter from the San Francisco International Airport (SFO) (see Attachment 3), indicating that the structures as proposed would be at below the lowest critical airspace surface and therefore compatible with the ALUCP, and that the project Proponent is required to undergo FAA Review as described in 14 Code of Federal Regulations Part 77 for both permanent structures and any cranes or other equipment taller than the permanent buildings which would be required to construct those surfaces. Conditions of approval for future development in the Southline Specific Plan Area will require FAA review and approval as required by law.

| 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 – Noise

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. As shown in Figure B (Noise Compatibility Zones) of Attachment 1, a portion of the project site (approximately half of the Specific Plan Area) is within the 65dB CNEL noise contour, and the remaining portion of the project site is within the 70dB noise contour. Areas within the boundaries of CNEL contour map are subject to ALUCP noise compatibility policies set forth in Policy NP-2, Airport/Land Use Compatibility Criteria and Table IV-1 of the ALUCP. As described in Table VI-1 of the ALUCP, commercial land uses, including office, business and professional, and general retail uses, in addition to industrial uses, are considered compatible uses in all the designated noise compatibility zones in the ALUCP without restrictions. Thus, the uses proposed for the Southline Specific Plan are consistent with the ALUCP noise criteria.¹

Noise Impacts Analysis

¹ South San Francisco, Southline Draft EIR, September 2021, page 4.11-13

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 NOI-3). The DEIR included the following analysis: SFO, the closest public airport, is approximately 1.1 miles southeast of the project site. The project site is located partially within the 2012 ALUCP 65 dBA CNEL noise contour, and partially within the 2012 ALUCP 70 dBA CNEL noise contour; no portion of the project site is located within the 75 dBA CNEL noise contour (as shown in Figure B in Attachment 1). The 2012 ALUCP designates most recreational, commercial, and industrial/production land uses as compatible uses within the 70 dBA CNEL noise contour. Residential land uses are designated as incompatible within the 70 dBA CNEL noise contour, according to the ALUCP for SFO; however, no residential land uses are proposed as part of the Southline Specific Plan. Land uses allowed under the proposed project include commercial, office, and/or R&D land uses. According to Table IV-1 of the ALUCP (entitled “Noise/Land Use Compatibility Criteria”), these types of land uses (i.e., office, business and professional, general retail uses) are considered compatible with all airport-related noise levels. For these reasons, the Draft EIR concluded that impacts related to excessive aircraft noise from public airports or private airstrips for the project would be *less than significant*,² and the Southline Specific Plan is consistent with the noise policies in the ALUCP.

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| 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 – Safety

ALUCP Policy SP-1 identifies Safety Compatibility Zones within certain distances from an airport to minimize potential hazards and improve public safety. Policy SP-2 defines incompatible land uses within each Safety Compatibility Zone. There are five safety compatibility zones in the vicinity of SFO.

Safety Analysis

The Draft EIR includes an evaluation of safety hazards for people working or residing in the project area (DEIR Impact HAZ-5 and Impact LU-2) and concludes that the project would not pose a safety hazard for people working in the project area.

² South San Francisco, Southline DEIR, Page 4.11-54

As shown in Figure A (Safety Compatibility Zones) of Attachment 1, the southwest corner of the Specific Plan area is located within Zone 4, the Outer Approach/Departure Zone. The remainder of the Specific Plan area is not within any of the ALUCP's established Safety Compatibility Zones. ALUCP Policy SP-2 and Table IV-2 define incompatible uses within each Safety Compatibility Zone. Incompatible uses for Zone 4 include: Biosafety Level 3 and 4 facilities, children's schools, large child day care centers, hospitals, nursing homes, stadiums, arenas, hazardous uses (other than biosafety Level 3 and 4 facilities), and critical public utilities. The project would include development within that portion of the site located within Zone 4 during Phase 1; however, development would be limited to streetscape, open space, and a commercial amenities building; these uses are not restricted under the ALUCP and so the project is consistent with the ALUCP policies regarding its safety zones, as further described in the Draft EIR Section 4.8 Hazards and Hazardous Materials and Section 4.10, *Land Use and Planning*.

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| 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 – Airspace Protection

The ALUCP establishes airport vicinity height limitations to protect public safety, health, and welfare by ensuring that aircraft can safely fly in the airspace around an airport and to protect the operational capability of airports. The criteria used in establishing these policies is based on the Title 14 of the CFR, Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace, 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. The ALUCP incorporates the provisions in Title 14 CFR Part 77; Appendix F of the ALUCP describes the FAA airspace review process and the extent of FAA authority related to airspace protection. As noted in the ALUCP, the height of new development must be maintained below defined obstacle clearance surfaces, referred to as critical aeronautical surfaces. As identified in the ALUCP, the project site is located within the Federal Aviation Regulation Part 77 sphere of influence, which is the boundary established to regulate obstructions to airspace navigation, including building heights. Based on these requirements, the ALUCP establishes height restrictions within specific contours of airport facilities throughout Area A and Area B in which the Specific Plan area is located; specifically, as shown in Figure D of Attachment 1, there is a contour to establish a limit of 125 feet above ground level running northeast-southwest located south of the Specific Plan area and a contour to establish a limit of 150

feet north of the Specific Plan area. As also shown in Figure D of Attachment 1, the Specific Plan area falls within the 100 to 150 feet above ground level range for SFO's critical aeronautical surfaces.

Airspace Protection Analysis

According to the 2012 SFO ALUCP, notification and consultation with the FAA under CFR Part 77.9 would be required for implementation of future development of the Southline Specific Plan area. Conditions of approval will be included for future development projects, requiring FAA notification and consultation.

Building heights under the project would range from four to seven stories, subject to maximum height limits in accordance with Federal Aviation Administration (FAA) and San Francisco International Airport Land Use Compatibility Plan requirements; maximum heights would be approximately 120 feet depending on the specific elevation of the relevant portion of the Specific Plan area and the applicable height contours under these regulations. Figure C of Attachment 1 shows ALUCP's Part 77 Airport Imaginary Surfaces figure with the project site highlighted. As indicated on the map, the height for the imaginary surface established for the horizontal surface at the site location is 163.2 feet above Mean Sea Level (MSL). Figures F-H of Attachment 1 show the conceptual site plan with proposed building heights above ground level, as well as building heights from MSL. The proposed project parcels are located between 22 and 28 feet above MSL, and the maximum building heights would be 145.3 feet above AMSL, well below the 163.2 feet shown in the ALUCP.

Pending consultation with C/CAG and the FAA, it is expected that the project would be compatible with the applicable land use compatibility policies under the SFO ALUCP. Development within the Specific Plan area would be required to comply with the FAA and ALUCP building height regulations and would otherwise be compatible with the land uses contemplated for the project site under the ALUCP; as such, the Project would not pose a safety hazard related to protected airspace.

The Southline DEIR also analyzes whether the Project would result in conflicts with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (DEIR Impact LU-2). The analysis contains a consistency evaluation with 14 Code of Federal Regulations Part 77:

In accordance with the proposed Specific Plan, the maximum heights of new buildings within the Specific Plan area would comply with the height regulations and restrictions as established by FAA and ALUCP criteria. Pursuant to these proposed height regulations, new buildings exceeding the FAA Part 77 height limits will be subject to FAA review and may be required to provide marking and/or lighting, or such buildings may not be acceptable to the FAA if found to have unexpected impacts to the safety or efficiency of operations at SFO. Under federal law, the project applicant is required to comply with all notifications and other requirements described in 14 CFR Part 77. The project applicant would be required to file Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA to determine whether the project would constitute a hazard to air navigation, and if any airspace safety design features (e.g., lighting) would be necessary.

Compliance with FAA and ALUCP regulations would ensure that the project does not result in new buildings that exceed applicable ALUCP building height limits and would therefore be consistent with the ALUCP criteria. Therefore, impacts of the project related to conflicts with 14 CFR Part 77 would be *less than significant*. No mitigation is required.

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

The Draft Southline Specific Plan is attached to this application ([link to the document in Attachment 2](#)). To the extent that Southline project properties are required to include a real estate disclosure regarding airport impacts, such disclosures would be included in any future real estate transactions of property within the Project area. No disclosures are required at this time, as no real estate transactions are proposed. Conditions of approval requiring real estate disclosures will be applied for future applications for development under the Southline Specific Plan.

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 this [link](#).

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

Planning Commission Report regarding Study Session and Public Comments on the Draft EIR for the proposed Southline Specific Plan ([link](#))

Attached to this Application for Land Use Consistency Determination:

Attachment 1: ALUC Package, including the following figures:

Figure A: Safety Compatibility Zones

Figure B: Noise Compatibility Zones

Figure C: Part 77 Airport Imaginary Surfaces

Figure D: SFO Critical Aeronautical Surfaces

Figure E: Latitude and Longitude of Project Site

Figures F, G, H: Building Heights

Attachment 2: Draft Southline Specific Plan ([link](#))

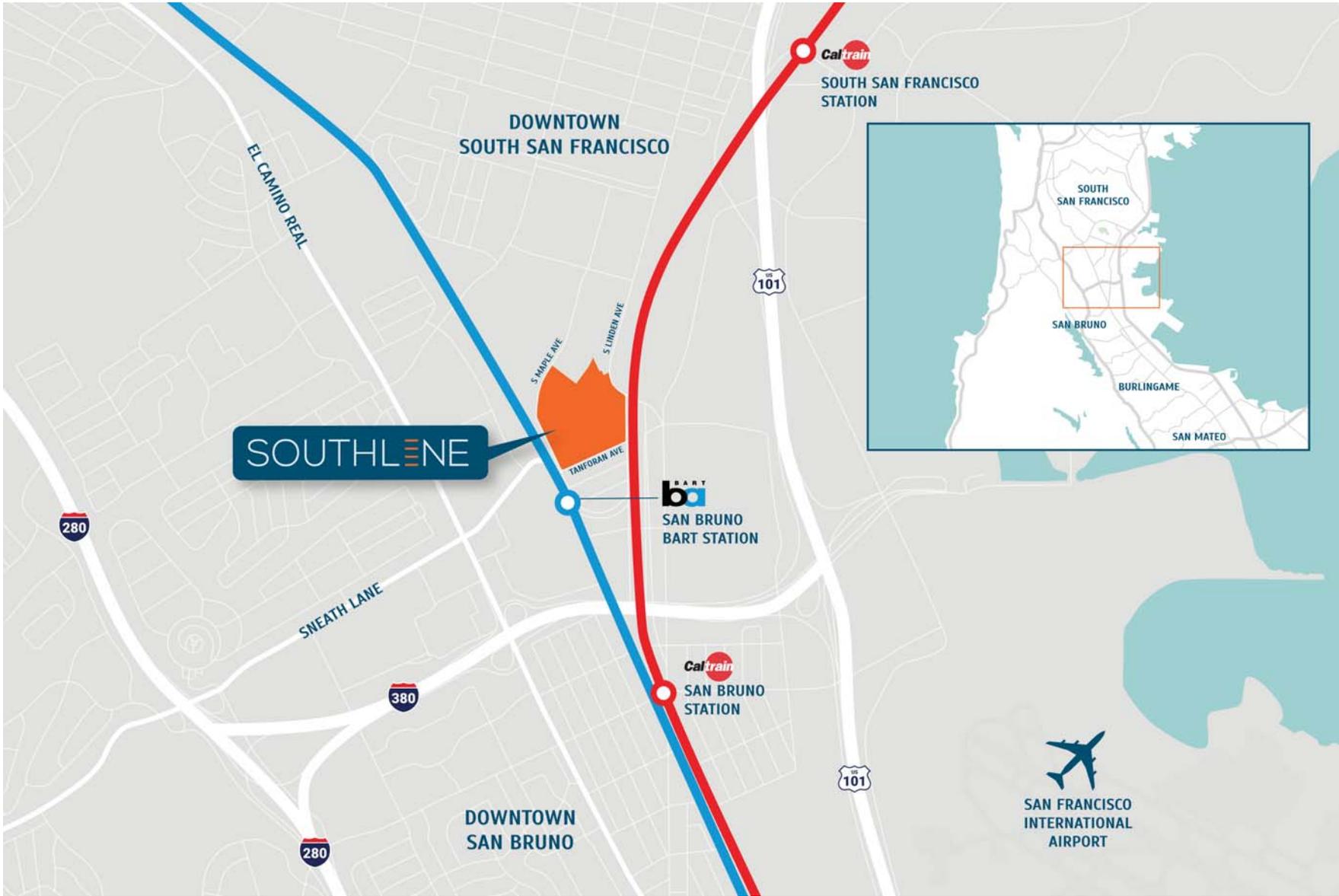
Attachment 3: San Francisco International Airport, Comment Letter on the Southline Draft EIR (November 10, 2021)



SOUTHLINE

ALUC PACKAGE

03.17.22





CONCEPTUAL SITE PLAN OPTION 1 (OFFICE BUILD-OUT)



CONCEPTUAL SITE PLAN OPTION 2 (HYBRID BUILD-OUT)



CONCEPTUAL SITE PLAN OPTION 3 (LIFE SCIENCES BUILD-OUT)





F: CONCEPTUAL SITE PLAN OPTION 1 (OFFICE BUILD-OUT)

Figure 13-3 Approximate Building Heights Triggering FAA Part 77 Review
Source: SFO ALUCP, Exhibit IV-14, San Mateo C/CAG, 2012



G: CONCEPTUAL SITE PLAN OPTION 2 (HYBRID BUILD-OUT)

Figure 13-3 Approximate Building Heights Triggering FAA Part 77 Review
 Source: SFO ALUCP, Exhibit IV-14, San Mateo C/CAG, 2012



H: CONCEPTUAL SITE PLAN OPTION 3 (LIFE SCIENCES BUILD-OUT)

Figure 13-3 Approximate Building Heights Triggering FAA Part 77 Review
 Source: SFO ALUCP, Exhibit IV-14, San Mateo C/CAG, 2012

Attachment 2:

DRAFT Southline Specific Plan

[Link to electronic copy](#)

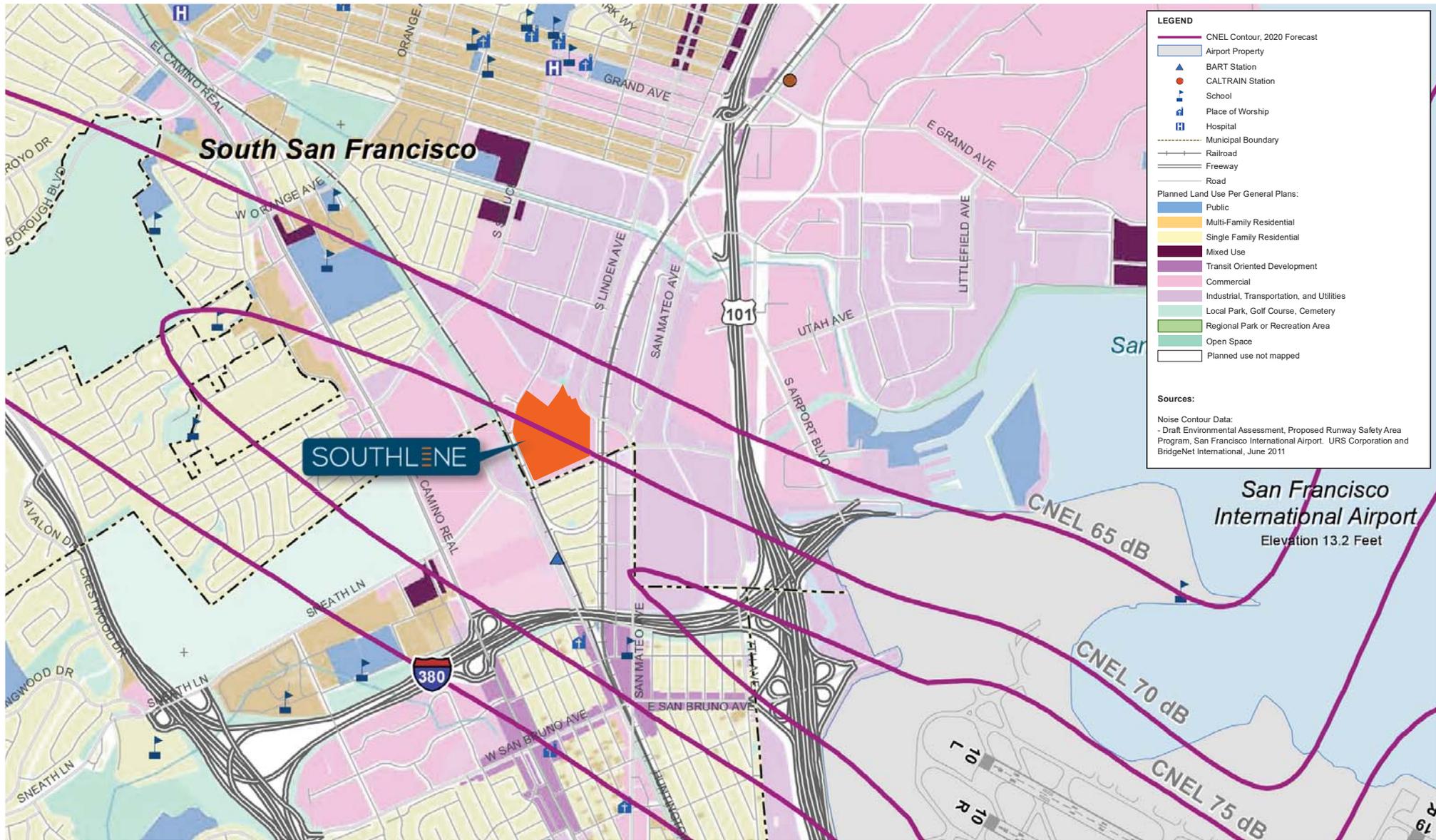


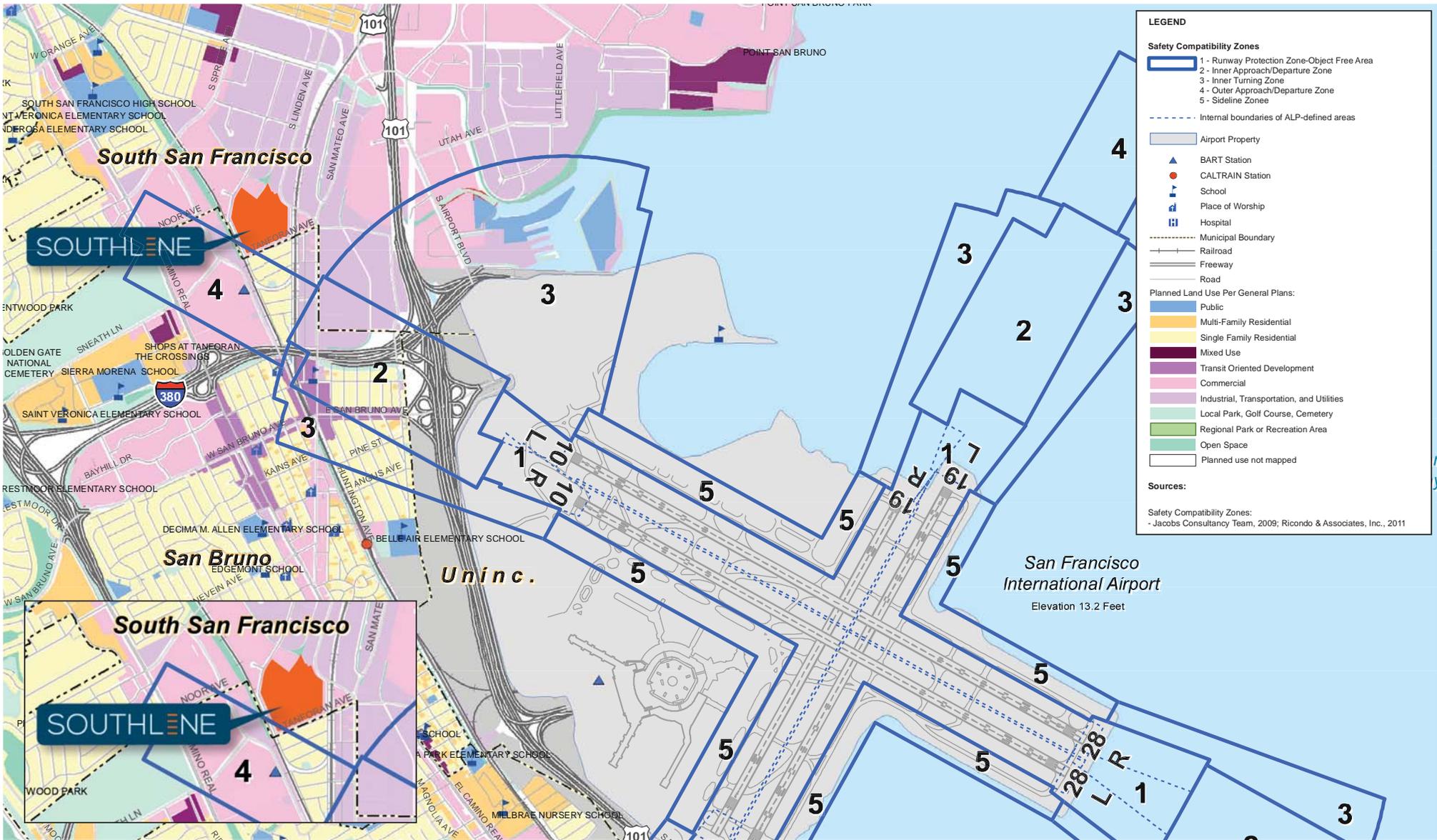
Table 2-2: Land Use Regulations

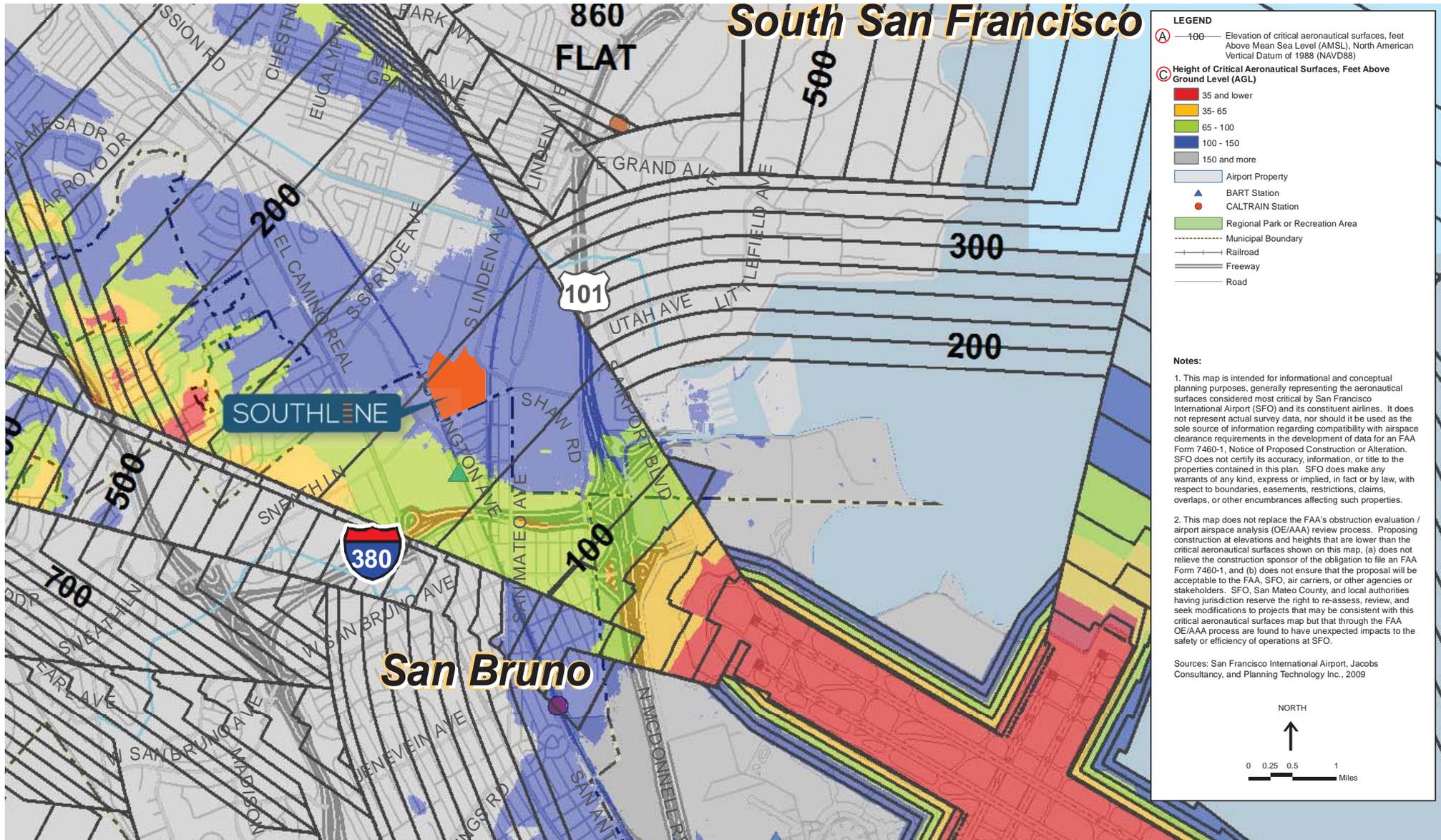
| Use ^{1, 2} | Southline Campus (S-C) |
|--|------------------------|
| Offices | |
| Business & Professional | P |
| Medical / Dental | P |
| Walk-In Clientele | P |
| Employment and Commercial Uses | |
| Research and Development (R&D) | P |
| Clean Technology | P |
| Business Services | P |
| Commercial Recreation ³ | P |
| Lodging – Hotels and Motels | C |
| Parking Services | P |
| General Personal Services | P |
| Retail Sales – General Sales | P |
| Indoor Sports and Recreation | P |
| Cannabis Indoor Cultivation or Testing | - |
| Eating and Drinking Establishments ³ | |
| Coffee Shops / Cafés | P |
| Restaurants, Full Service | P |
| Restaurants, Limited Service | P |

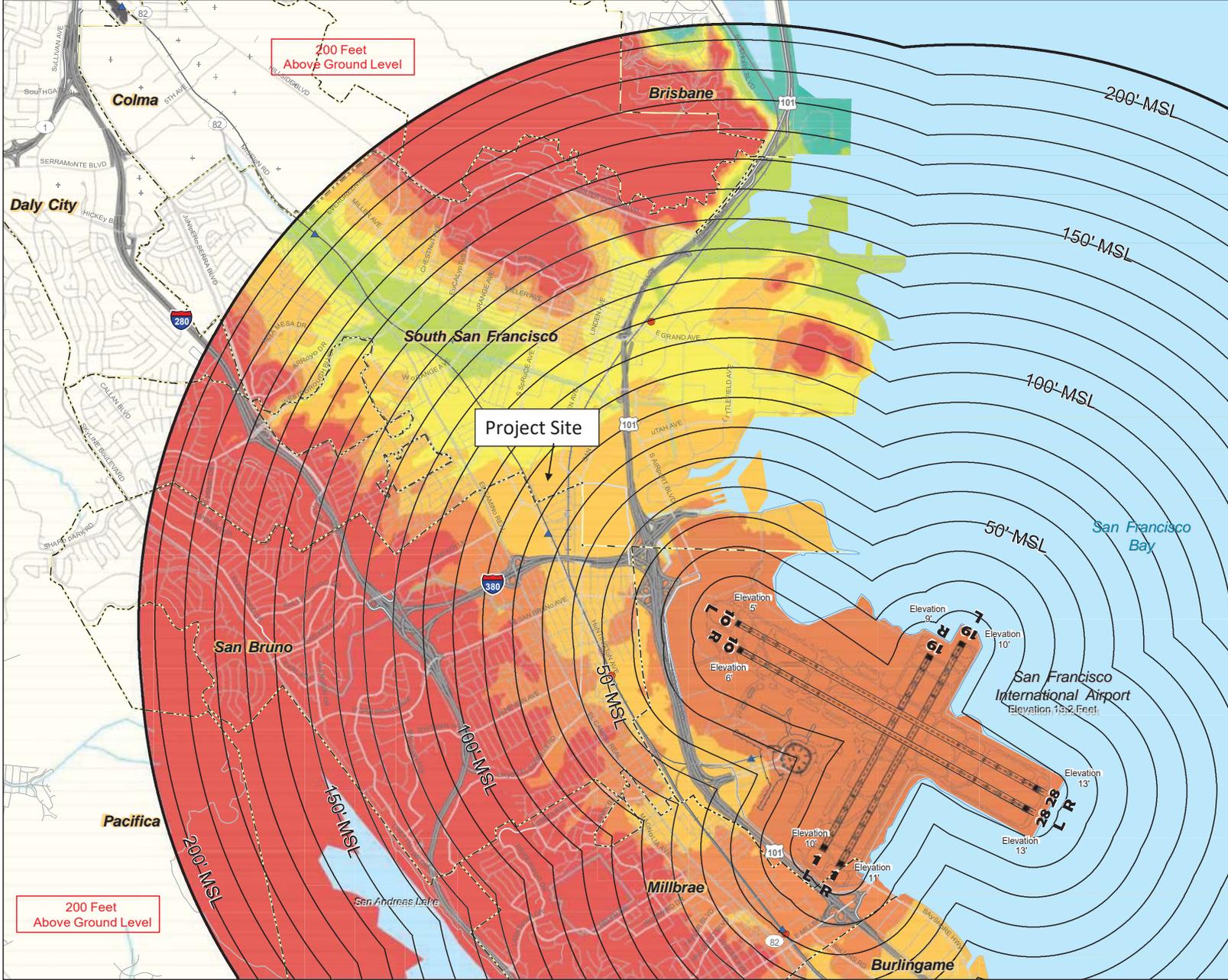
| Use ^{1, 2} | Southline Campus (S-C) |
|--|------------------------|
| Residential | NP |
| Public and Semi-Public Uses | |
| Community Assembly | C |
| Cultural Institutions | C |
| Government Offices | C |
| Park and Recreation Facilities | P |
| Public Safety Facilities | P |
| Transportation, Communications, and Utilities | |
| Antennae and Transmission Towers | C |
| Transportation Hub ⁴ | P |
| Utilities – Minor | P |
| Other | |
| Temporary and interim uses including produce market, flea market, craft and art fairs, auction gallery and other similar uses | TUP |
| Other uses determined by the Chief Planner to be similar to and compatible with described permitted and conditionally permitted uses | P |

Notes:

- 1 Unless otherwise indicated, uses listed in this Table 2-2 have the same meaning as those use classifications as defined under Chapter 20.620 of the City’s Zoning Ordinance.
- 2 Certain uses permitted or conditionally permitted within the Specific Plan area are subject to confirmation that no subsequent CEQA analysis is required, or completion of subsequent CEQA analysis. See Southline Specific Plan EIR for further information regarding scope of CEQA analysis.
- 3 Includes food trucks/mobile food facilities, outdoor food kiosks as authorized by Specific Plan operator, Owner’s Association, or similar entity.
- 4 Use includes facilities for accommodation of shuttles and ride-share pickup and drop off zones, along with other features that may be included in any applicable Transportation Demand Management (“TDM”) programs within the Specific Plan area. Excludes light-fleet based services or freight forwarding uses.







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:

- 20,000 Feet Limit From Nearest Runway
- 100 — 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 oE/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:

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

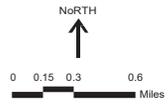


Exhibit IV-11
FAA NOTIFICATION FORM 7460-1
FILING REQUIREMENTS – NORTH SIDE
 Comprehensive Airport Land use plan
 for the Environs of San Francisco International Airport
C/CAG
 City/County Association of Governments
 of San Mateo County, California



San Francisco International Airport

April 19, 2022

TRANSMITTED VIA E-MAIL
kkalkin@smcgov.org

Susy Kalkin
 ALUC Staff
 City/County Association of Governments of San Mateo County
 555 County Center, 5th Floor
 Redwood City, California 94063

Subject: Revised Application for Land Use Consistency Determination for the Southline Specific Plan, South San Francisco

Thank you for notifying San Francisco International Airport (SFO or the Airport) regarding the Airport Land Use Commission's (ALUC) upcoming land use consistency determination for the proposed Southline Specific Plan and associated development (the Proposed Project) within the City of South San Francisco (the City). We appreciate this opportunity to coordinate with ALUC in considering and evaluating potential land use compatibility issues for the Project.

According to the Application for Land Use Consistency Determination, the 28.5-acre Proposed Project is located approximately two miles north-northwest of the Airport terminals, at the intersection of South Maple Avenue and Tanforan Avenue. The Project includes demolition of all existing on-site uses and construction of commercial office/research and development buildings; a three-story supportive amenities building; two parking structures; a new east-west connection road; supportive utilities and infrastructure; and approximately 341,800 square feet of open space. The structures would range in elevation from 96 to 143.5 feet above the North American Vertical Datum of 1988 (NAVD88).

The Project site is inside Airport Influence Area B as defined by the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP), and the entire Project site is within the Community Noise Equivalent Level (CNEL) 65 decibel (dBA) contour, while the southwestern half of the site is also within the CNEL 70 dBA contour. The noise contours are meant to minimize the exposure of residents and occupants of future noise-sensitive development to excessive noise. According to the SFO ALUCP, commercial land uses, including office, business, and professional, and general retail uses, in addition to industrial and production uses, are considered compatible uses within the CNEL 65 - 75 dBA contours. However, the Draft Environmental Impact Report (DEIR) for the Proposed Project identifies an auditorium would be part of Building 2. This use is conditionally compatible provided that sound insulation is provided to reduce interior noise levels from exterior course to CNEL 45 dBA or lower, and that an aviation easement is granted to the City and County of San Francisco as operator of SFO.

The southwest corner of the Proposed Project (a portion of Building 2) is within Safety Compatibility Zone 4 (Outer Approach/Departure Zone). The ALUCP defines safety compatibility zones to protect public health and safety by minimizing the public's exposure to the risk associated with potential aircraft accidents. In this zone, Biosafety Level 3 and 4 facilities, children's schools, large child day care centers, hospitals, nursing homes, stadiums, and arenas are considered incompatible and should not be permitted. Additionally, hazardous uses (other than Biosafety Level 3 and 4 facilities) and critical public utilities should be avoided unless no feasible alternative is available. According to the DEIR, the Proposed Project includes a basketball

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Susy Kalkin, ALUC
April 19, 2022
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court and auditorium in Building 2, located in the southwest portion of the Project. However, these spaces are outside of Zone 4, and therefore the proposed site plan does not appear to be incompatible with the SFO ALUCP.

As depicted on Exhibit IV-17 of the SFO ALUCP (see Attachment), the critical aeronautical surfaces above the Proposed Project range between approximately 138 and 152 feet above mean sea level (AMSL) NAVD88, with the lower elevation at the southeast corner and the higher elevation at the northwest corner. In the Option 3: Life Science Build-Out (Exhibit H of the Proposed Project application), the closest building surface to the critical aeronautical surfaces is Building 7, with a maximum elevation of 141 feet AMSL NAVD88. This proposed elevation would be at least 0.08 feet (less than one inch) below the lowest critical airspace surface and therefore would not appear to be incompatible with the SFO ALUCP, subject to the issuance of a Determination of No Hazard from the Federal Aviation Administration (see below) for any proposed structures and determinations from the City/County Association of Governments of San Mateo County as the designated Airport Land Use Commission. Please note that the height of the completed structure is measured to its highest point, which includes all parapets, elevator overruns, and other mechanical uses, none of which can extend beyond this roughly 142-foot clearance. **The Proposed Project leaves no margin for error for surveying and construction, as the maximum elevations must not be exceeded.**

This determination does not negate the requirement for the Proposed Project sponsor to undergo Federal Aviation Administration review as described in 14 Code of Federal Regulations Part 77 for both (1) the permanent structures and (2) any temporary cranes or other equipment taller than the permanent buildings which would be required to construct those structures.

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

Sincerely,

DocuSigned by:

Nupur Sinha

7D552AE6A4CE495...

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

Attachment

cc: Sean Charpentier, C/CAG
Audrey Park, SFO

Airport Land Use Committee (ALUC)
Meeting Minutes
April 28, 2022

1. Call to Order/Roll Call

Chair O’Connell called the meeting to order at 4:30 pm. via the Zoom platform. The attendance sheet is attached.

2. Brief Overview of Teleconference Meeting Procedures

C/CAG staff gave an overview of the meeting protocols being implemented due to COVID-19, noting the meeting is being conducted as a Zoom online meeting pursuant to the provisions of Government Code Section 54953(e).

3. Public Comment on items not on the Agenda

None

4. Minutes of the March 24, 2022 Meeting

Motion: Member Howard moved, and Member Nagales seconded, approval of the March 24, 2022 minutes. Motion carried (12-0-0) by the following roll call vote: AYE - Members Ortiz, DiGiovanni, Sullivan, Brownstone, Howard, Medina, Rak, Nagales, Ford, Williams, Vice Chair Oliva and Chair O’Connell. NO – none. ABSTAIN – none.

5. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review –Gateway of Pacific Phase 4 Density Transfer, including General Plan, Specific Plan and Zoning Amendments for property located at 900 Gateway Boulevard, South San Francisco.

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

Chair O’Connell noted that the Board has been reviewing a number of individual projects that would not generally be subject to review but for the fact that the local jurisdiction has not yet brought their planning documents into compliance with the ALUCP. She asked whether staff had been in discussions with South San Francisco on this matter. Staff responded affirmatively, noting that South San Francisco was nearing completion of a citywide general plan and zoning update that will incorporate the ALUCP policies and that the document would be submitted for review by this Committee likely in the next several months.

Additional questions were raised regarding the extent of environmental review for the project, especially with consideration to traffic and sea level rise. City of South San Francisco planning staff responded that an EIR was certified for the overall Gateway Master Plan area in approximately 2010, and this specific project includes an addendum to that document, which fully analyzes potential impacts of this project.

Motion: Member Sullivan moved, and Member Rak seconded, approval of the staff recommendation. Motion carried (11-0-0) by the following roll call vote: AYE - Members

DiGiovanni, Sullivan, Brownstone, Howard, Medina, Rak, Nagales, Ford, Williams, Vice Chair Oliva and Chair O'Connell. NO – none. ABSTAIN – none.

6. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Southline Specific Plan, a 2.8 million sq. ft. transit-oriented commercial office/research and development campus with 3-7 story buildings on a 28.5-acre site at the intersection of South Maple and Tanforan Avenues, South San Francisco.

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

Member Ford mentioned a letter from SFO Planning staff that was included in the staff report which noted that the project would include buildings that were within 1” of critical airspace, commenting that she felt this was a dangerous situation. She recommended that the project heights be lowered to provide a better buffer, noting a one-inch margin is not reasonable. This concern was strongly echoed by many other committee members.

Chair O'Connell raised concerns about the noise environment on the project. She noted that several members of the ALUC also sit on the SFO Community Roundtable where noise concerns are routinely expressed and thought, given the very high CNEL contour on the site, that South San Francisco should give careful consideration to the issue in its deliberations.

Adena Friedman, South San Francisco Principal Planner and Marcus Gilmour, project sponsor, clarified that the actual buildings would not encroach that closely, but on two buildings 3-4 of the 4” diameter roof-mounted exhaust stacks would reach to within 1” of the critical airspace. They noted that the project engineers are working on revisions to increase that buffer to 4-5”, and further noted that they had received ‘7460-2’ letters on the project from the FAA determining “No Hazard”.

Staff further noted that the conditions require the filing of an FAA Form 7460-1 for each building and receipt of an FAA determination of no hazard before a building permit would be issued.

In general, many Committee members were reluctant to recommend approval of the consistency determination based on extreme discomfort with the buffer from the critical airspace being provided. However, it was pointed out that the purview of the ALUC is limited to making generally clear-cut determinations of whether a project either is or is not consistent with the policies in the ALUCP, not with approving the project, and that the project height was, in fact, below the critical airspace, consistent with the requirement of the ALUCP policy, even though by a margin considered unreasonably slim by many members. It was further noted that in the past when Committee members have felt it appropriate, the ALUC Committee’s comments have been forwarded to both the C/CAG Board and the local jurisdiction noting particular concerns.

Member Ford noted that Rich Newman had left a comment in the Chat since his microphone was not working. Chair O'Connell read his comment into the record. In general, he concurred that, despite the margin of buffer, the project was still compatible, as the staff recommendation proposed. He strongly recommended sending the concerns relative to the buffer to the C/CAG Board along with the consistency recommendation.

Motion: Member Ortiz moved, and Vice Chair Oliva seconded, approval of the staff recommendation, with an added recommendation that a letter be forwarded to the City of South San Francisco noting extreme discomfort with the 1” margin of clearance below critical airspace

and concern with the noise environment. Motion carried (8-2-1) by the following roll call vote: AYE - Members Ortiz, DiGiovanni, Rak, Nagales, Ford, Williams, Vice Chair Oliva and Chair O'Connell. NO – Members Brownstone and Howard. ABSTAIN – Sullivan.

* Member Medina left the meeting prior to the vote.

7. Member Comments/Announcements

Vice Chair Oliva noted that the May ALUC meeting conflicts with the Heart fundraising event which several Committee members will be attending and suggested that alternative times/dates for the ALUC meeting be considered. Susy Kalkin, C/CAG staff, noted she would contact the Chair to discuss.

8. Items from Staff

None

9. Adjournment

The Chair adjourned the meeting at 5:45 pm.

DRAFT

2022 C/CAG Airport Land Use Committee Attendance Report

| Name | Agency | Feb | Mar | Apr | | | |
|-------------------|-------------------------------------|-----|-----|-----|--|--|--|
| Terry O'Connell | City of Brisbane | X | X | X | | | |
| Ricardo Ortiz | City of Burlingame | | | x | | | |
| Pamela DiGiovanni | City of Daly City | | X | X | | | |
| Patrick Sullivan | City of Foster City | | | X | | | |
| Robert Brownstone | City of Half Moon Bay | | | X | | | |
| Anne Oliva | City of Millbrae | X | X | X | | | |
| Diane Howard | City of Redwood City | X | X | X | | | |
| Tom Hamilton | City of San Bruno | X | Y | Y | | | |
| Adam Rak | City of San Carlos | | | X | | | |
| Warren Slocum | County of San Mateo & Aviation Rep. | | | | | | |
| Mark Nagales | City of South San Francisco | X | X | X | | | |
| Carol Ford | Aviation Representative | X | X | X | | | |
| Dave Williams | Half Moon Bay Airport Pilots Assn | X | X | X | | | |

X – Committee Member Attended
 Y – Designated Alternate Attended

Staff and guests in attendance for the April 28, 2022, meeting: Susy Kalkin, C/CAG staff; Billy Gross, Adena Friedman, and Mike Futrell, SSF staff; Marcus Gilmour, Lane Partners; Rich Newman, Don Stegirk, Ashley Heermann, and Sabrina Alonso