

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AIRPORT LAND USE COMMITTEE (ALUC)

AGENDA

REVISED

(Agenda item no. 6 added)

Date: Thursday, May 22, 2025	Join by Zoom Webinar: https://us02web.zoom.us/j/81335481228?pwd=eEQ2cmI4VzUrRHk0Nk4ybKZ4cWtDUT09
Time: 4:30 p.m.	Webinar ID: 813 3548 1228
Location: Burlingame Community Center 850 Burlingame Avenue Burlingame, CA	Passcode: 839437
	Join by Phone: (669) 900-6833

HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE

This meeting of the Airport Land Use Committee will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

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- | | | |
|--|--|--------|
| 1. Call to Order/Roll Call | Action
(O'Connell) | |
| 2. Public Comment on Items not on the Agenda | Limited to 2
minutes per
speaker | |
| 3. Approval of Minutes for the April 24, 2025 meeting. | Action
(O'Connell) | Page 1 |
| 4. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – General plan, specific plan and zoning map | Action
(Kalkin) | Page 4 |

amendments related to a proposed office/life science campus at 131 Terminal Ct., and redesignation of five additional sites along Terminal Ct. and Produce Ave. in South San Francisco.

- | | | |
|--|--------------------|---------|
| 5. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Amendments to the Genentech Master Plan, South San Francisco General Plan and Zoning Map to incorporate additional properties totaling approximately 18 acres into the 207-acre Genentech campus in South San Francisco. | Action
(Kalkin) | Page 29 |
| 6. Overview and status update on the SFO Recommended Airport Development Plan (ADP) presented by SFO Airport Planning & Environmental Affairs | Information | Page 55 |
| 7. Member Comments/Announcements | Information | |
| 8. Items from Staff | Information | |
| 9. Adjournment – <i>Next regular meeting – June 26, 2025</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 kkalkin@smcgov.org .

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PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Courtyard, 555 County Center, Redwood City, CA, and on C/CAG’s website at: <http://www.ccag.ca.gov>.

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

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

PUBLIC PARTICIPATION DURING HYBRID MEETINGS: During hybrid meetings of the ALUC, members of the public may address the Committee as follows:

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

1. Written comments should be emailed to kkalkin@smcgov.org
2. The email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. If your emailed comments are received at least 2 hours prior to the meeting, they will be provided to the ALUC Committee members, made publicly available on the C/CAG website along with the agenda, but will not be read aloud by staff during the meeting. We cannot guarantee that comments received less than 2 hours before the meeting will be distributed to the Committee members, but they will be included in the administrative record of the meeting.

In Person Participation

1. Persons wishing to speak should fill out a speaker's slip provided in the meeting room. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to C/CAG staff who will distribute the information to the Committee members.
2. Public comment is limited to two minutes per speaker.

Remote Participation

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

1. The ALUC Committee meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the C/CAG staff member or ALUC Committee Chair call for the item on which you wish to speak, click on "raise hand." The C/CAG staff member will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press *9 to raise your hand and when called upon press *6 to unmute.
5. When called, please limit your remarks to the two-minute time limit.

Airport Land Use Committee (ALUC)
Meeting Minutes
April 24, 2025

1. Call to Order/Roll Call

Chair O’Connell called the meeting to order at 4:58 pm. The attendance sheet is attached.

2. Public Comment on items not on the Agenda – None

3. Minutes of the October 24, 2024 Meeting

Attendance sheet amended to reflect that Member Pappajohn was appointed in May 2024.

Motion: Member Hamilton moved, and Member Rainaldi seconded, approval of the October 24, 2024 minutes. Motion carried (7-0-0) by the following voice vote: AYE - Members Pappajohn, Sullivan, Rainaldi, Hamilton, Ford, Branscomb, and Chair O’Connell. NO – none. ABSTAIN – none.

4. San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed 8-story, 65-unit affordable housing development at 678 Ralston Ave., Belmont.

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

Motion: Member Pappajohn moved, and Member Rainaldi seconded, approval of the staff recommendation. Motion carried (7-0-0) by the following voice vote: AYE - Members Pappajohn, Sullivan, Rainaldi, Hamilton, Ford, Branscomb, and Chair O’Connell. NO – none. ABSTAIN – none.

5. San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed 8-story, 63-unit affordable housing development at 951 Old County Rd., Belmont.

Susy Kalkin, C/CAG staff, noted this proposal was nearly identical to the 678 Ralston Avenue project, with the same discussion points and recommended conditions.

Motion: Member Rainaldi moved, and Member Pappajohn seconded, approval of the staff recommendation. Motion carried (7-0-0) by the following voice vote: AYE - Members Pappajohn, Sullivan, Rainaldi, Hamilton, Ford, Branscomb, and Chair O’Connell. NO – none. ABSTAIN – none.

6. Election of ALUC Officers for Calendar Year 2025.

Chair O’Connell asked for nominations for Chair and Vice-Chair.

Motion: Member Rainaldi moved, and Member Hamilton seconded, nomination of Member O’Connell for Chair and Member Pappajohn for Vice-Chair. Motion carried (7-0-0) by the following voice vote: AYE - Members Pappajohn, Sullivan, Rainaldi, Hamilton, Ford, Branscomb, and Chair O’Connell. NO – none. ABSTAIN – none.

7. Review and Approval of Meeting Calendar for 2025

The Chair noted she would not be available for the August meeting, as did a few other members.

Motion: Member Rainaldi moved, and Member Hamilton seconded, nomination of Member O’Connell for Chair and Member Pappajohn for Vice-Chair. Motion carried (7-0-0) by the following voice vote: AYE - Members Pappajohn, Sullivan, Rainaldi, Hamilton, Ford, Branscomb, and Chair O’Connell. NO – none. ABSTAIN – none.

8. Member Comments/Announcements

Vice-Chair Pappajohn asked that the record be clarified to reflect that she was appointed to the ALUC Committee in May of 2024.

9. Items from Staff

None

10. Adjournment

The meeting was adjourned at 5:11 pm.

DRAFT

2025 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Apr								
Terry O'Connell	City of Brisbane	X								
Andrea Pappajohn	City of Burlingame	X								
Pamela DiGiovanni	City of Daly City									
Patrick Sullivan	City of Foster City	X								
Patric Jonsson	City of Half Moon Bay									
Stephen Rainaldi	City of Millbrae	X								
Christopher Sturken	City of Redwood City									
Tom Hamilton	City of San Bruno	X								
Pranita Venkatesh	City of San Carlos									
Ray Mueller	County of San Mateo & Aviation Rep.									
Flor Nicolas	City of South San Francisco									
Carol Ford	Aviation Rep.	X								
Chistopher Yakabe	Half Moon Bay Pilots Assn.	Y								

X - Committee Member Attended
 Y - Designated Alternate Attended

Staff and guests in attendance for the April 24, 2025 meeting: Susy Kalkin, Sean Charpentier, and Audrey Shiramizu C/CAG staff; Chris Dacumos, Laura Russell, and Adrienne Smith Belmont staff.

C/CAG AGENDA REPORT

Date: May 22, 2025

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – General plan, specific plan and zoning map amendments related to a proposed office/life science campus at 131 Terminal Ct., and redesignation of five additional sites along Terminal Ct. and Produce Ave. in South San Francisco.

(For further information or response to questions, contact Susy Kalkin – 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 general plan, specific plan and zoning map amendments related to both a proposed office/life science campus at 131 Terminal Ct., and redesignation of five additional sites along Terminal Ct. and Produce Ave. in South San Francisco, are consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

DISCUSSION

Project Description

The proposed project, Infinite 131, includes construction of approximately 1.7 million sf of research and development (R&D) uses and amenities within seven buildings, ranging from one to six stories, two parking garages, and related site improvements across the 17-acre parcel. The project would require general plan, specific plan, and zoning code amendments to change the existing land use and zoning designations from Mixed Industrial High (MIH) to Business Technology Park High (BTP-H) and allow development of the R&D campus.

In addition to the 131 Terminal Court site, five parcels north of the project site at 120 Terminal Court, 196 Produce Avenue, 160 Produce Avenue and 140 Produce Avenue (off-site redesignation parcels), which are currently designated in the general plan and zoned as MIH, also seek general plan, specific plan and zoning map amendments to be redesignated as BTP-H. The proposed project would not include the construction of any new uses on the off-site redesignation parcels.

Building heights would range from one to six stories, with a maximum building height of 113 ft., 6 in., measured to the top of the rooftop appurtenances. In addition, the proposed project would include two parking garages, one approximately 100 ft. tall, and the other located beneath one of the R&D buildings

South San Francisco Regulations Related to Airport Land Use Compatibility

The City of South San Francisco updated its General Plan and Zoning Ordinance in 2022; the C/CAG Board of Directors adopted Resolution 22-80 determining that the SSF General Plan and Zoning Ordinance were consistent with the Airport Land Use Compatibility Plan (ALUCP) at its meeting of September 15, 2022. The South San Francisco Zoning Ordinance includes standards and requirements related to consistency with the ALUCP and requires all applicable projects comply with these provisions. In addition, South San Francisco adopted the Lindenville Specific Plan in 2023, which encompasses the subject properties. The Specific Plan was reviewed by the ALUC at the time and determined to be consistent with the SFO ALUCP (Resolution 23-77), as it incorporates all applicable standards and requirements of the ALUCP.

ALUCP Consistency Evaluation

The subject project is located within Airport Influence Area B (AIA B), the “Project Referral” area, for San Francisco International Airport. California Government Code Section 65302.3 states that a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). In accordance with these requirements, South San Francisco has referred the subject project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

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

(a) Aircraft Noise Impacts

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

As shown on **Attachment 2**, a small strip along the southern edge of the property lies within the CNEL 65dB noise contour, with the majority of the site lying outside of the noise impact area. In accordance with Table IV-1 of the SFO ALUCP, Noise/Land Use Compatibility Criteria, the uses proposed within the noise impact boundaries, industrial and office use, are identified as compatible within these noise contours, so the proposed project would be consistent.

(b) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on **Attachment 3**, the subject properties are not located within a Safety Compatibility Zone, so are not impacted by these policies.

(c) Airspace Protection

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

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 critical aeronautical surfaces map or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

As shown on **Attachment 4** and clarified in the attached comment letter from SFO Planning and Environmental Affairs, **Attachment 5**, the elevation of the critical aeronautical surfaces at the project site range from approximately 125 to 150 feet above mean sea level (AMSL). The elevation of the project site would be raised to 14 feet AMSL. The maximum height of the structures would be 113 feet and 6 inches, translating to an elevation of 127 feet and 6 inches AMSL, which would be below the elevation of the lowest critical aeronautical surfaces.

However, as shown on **Attachment 6**, the project is located in an area that requires FAA notification for projects greater than 30-65 feet tall. The application materials note the requirement to file with the FAA and to receive a Determination of No Hazard to Air Navigation as a condition of approval for a building permit is reflected in South San Francisco’s Zoning Ordinance and Lindenville Specific Plan, so the project is consistent with the Airspace Protection Policies of the ALUCP.

(d) AIA Real Estate Disclosure

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. South San Francisco’s Zoning Ordinance and the Lindenville Specific Plan reflect these disclosure procedures, so the project is determined compatible.

ATTACHMENTS

1. ALUCP application, together with related project description and plan set excerpts
2. SFO ALUCP Exh. IV-6 – Noise Compatibility Zones
3. SFO ALUCP Exh. IV-8 –Safety Compatibility Zones
4. SFO ALUCP Exh. IV-17 – Critical Aeronautical Surfaces
5. Comment letter from SFO Planning & Environmental Affairs dated May 8, 2025
6. SFO ALUCP Exh. IV-11 – FAA Notification Filing Areas



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: Infinite 131 R&D Campus			
Address: 131 Terminal Court		APN: multiple	
City: South San Francisco	State: CA	ZIP Code: 94080	
Staff Contact: Billy Gross, Principal Planner	Phone: 650-877-8535	Email: Billy.Gross@ssf.net	

PROJECT DESCRIPTION

See Attached Supplemental Information Package

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

DATE: APRIL 25, 2025

AGENCY NAME: City of South San Francisco

PROJECT NAME/ADDRESS: Infinite 131 / 131 Terminal Court

LATITUDE: 37-38-31.2125N

LONGITUDE: -122-24-28.8316W

REQUEST: The City seeks a consistency determination for a 1.7 million sq ft (2.0 FAR) office/life science project at 131 Terminal Court.

PROJECT DESCRIPTION

The project applicant, US 131 Terminal Court Owner, LLC (Steelwave), has submitted an application for a new research and development (R&D) campus at 131 Terminal Court, which is within the Lindenville Specific Plan Area. The project site is currently occupied by the Golden Gate Produce Terminal.

The proposed project, referred to as “Infinite 131”, would construct approximately 1.7 million sq. ft. of office / R&D uses and amenities across a 17-acre parcel (see [Attachment 2](#)). The Infinite 131 Project would require general plan, specific plan, and zoning map amendments to change the existing land use and zoning designations from Mixed Industrial High (MIH) to Business Technology Park – High (BTP-H) and allow development of the R&D campus. (See [Attachments 3-7](#))

In addition to the 131 Terminal Court site, five parcels north of the project site at 120 Terminal Court, 196 Produce Avenue, 160 Produce Avenue and 140 Produce Avenue (off-site redesignation parcels), which are currently designated and zoned as MIH, would also seek general plan, specific plan and zoning map amendments to be redesignated as BTP-H. The proposed project would not include the construction of any new uses on the off-site redesignation parcels. (See [Attachment 1](#))

CITY OF SSF REGULATIONS RELATED TO AIRPORT LAND USE COMPATIBILITY

The City of South San Francisco updated its General Plan and Zoning Ordinance in 2022; the C/CAG Board of Directors adopted Resolution 22-80 determining that the SSF General Plan and Zoning Ordinance were consistent with the Airport Land Use Compatibility Plan (ALUCP) at its meeting of September 15, 2022.

The adopted Zoning Ordinance includes standards and requirements related to consistency with the ALUCP. These standards are referenced in Zoning Ordinance Section 20.300.003 Airport Land Use Compatibility Plan Consistency (see [Attachment 8](#) for the full text); in summary, this Section requires all applicable projects to comply with applicable standards related to:

- A. Airport Real Estate Disclosure Notices
- B. Airport Noise Evaluation and Mitigation
- C. Avigation Easement
- D. Safety Compatibility Evaluation
- E. Airspace Protection Evaluation

Subsequently, the City of South San Francisco adopted the Lindenville Specific Plan in 2023. C/CAG adopted Resolution 23-77 determining that the Lindenville Specific Plan was consistent with the ALUCP on August 24, 2023. The Lindenville Specific Plan contains specific guidelines for development within the Lindenville neighborhood, including the following standard in Chapter 3.3.3., Land Use Vision – Allowed Uses:

Standard 5: Airport Land Use Compatibility Plan consistency. All development shall adhere to land use compatibility requirements established in Zoning Code Chapter 20.300.03 (“Airport Land Use Compatibility Plan Consistency”).

- a. ALUCP Safety Zone Compatibility. Development projects in Safety Zones 2, 3, and 4 shall adhere to the land use restrictions as defined by the ALUCP.
- b. ALUCP Noise Compatibility (Interior). Future developments under the Specific Plan exposed to conditionally acceptable and generally unacceptable aircraft noise levels, as defined by the ALUCP or the South San Francisco General Plan, whichever is more restrictive, shall complete a detailed noise analysis that includes the required noise reduction measures and noise insulation features included in the design to ensure compatibility with appropriate noise standards.
- c. ALUCP Noise Compatibility (Exterior). Exterior noise requirements shall adhere to Zoning Code Chapter 20.300.03 (“Airport Land Use Compatibility Plan Consistency”) and Noise Performance Standards in the City’s General Plan, with the following exceptions: i. For new multi-family residential projects and for the residential component of mixed-use development, use a standard of 60 dB CNEL in usable outdoor activity areas. Use noise attenuation techniques such as shielding by buildings and structures for common outdoor use areas. Outdoor uses shall be designed for passive recreational use. ii. For new parks and open spaces, use a standard of 60 dB CNEL. Parks and open spaces shall be designed for passive recreational use.

RELATIONSHIP OF PROJECT PROPOSAL TO AIRPORT LAND USE COMPATABILITY

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.

The majority of the 131 Terminal Project site is located outside of any Noise Compatibility Zones, with only the southern portion of the site located within the CNEL 65 dB to 70 dB Zone, as indicated on the attached ALUCP Exhibit IV-6 “Noise Compatibility Zones – Detail” ([Attachment 9](#)).

The Infinite 131 Terminal Environmental Impact Report (Infinite 131 EIR) addresses noise compatibility.

Infinite 131 EIR (SCH No. 2023110023) included the following analysis related to Aircraft Noise Impacts.

Section 4.5.5. Noise and Vibration – Topics Evaluated in the Initial Study

Aircraft Noise Impacts. As discussed in the Initial Study for the project, the closest airport to the project site is SFO, which is approximately 1 mile to the southeast. Portions of the project site fall within the 65 dBA noise contour for this airport, according to the 2012 *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*. No portion of the project site is within the 70 or 75 dBA CNEL noise contours. Land uses proposed under the project include commercial, office, and/or research-and-development (R&D) land uses. The 2012 ALUCP designates commercial and industrial/production land uses as compatible with all airport-related noise levels, according to Table IV-1, Noise/Land Use Compatibility Criteria, of the ALUCP document.¹⁶ Although residential land uses are designated as conditionally compatible within the 65 dBA CNEL contour, no residential land uses are proposed as part of the project. Therefore, the project would not conflict with the land use restrictions for the 65 dB noise contour in the ALUCP. Impacts related to aircraft noise were determined to be *less than significant* in the Initial Study for the project, and this topic will not be addressed in the EIR.

The portions of the Project located inside of the 65 dB noise contour are considered compatible with all airport-related noise levels.

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.

The Infinite 131 Project site is outside all safety boundaries identified in the Comprehensive Airport Land Use Plan for the Environs of San Francisco International Airport (C/CAG, November 2012). See [Attachment 10](#).

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.

Building Heights

The Infinite 131 Project site base elevation will be raised to 14 feet above sea level to meet flooding mitigation standards. The office / R&D buildings are proposed to have a maximum height of 113 feet 6 inches (see Attachment 3). Added together, the proposed project total height would be 127 feet above mean sea level. According to the iALP Analysis Portal, the maximum height above mean sea level for the southernmost tip of the 131 Terminal parcel, the closest point to the airport, would be 129.80 feet. As you move north on the project site, the allowed maximum heights increase slightly. Based on this, the raised proposed project would be within the height allowances.

The Infinite 131 Project site is within Airport Influence Area B of the ALUCP and is required to comply with policies and actions concerning maximum building heights, as included in the General Plan, Specific Plan and Zoning Ordinance. Consultation with C/CAG and the Federal Aviation Administration (FAA) would be required prior to project construction, so the project applicant would be required to receive a determination of no hazard to air navigation as a condition of approval for a building permit for the proposed project.

Attachments:

- 1A Infinite 131 Project Location
- 1B Infinite 131 Site Plan
- 1C. Infinite 131 Building Elevation Example
- 1D. Existing General Plan Land Use Designations
- 1E. Proposed General Plan Land Use Designations
- 1F. Existing Zoning Designations
- 1G. Proposed Zoning Designations
- 1H. SSFMC 20.300.003 ALUCP Consistency
- 2. ALUCP Exhibit IV-6 “Noise Compatibility Zones – Detail” (with 131 Terminal highlighted)
- 3. ALUCP Exhibit IV-8 “Safety Compatibility Zones in SSF” (with 131 Terminal highlighted)
- 4 ALUCP Exhibit IV-17 “Critical Aeronautical Surfaces – Northwest Side” (with 131 Terminal highlighted)

ATTACHMENT 1A

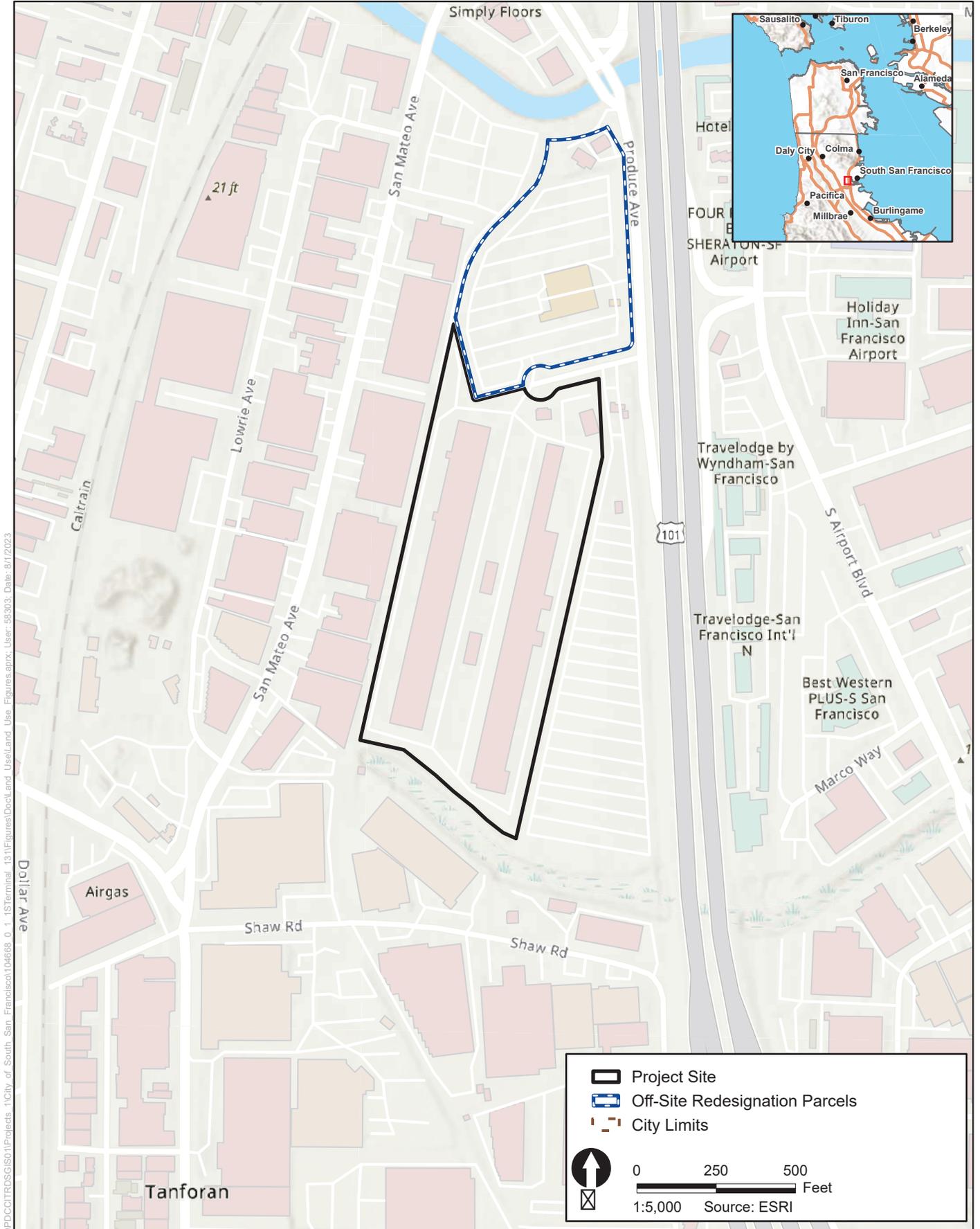


Figure 3-1
Project Location Map



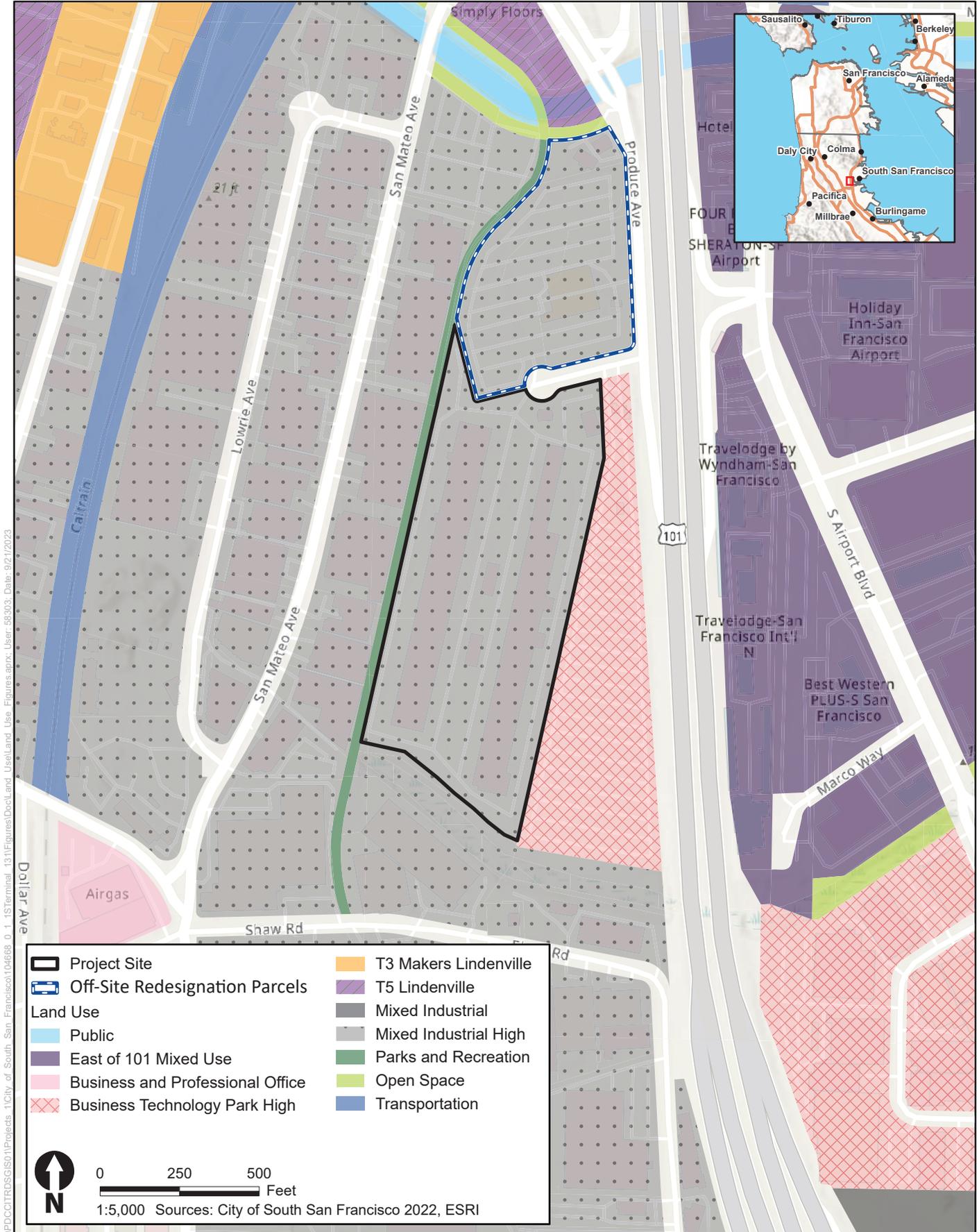


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Figure 3-4
Conceptual Site Plan

ATTACHMENT 1D

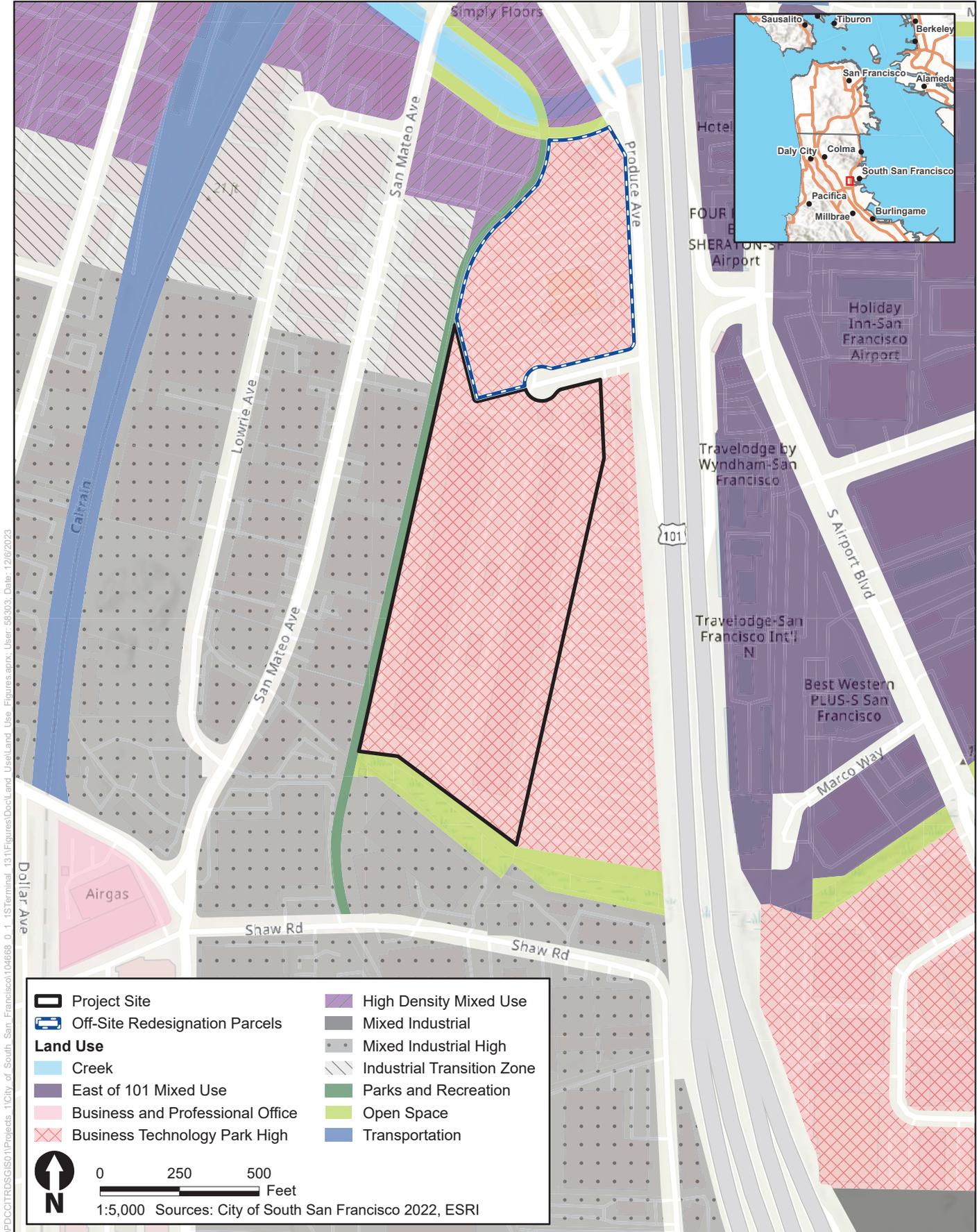


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Figure 3-2
Existing General Plan Land use Designations

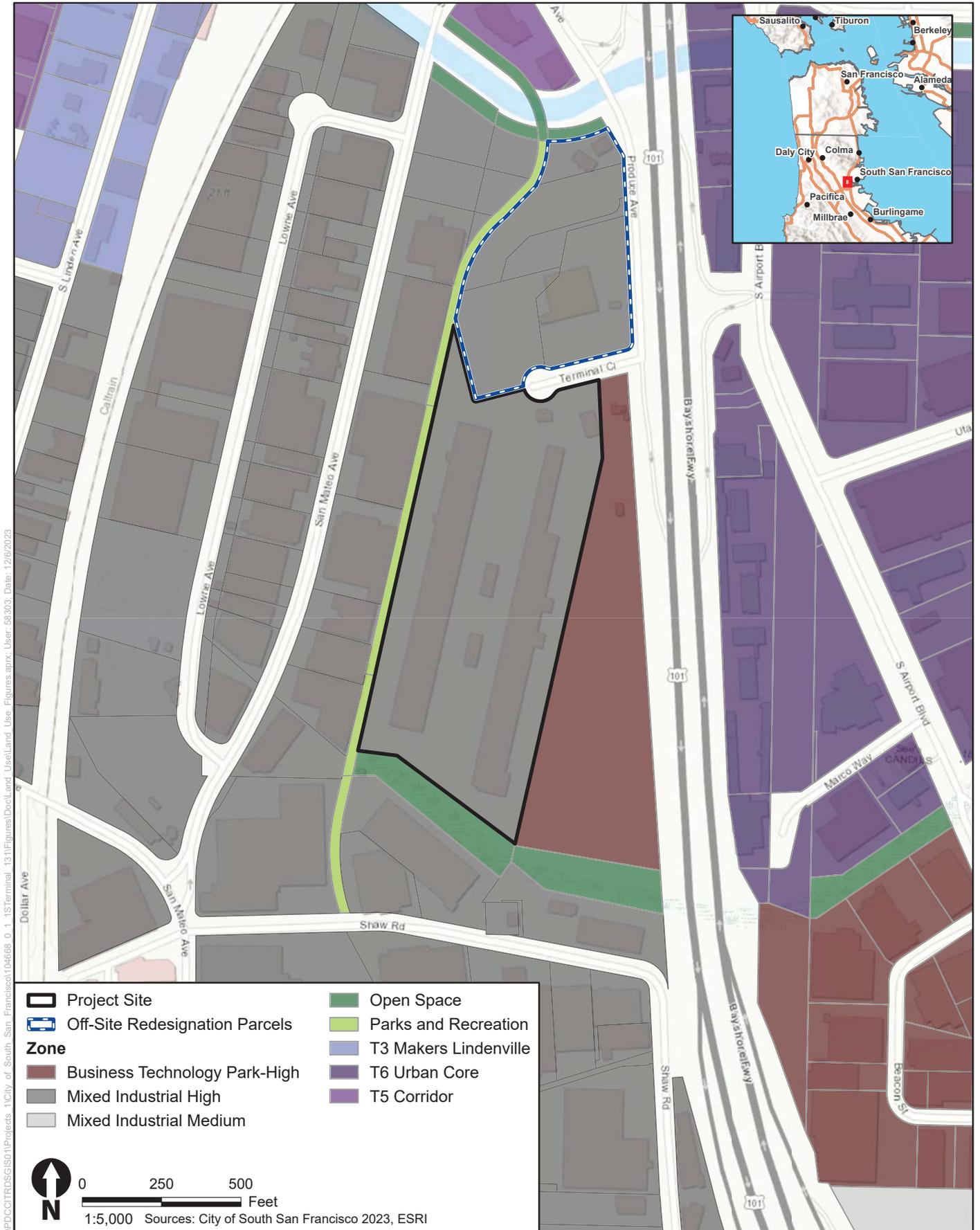
ATTACHMENT 1E



\PDC\TRD\GIS\1\Projects - 1\City of South San Francisco\104668_0_1_1\Terminal - 131\Figures\Doc\Land Use\Figures.mxd; User: 58303; Date: 12/16/2023



Figure 3-6
Proposed General Plan Amendments

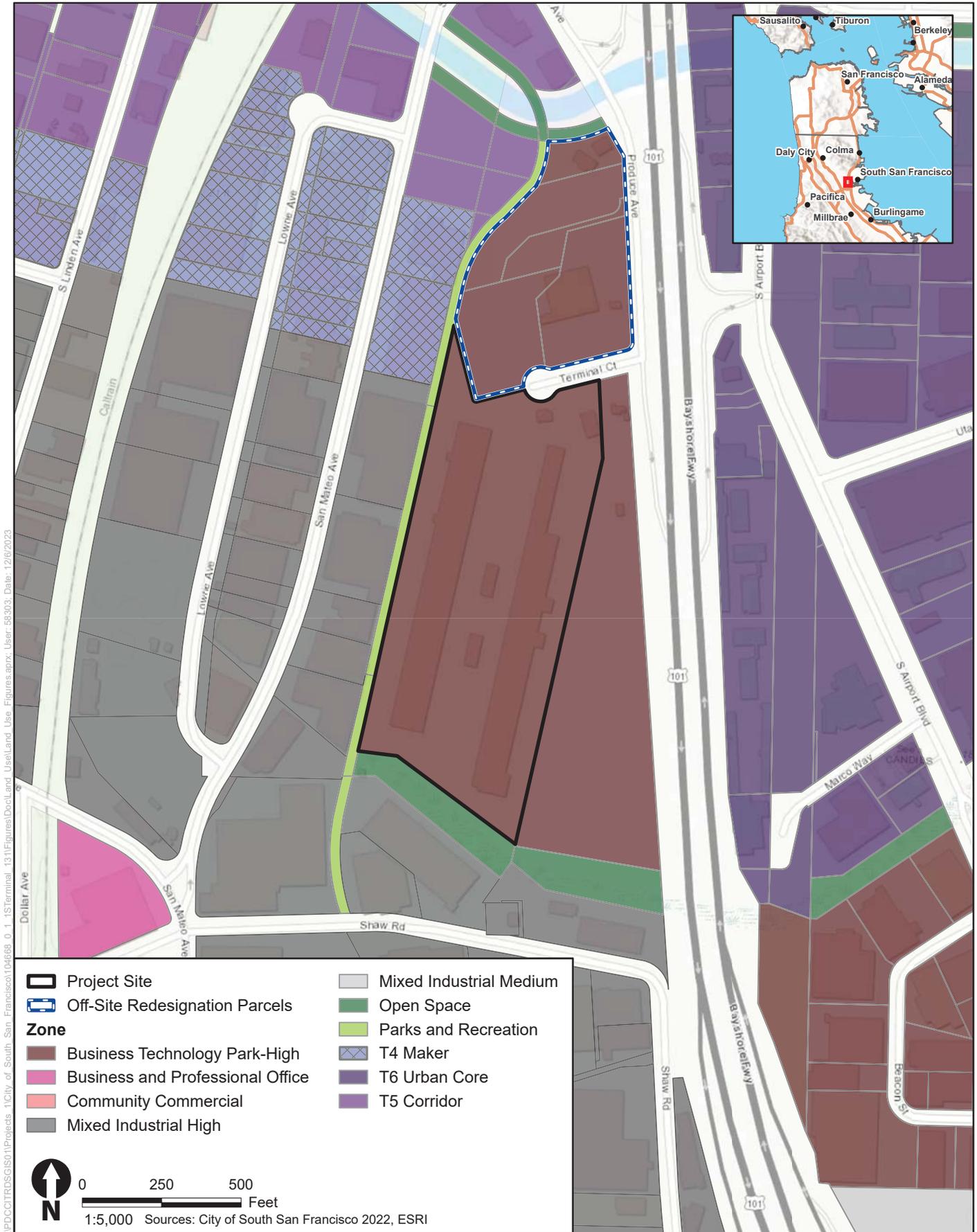


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Figure 3-3
Existing Zoning Designation

ATTACHMENT 1G



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Figure 3-7
Proposed Zoning Code Amendments

ATTACHMENT 1H

City of South San Francisco, CA
Wednesday, April 23, 2025

Title 20. Zoning

Division V. Citywide Standards

Chapter 20.300. LOT AND DEVELOPMENT STANDARDS

§ 20.300.003. Airport Land Use Compatibility Plan Consistency.

This section establishes standards and requirements related to consistency with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). The following requirements and criteria shall be incorporated into all applicable projects.

- A. **Airport Real Estate Disclosure Notices.** All new development is required to comply with the real estate disclosure requirements of State law (California **Business and Professions Code** Section 11010(b)(13)). The following statement must be included in the notice of intention to offer the property for sale or lease:

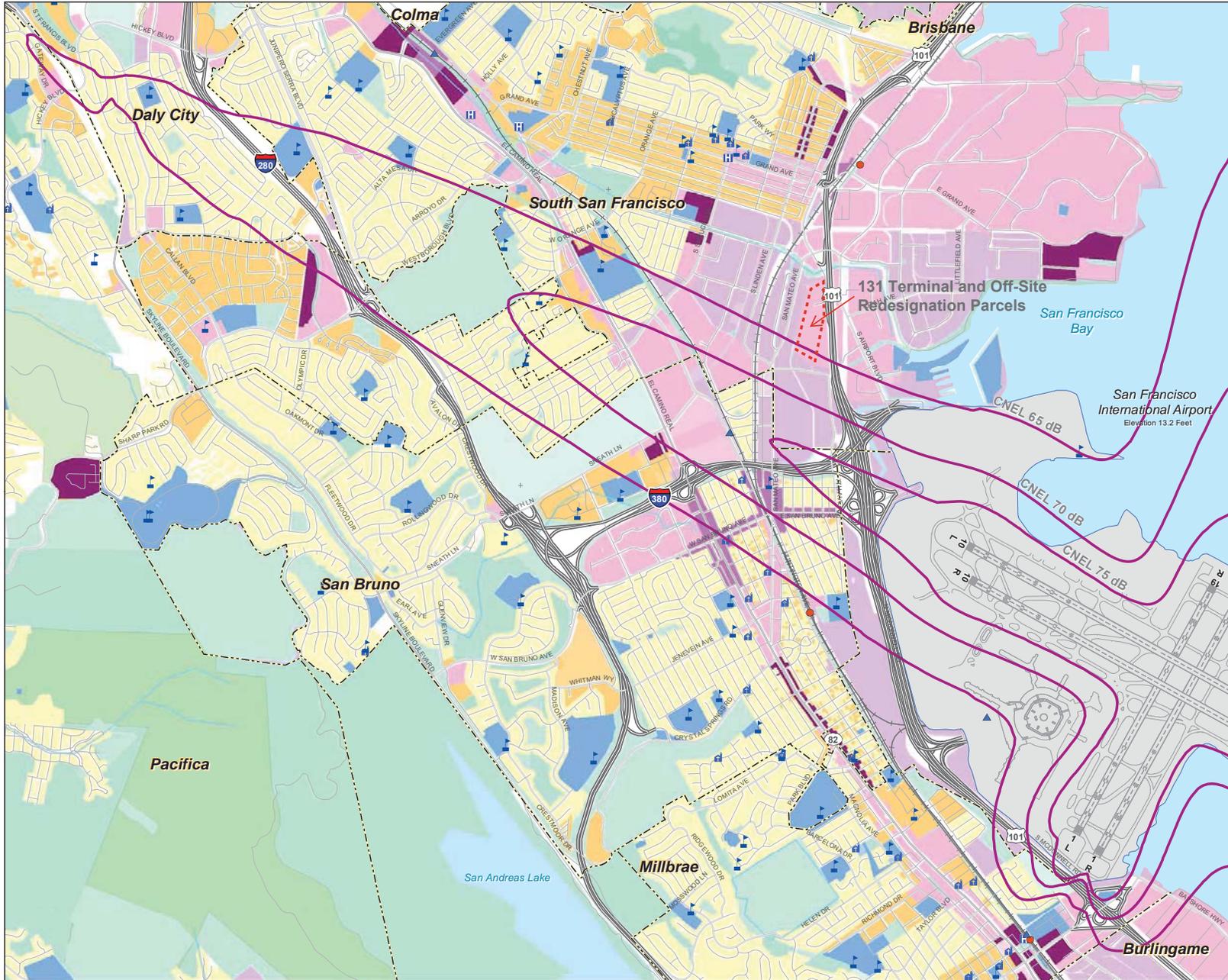
“Notice of Airport in Vicinity. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.”

- B. **Airport Noise Evaluation and Mitigation.** All projects shall comply with the Noise Compatibility Policies of the ALUCP. Uses shall be reviewed per the Noise/Land Use Compatibility Criteria listed in Table IV-1 of the ALUCP. Projects shall also be evaluated for potential airport noise impacts if the project is located within the 65 CNEL contour line of San Francisco International Airport (as mapped in the ALUCP). All projects so located shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the ALUCP or South San Francisco General Plan, whichever is more restrictive. Unless otherwise precluded by State law, projects shall also be consistent with ALUCP Policy NP-4 Residential Uses within CNEL 70 dB Contour.
- C. **Avigation Easement.** Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the ALUCP) shall include the grant of an avigation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with ALUCP Policy NP-3 Grant of Avigation Easement.
- D. **Safety Compatibility Evaluation.** All uses must comply with Safety Compatibility Policies of the ALUCP. Project applicants shall be required to evaluate potential safety issues if the property is located within any of the Safety Compatibility Zones established in ALUCP Policy SP-1 and depicted in Exhibit IV-8 of the ALUCP. All projects located within a Safety Compatibility Zone shall be required to determine if the proposed land use is compatible with the Safety Compatibility Land Use Criteria as noted in ALUCP Policy SP-2 and listed in Table IV-2 of the ALUCP.

- E. **Airspace Protection Evaluation.** All projects shall comply with Airspace Protection Policies of the ALUCP.
1. **Notice of Proposed Construction or Alteration.** Building heights east of Highway 101, and buildings within the Business and Professional Office (BPO), Business Technology Park High (BTP-H), and Southline Campus Zoning Districts are allowed the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height.
 2. **Maximum Compatible Building Height.** Building heights east of Highway 101 and within the Business Professional Office and Business Technology Park -High zoning districts are allowed the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height.
 3. **Other Flight Hazards.** Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:
 - a. Sources of glare, such as highly reflective buildings, building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight.
 - b. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting.
 - c. Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of an aircraft in flight.
 - d. Sources of electrical/electronic interference with aircraft communications/navigation equipment.
 - e. Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, Waste Disposal Site On or Near Airports and FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports and any successor or replacement orders or advisory circulars.

(Ord. 1646 § 2, 2022; Ord. 1656, 6/12/2024)

Attachment 2



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
 - 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

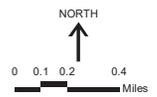
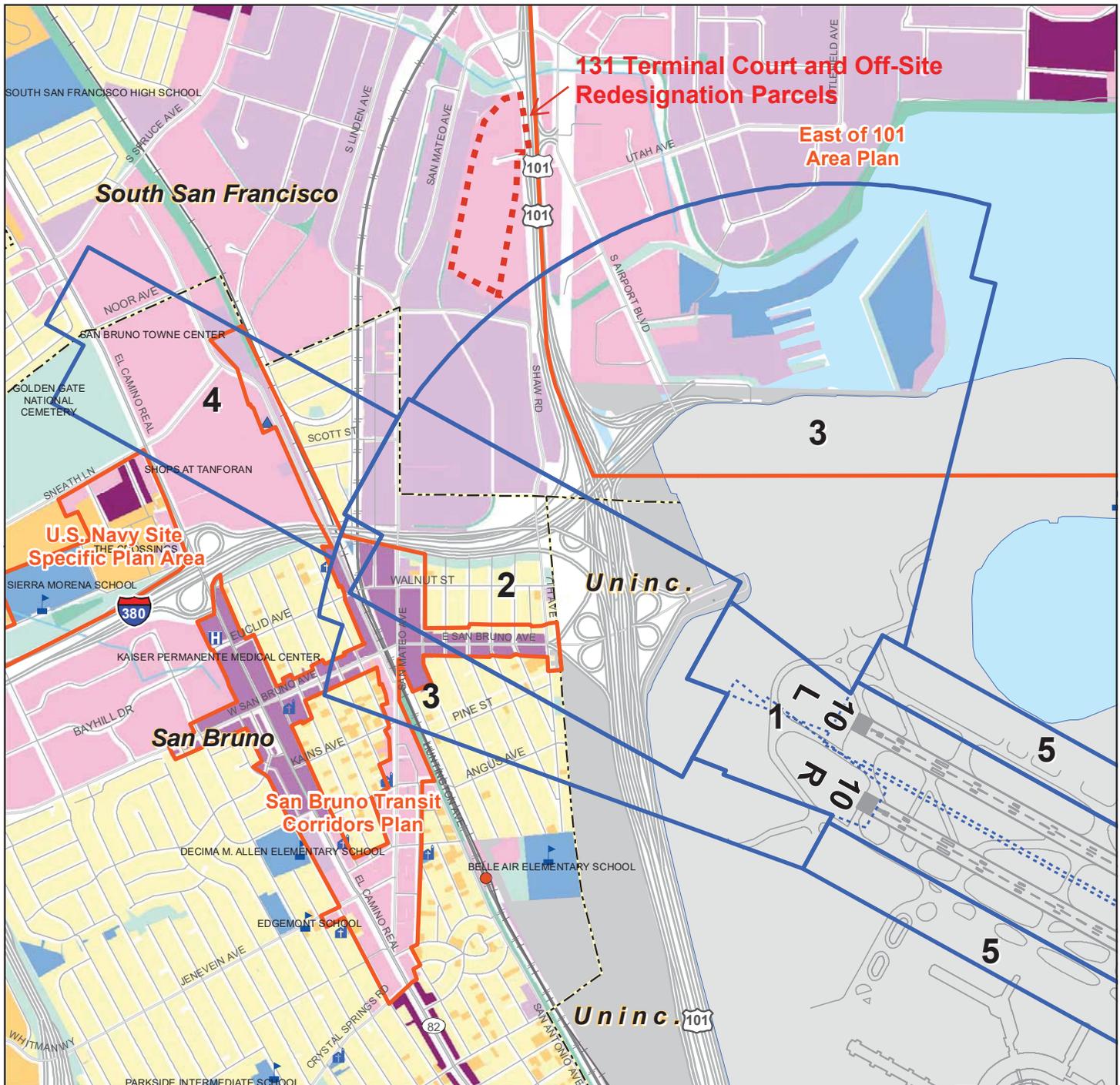


Exhibit IV-6
**NOISE COMPATIBILITY ZONES --
 DETAIL**
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
C/CAG
 City/County Association of Governments
 of San Mateo County, California



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

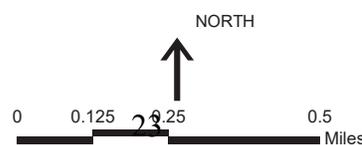
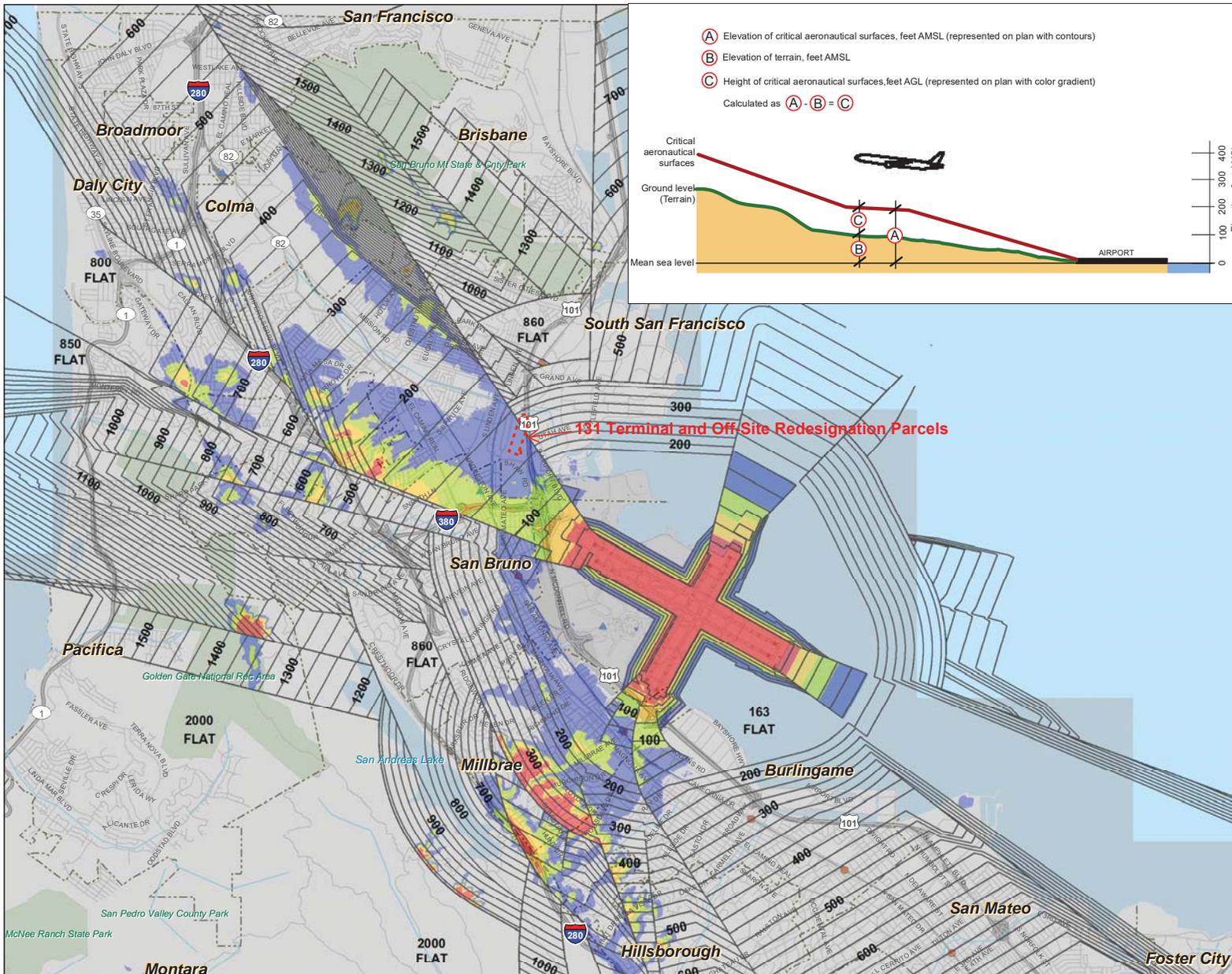


Exhibit IV-8
**SAFETY COMPATIBILITY ZONES
 IN THE CITIES OF SOUTH SAN FRANCISCO
 AND SAN BRUNO**
 Comprehensive Airport Land Use Plan
 for the Environs of San Francisco International Airport
C/CAG
 City/County Association of Governments
 of San Mateo County, California

Attachment 4





Attachment 5

May 8, 2025

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

TRANSMITTED VIA EMAIL
kkalkin@smcgov.org

Subject: San Francisco International Airport’s Comments on the Land Use Consistency Determination for 131 Terminal Court Within the City of South San Francisco and a Related Zoning Change by the City of South San Francisco

Dear Susy:

Thank you for notifying San Francisco International Airport (SFO or the Airport) regarding the Airport Land Use Commission’s (ALUC) land use consistency determination for the Infinite 131 Project (the Proposed Project) and the rezoning of six parcels within the City of South San Francisco (the Proposed Amendment). We appreciate this opportunity to coordinate with the Airport Land Use Commission (ALUC) in evaluating the Proposed Project and the Proposed Amendment.

According to the Application for Land Use Consistency Determination, the Proposed Project would construct approximately 1.7 million sq. ft. of office, research and development uses, and amenities across a 17-acre parcel. The Proposed Amendment would rezone the Proposed Project parcel (Assessor’s Parcel Number [APN] 015-113-210), along with five others (APNs 015-113-290, -320, -330, -340, and -350), from Mixed Industrial High to Business Technology Park-High (BTP-H).

SFO ALUCP AIRPORT INFLUENCE AREAS

The areas of both the Proposed Project and the Proposed Amendment lie within two Airport Influence Areas (AIAs): Area A – Real Estate Disclosure Area (all of San Mateo County) and Area B – Policy/Project Referral Area, as defined by the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP). Within Area A, the real estate disclosure requirements of state law apply. A property owner offering a property for sale or lease must disclose the presence of planned or existing airports within two miles of the property. Within Area B, the Board of Directors of the City/County Association of Governments of San Mateo County, acting as the designated ALUC, shall review proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments and rezonings, and land development proposals. The real estate disclosure requirements in Area A also apply in Area B.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

LONDON N. BREED
MAYOR

MALCOLM YEUNG
PRESIDENT

JANE NATOLI
VICE PRESIDENT

JOSE F. ALMANZA

MARK BUELL

SUSAN LEAL

IVAR C. SATERO
AIRPORT DIRECTOR

SFO ALUCP POLICIES

The southernmost portion of the Proposed Project and its parcel in the Proposed Amendment is within the 65 decibel Community Noise Equivalent Level (dB CNEL) noise contour. The Proposed Amendment includes compatible land uses, and the proposed zoning classification, BTP-H, incorporates the SFO ALUCP by reference.

As long as any day care center on the Proposed Project parcel is located outside of the 65 dB CNEL contour and all other requirements are met, the Proposed Project would not appear to be inconsistent with the Noise Compatibility Policies adopted in the SFO ALUCP.

No portions of the Proposed Project or the Proposed Amendment are within the Safety Compatibility Zones of the SFO ALUCP.

As described in Exhibit IV-17 of the SFO ALUCP (see **Attachment C**), the elevation of the critical aeronautical surfaces at the Proposed Project site range from approximately 125 to 150 feet above mean sea level (AMSL) as defined from the 0-foot origin of the North American Vertical Datum of 1988 (NAVD88). The elevation of the Proposed Project site would be raised to 14 feet AMSL. The maximum height of the structures would be 113 feet and 6 inches, translating to an elevation of 127 feet and 6 inches AMSL, which would be below the elevation of the lowest critical aeronautical surfaces. Therefore, the Proposed Amendment would not appear to be inconsistent with the Airspace Protection Policy AP-3 (Maximum Compatible Building Height) of the SFO ALUCP, subject to the issuance of a Determination of No Hazard to Air Navigation from the Federal Aviation Administration (see below) for any proposed structures.

This presumption is based only on the materials included in the consistency application. The building elevation views provided as Attachment 3 show penthouses and mechanical canopies for the two office buildings but do not appear to show any ventilation, machine rooms, or other appurtenances. None of these potential appurtenances may exceed the elevations of the critical aeronautical surfaces defined in the SFO ALUCP.

This evaluation does not waive the requirement for the Proposed Amendment sponsor to undergo Federal Aviation Administration (FAA) airspace review as described in 14 Code of Federal Regulations Part 77 and in Exhibit 1V-10 of the SFO ALUCP (see **Attachment C**) for both (1) the permanent structures and (2) any equipment taller than the permanent structures required to construct those structures.

While not germane to ALUCP compatibility, the Airport would like to call attention to the tight tolerances between the buildings and the critical aeronautical surfaces. Based on our experience with similarly situated developments, the FAA may place restrictions on cranes and other equipment needed to construct the Proposed Project. The Airport requests that the Proposed Project's sponsor be aware of potential limitations on construction processes.

* * *

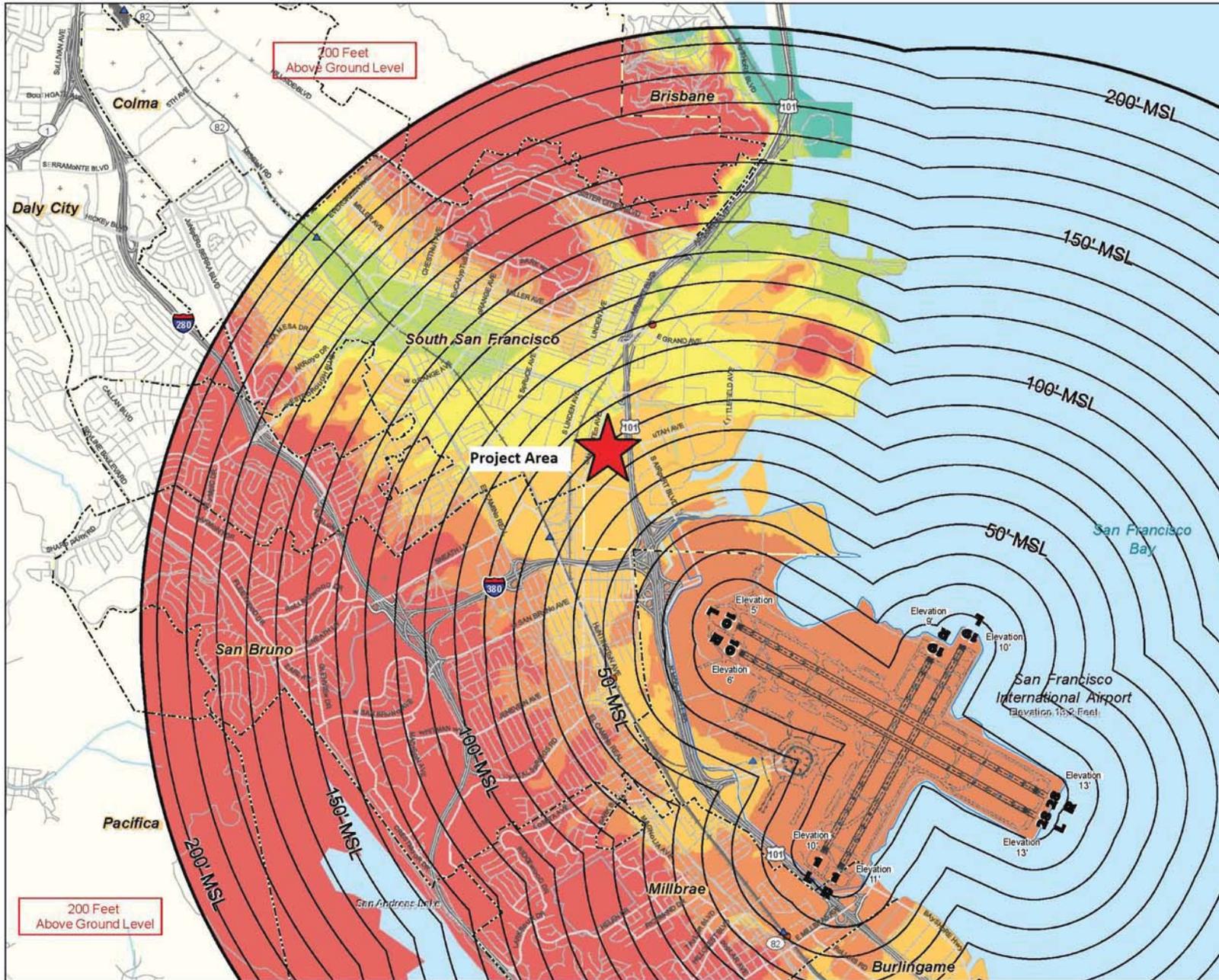
The Airport appreciates your consideration of these comments. If I can be of assistance, please do not hesitate to contact me at (650) 821-6678 or at nupur.sinha@flysfo.com.

Sincerely,

DocuSigned by:
Nupur Sinha
7D552AE6A4CE495...

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

cc: E. Choi, SFO
C. DiPrima, SFO



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.

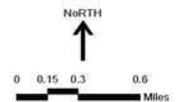


Exhibit IV-11
FAA NOTIFICATION FORM 7460-1
FILING REQUIREMENTS – NORTH SIDE
 Comprehensive Airport Land use plan
 for the Environs of San Francisco International Airport
C/CAG
 City/County Association of Governments
 of San Mateo County, California

C/CAG AGENDA REPORT

Date: May 22, 2025

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Amendments to the Genentech Master Plan, South San Francisco General Plan and Zoning Map to incorporate additional properties totaling approximately 18 acres into the 207-acre Genentech campus in South San Francisco.

(For further information or response to questions, contact Susy Kalkin – 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 amendments to the Genentech Master Plan, South San Francisco General Plan and Zoning Map to incorporate additional properties totaling approximately 18 acres into the 207-acre Genentech campus in South San Francisco, are consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

DISCUSSION

Background/Project Description

The Genentech Campus is approximately 207 acres in size, bounded by San Francisco Bay to the northeast, east and south, and connected to US 101 to the west by East Grand Avenue and Oyster Point /Forbes Boulevard. The Genentech Campus currently comprises approximately 4.5 million square feet of building space within its 207 acres, at a Campus-wide floor-area-ratio (FAR) of approximately 0.52.

2020 Genentech Master Plan

In 2020, the City of South San Francisco adopted the 2020 Genentech Master Plan (2020 Master Plan) which details a vision for new growth and development within the campus. It serves as a general guide for future placement and design of individual buildings and other Campus improvements, and its development program provides a basis for future project approvals.

The C/CAG Board, in its capacity as the ALUC, approved Resolution 20-22 determining that the 2020 Genentech Master Plan was consistent with the SFO ALUCP, subject to two minor conditions:

1. Prior to approval of the subject Project, the City of South San Francisco shall incorporate language into the Genentech Master Plan Zoning District to:

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 2025 Genentech Master Plan Amendments, SSF

Date: May 22, 2025

Page 2

- a. Address potential construction impacts that may require FAA review pursuant to FAR Part 77; and
- b. Ensure compliance with SFO ALUCP Policy AP-4 "Other Flight Hazards are Incompatible" at a project specific level.

Language to satisfy these requirements was incorporated into the Genentech Master Plan Zoning District regulations.

Proposed 2025 Genentech Master Plan Amendments Project

Subsequent to adoption of the 2020 Master Plan, Genentech has acquired additional private properties within the campus boundaries, at 333 Point San Bruno Blvd., 525 DNA Way and 383-393 East Grand Avenue (see **Attachment 1c**) These three properties total 9.7 acres and are proposed to be added to the Genentech Master Plan and rezoned to the Genentech Master Plan District. Genentech is also requesting to acquire from the City of South San Francisco some street rights-of-way that serve only its properties (see **Attachment 1d**); these total 8.55 acres and are also proposed to be added to the Genentech Master Plan and rezoned to the Genentech Master Plan District.

With the addition of these properties and rights-of-way to the Campus Master Plan Area, the total Campus acreage will increase from 207 acres to approximately 225 acres. However, Genentech does not propose to increase the potential buildout and development capacity of the Campus beyond the 9,008,000 square feet as approved in the 2020 Master Plan.

To allow this, the following actions are required:

- Amendments to the Genentech Master Plan to incorporate the new private parcels and to reflect the ability to close the roadways to public through traffic.
- Amendments to the General Plan to ensure internal consistency between the Genentech Master Plan and the General Plan, which include changes to the designation of DNA Way in General Plan Mobility and Access Element Figure 14 (Roadway Network Diagram) and Figure 16 (Truck Network and Restrictions Diagram).
- Zoning Map Amendments to add the three new private properties and the vacated streets to the Genentech Master Plan District zoning.

The proposed amendments do not include any proposals for new campus development and do not change any of the development regulations within either the Genentech Master Plan or the Genentech Master Plan Zoning District.

ALUCP Consistency Evaluation

The subject proposal, which includes amendments to South San Francisco's land use policies and ordinances, affects property that is located within Airport Influence Area B (AIA B), the "Project Referral" area, for San Francisco International Airport. California Government Code Section

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 2025 Genentech Master Plan Amendments, SSF

Date: May 22, 2025

Page 3

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

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

(a) Aircraft Noise Impacts

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

As shown on **Attachment 1a**, the project area is located outside of the 65dB CNEL noise contour, so the noise policies would not apply. Therefore, the project would be consistent with the noise compatibility policies of the SFO ALUCP.

(b) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on **Attachment 1a**, the subject properties are not located within a Safety Compatibility Zone, so are not impacted by these policies.

(c) Airspace Protection

Pursuant to the SFO ALUCP, airspace protection compatibility of proposed land uses within its AIA is evaluated in accordance with the following criteria: (1) 14 Code of Federal Regulations Part 77 (FAR Part 77), “Safe, Efficient Use and Preservation of the Navigable Airspace”, which establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the navigable airspace, and (3) the initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of the proposed construction or alteration of structures on the subject airspace.

The Project area is located within the FAR Part 77 airspace protection surfaces for San Francisco International Airport (see **Attachment 1b**).

The Master Plan and zoning regulations contain the following provisions to ensure compliance with the SFO ALUCP policies regarding structure heights and other flight hazards (unique land use characteristics):

20.260.003.C. Building Height. The maximum building height shall be the lower of the height shown on the SFO Critical Aeronautical Surfaces Map, or the maximum height determined by the FAA as being “not a hazard to air navigation” based on an aeronautical study for any buildings, and construction thereof (e.g. tall cranes) exceeding the height of FAA Part 77 air surfaces. Buildings and/or construction activities thereof that do not exceed the height of FAA Part 77 air surfaces are deemed not a hazard to air navigation.

20.260.003.I.2. Uses – Additional Restrictions. Proposed land uses with characteristics that may cause visual, electronic, or wildlife hazards to aircraft taking off or landing at the SFO Airport or in flight shall not be permitted. Specific characteristics that may create hazards to aircraft in flight and which are incompatible include:

- a. Sources of glare, such as highly reflective buildings or building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots making approaches
- b. Distracting lights that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting.
- c. Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.
- d. Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.
- e. Land uses that, as a regular by-product of their operations, produce thermal plumes with the potential to rise high enough and at sufficient velocities to interfere with the control of aircraft inflight. Upward velocities of 4.3 meters (14.1 feet) per second at altitudes above 200 feet above the ground shall be considered as potentially interfering with the control of aircraft in flight.
- f. Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations. Exceptions to this regulation are acceptable for wetlands or other environmental mitigation projects required by ordinance, statute, court order, or Record of Decision issued by a federal agency under the National Environmental Policy Act.

(d) AIA Real Estate Disclosure

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.

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 2025 Genentech Master Plan Amendments, SSF

Date: May 22, 2025

Page 5

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

ATTACHMENTS

1. ALUCP application, together with related project description and plan set excerpts
 - a. SFO ALUCP Noise and Safety Compatibility Zone exhibits
 - b. SFO ALUCP Critical Aeronautical Surfaces and Part 77 Airport Imaginary Surfaces exhibits
 - c. Properties to be added to the Master Plan area
 - d. Streets to be added to the Master Plan area
2. Comment letter from SFO Planning & Environmental Affairs dated May 8, 2025



APPLICATION FOR LAND USE CONSISTENCY DETERMINATION

San Mateo County Airport Land Use Commission

C/CAG ALUC

APPLICANT INFORMATION

Agency: City of South San Francisco

Project Name: Genentech Master Plan Amendment

Address: 350 DNA Way

APN: multiple

City: South San Francisco

State: CA

Zip Code: 94080

Staff Contact: Billy Gross, Principal Planner, City of SSF

Phone: (650) 877-8535

Email: Billy.Gross@ssf.net

PROJECT DESCRIPTION

Project Location and Campus Description

The Genentech Campus is approximately 207 acres in size, located in the City of South San Francisco and along the shoreline of central San Francisco Bay. It is approximately 1.5 miles north of San Francisco International Airport (SFO) and 10 miles south of downtown San Francisco. The Genentech Campus is located on a prominent hillside and hilltop location at the easterly point of the East of 101 Area of South San Francisco (East of 101), and immediately adjacent to the San Francisco Bay. It is bounded by San Francisco Bay to the northeast, east and south, and is connected to US 101 to the west by East Grand Avenue and Oyster Point /Forbes Boulevard (see **2020 EIR Figure 3-1 – Regional Location of the Project Area**).

The Campus is located within the City's East of 101 Area, which contains over 200 biotechnology companies and 11.5-million square feet of biotechnology space. The Genentech Campus is the largest of these biotechnology campuses. The Genentech Campus currently comprises approximately 4.5 million square feet of building space within its 207 acres, at a Campus-wide floor-area-ratio (FAR) of approximately 0.52.

2020 Genentech Campus Master Plan

In 2020, the City of South San Francisco adopted the *2020 Genentech Campus Master Plan* (2020 Master Plan). The 2020 Master Plan articulates a vision for new growth and development within the 207-acre Genentech Campus. It serves as a general guide for future placement and design of individual buildings and other Campus improvements, and its development program provides a basis for future project approvals. The 2020 Master Plan provides the City and Genentech with flexibility to implement the 2020 Master Plan on a project-by-project basis such that new elements of the Campus will maintain or exceed the high standards of design and

construction that Genentech has already established at the Campus. The 2020 Master Plan also served as the basis for changes and amendments to the City's Zoning Ordinance to ensure consistency and reliability between the Master Plan and the City's Genentech Master Plan District zoning regulations.

The City/County Association of Governments of San Mateo County (C/CAG), in its capacity as the Airport Land Use Commission (ALUC), approved the 2020 Master Plan for consistency with the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (ALUCP) on June 11, 2020 with two minor conditions:

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

Language to satisfy these requirements was incorporated into the Genentech Master Plan Zoning District regulations (see the Airspace Protection section below for the full text of these regulations).

Proposed 2025 Genentech Master Plan Amendments Project

Subsequent to adoption of the 2020 Master Plan, Genentech has acquired additional private properties within the campus boundaries, at 333 Point San Bruno Boulevard (APNs 015-250-410 and 015-250-140), 525 DNA Way (APN 015-250-210) and 383-393 East Grand Avenue (APN 015-250-390). These three properties total 9.7 acres, which are proposed to be added to the Genentech Master Plan and rezoned to the Genentech Master Plan District. (See ***Addendum Figure 2 – Properties to be Added to the Genentech Master Plan***)

With these recent acquisitions, all properties within the Genentech Campus boundaries other than Wind Harp Park and the CalWater parcel are now owned or controlled by Genentech. DNA Way, Point San Bruno Boulevard and the short segment of Cabot Road now only serve land uses that are internal to the Genentech Campus. Based on this, Genentech is also requesting acquisition of the rights-of-way and that the City vacate these streets as public roadways. These street rights-of-way, which total 8.55 acres, are also proposed to be added to the Genentech Master Plan and rezoned to the Genentech Master Plan District; the streets will continue to have public access and emergency vehicle access easements. (See ***Addendum Figure 3 – Street Rights-of-Way Proposed to be Added to the Genentech Master Plan***)

With the addition of these properties and rights-of-way to the Campus Master Plan Area, the total Campus acreage will increase from 207 acres to approximately 225 acres. However, Genentech does not propose to increase the potential buildout and development capacity of the Campus beyond the 9,008,000 square feet as approved in the 2020 Master Plan.

To allow this, the following actions are required:

1. Amendments to the Genentech Master Plan to incorporate the new private parcels and to reflect the ability to close the roadways to public through traffic.
2. Amendments to the General Plan to ensure internal consistency between the Genentech Master Plan and the General Plan, which include changes to the designation of DNA Way in General Plan Mobility and Access Element Figure 14 (Roadway Network Diagram) and Figure 16 (Truck Network and Restrictions Diagram).
3. Zoning Map Amendments to add the three new private properties and the vacated streets to the Genentech Master Plan District zoning. (See ***Addendum Figure 6 – Proposed Re-Zoning to Genentech Master Plan District***)

Genentech Master Plan Addendum

Prior to adopting the 2020 Master Plan, the City certified the Environmental Impact Report for the *Genentech Master Plan* (2020 Master Plan EIR) (State Clearinghouse No. 2017052064) and adopted CEQA findings, including adoption of a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program. When adopting the 2020 Master Plan, the City determined that implementation of the 2020 Master Plan would result in significant and unavoidable environmental effects related to the following:

- Criteria air pollutant emissions
- Construction-period noise, and
- Traffic impacts at local intersections, freeway ramps and freeway segments

All other potentially significant environmental effects related to implementation of the 2020 Master Plan were found to be reduced to less than significant levels through implementation of either existing regulatory requirements or additional mitigation measures as recommended in that EIR.

The 2020 Master Plan EIR cited the ALUCP, as used by C/CAG to promote compatibility between the SFO and surrounding land uses. The ALUCP compatibility criteria, as derived from the Federal Aviation Administration (FAA), are used to safeguard the general welfare of the public and were described in the 2020 Master Plan EIR. The 2020 Master Plan EIR also indicated that the Genentech Campus is entirely within the SFO Airport Influence Area (AIA) and as such, the compatibility criteria contained within the ALUCP are applicable to land use plans and development within the Campus. **The conclusion reached in the 2020 Master Plan EIR is that the 2020 Master Plan “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.”**

For the 2025 Genentech Master Plan Amendments, the City prepared an Addendum to the 2020 Master Plan EIR and the EIR for the *South San Francisco 2040 General Plan Update, Zoning Code Amendments and Climate Action Plan* (2040 GP EIR) (State Clearinghouse No. 2021020064), together cited as the Prior EIRs. The purposes of this Addendum are to update the project description included in each of these Prior EIRs to include new details regarding Genentech’s proposed acquisition of certain public rights-of-way within the Genentech Campus, the potential closure of these roads for public access, and Genentech’s proposed rezoning of six properties to be added to the Genentech Master Plan.

The Addendum recognizes that the proposed 2025 Genentech Master Plan Amendments Project does not include any proposal for new Campus development and does not change any of the development regulations within the Genentech Master Plan and the Genentech Master Plan Zoning District. Based on this, the 2025 Genentech Master Plan Amendments Project continues to be consistent with the compatibility criteria specific to noise, safety and airspace protection as contained within the ALUCP. Relevant information from the 2020 Master Plan EIR and the Addendum are included in the discussion areas below to assist C/CAG in their review of this Project.

REQUIRED PROJECT INFORMATION:

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

a) NOISE: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP. Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.

Land Use Compatibility

The ALUCP establishes boundaries within which noise compatibility policies apply. These boundaries depict “noise impact areas” or noise compatibility zones, defined by noise contours at the 65 dB CNEL, 70 dB CNEL, and 75 dB CNEL contours. Noise compatibility policies apply to each noise impact area or contour. Commercial uses (e.g., offices and business) or industrial and manufacturing use and related structures, such as those allowed as part of the Genentech Master Plan, are considered compatible without restrictions within all of these noise impact areas. As shown in 2020 Master Plan EIR **Figure 13-1** (attached), the Genentech Campus is not located within any of the ALUCP-identified noise impact areas. Thus, the 2020 Master Plan EIR found that the ALUCP land use noise exposure criteria do not apply to the Project (and would not restrict the Project’s proposed land uses, even if they did apply), and that the Genentech Master Plan is consistent with the ALUCP noise criteria.

The proposed 2025 Genentech Master Plan Amendments do not modify or increase the potential buildout scenario as provided in the 2020 Master Plan or the SSF 2040 General Plan, and therefore the Project remains consistent with the ALUCP noise compatibility criteria.

Noise Impacts

The Master Plan EIR found that the Genentech Campus is not located within any of the ALUCP-identified noise impact areas, the ALUCP’s noise exposure criteria do not apply and would not restrict proposed land uses, and the Master Plan is consistent with the ALUCP noise criteria. In summary, the Master Plan EIR found that no impact would occur, and no mitigation measures were required.

The proposed 2025 Genentech Master Plan Amendments do not modify the location of the Genentech Campus so that any portion of campus is located within any of the ALUCP-identified noise impact areas, and therefore the 2025 Genentech Master Plan Amendments remain consistent with the ALUCP noise impacts criteria.

REQUIRED PROJECT INFORMATION:

b) SAFETY: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP. Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.

Land Use Compatibility

The ALUCP defines five safety zones within its AIA, and land use compatibility standards are established to restrict development of certain types of land uses that could pose particular hazards to the public or to vulnerable populations in case of an aircraft accident. As shown on 2020 Master Plan EIR **Figure 13-1** (attached), none of the five safety zones associated with SFO apply to the Genentech Campus. The proposed 2025 Genentech Master Plan Amendments do not modify the Genentech Campus boundary so that any portion of the campus is located within the five safety zones. Thus, the ALUCP’s criteria for land use safety do not apply to the Project, and the Project is consistent with these criteria.

Safety Hazards Related to a Public or Private Airport or Airstrip

The 2020 Master Plan EIR found that the Genentech Master Plan is consistent with the land use safety criteria of the ALUCP, and would not conflict with plans or policies intended to protect and promote airport operations

safety and/or airspace protection. The 2020 Master Plan EIR also found that none of the five safety zones or the ALUCP’s criteria for land use safety associated with SFO apply to the Genentech Master Plan. The 2025 Genentech Master Plan Amendments do not modify the Genentech Campus boundary so that any portion of the campus is located within the five safety zones. Therefore, the ALUCP’s criteria for safety hazards do not apply to the 2025 Genentech Master Plan Amendments, and they remain consistent with these criteria.

REQUIRED PROJECT INFORMATION:
<p>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.</p>

Land Use Compatibility

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

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

The ALUCP also includes mapping that illustrates the critical aeronautical surfaces that protect the airspace required for multiple types of flight procedures (such as those typically factored into FAA aeronautical studies). These critical aeronautical surfaces depict the lowest elevations from all FAA-required obstacle clearance criteria to ensure safe separation of aircraft. Any proposed structures penetrating these critical surfaces are likely to receive a Determinations of Hazard from the FAA, and these surfaces indicate the maximum height at which structures can be considered compatible with Airport operations - see 2020 Master Plan EIR **Figure 13-2** (attached).

Regulatory Requirements

The 2020 Master Plan EIR clarified the building height limits that are intended to apply any development project within the Campus with the following mitigation measure:

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

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

In addition, as part of the 2020 Master Plan approvals, the Genentech Master Plan Zoning District was modified to include the following language, in keeping with the ALUC’s June 11, 2020 approval conditions.

SSFMC 20.260.003 Genentech Master Plan District Development Standards and Requirements

20.260.003.C. Building Height. The maximum building height shall be the lower of the height shown on the SFO Critical Aeronautical Surfaces Map, or the maximum height determined by the FAA as being “not a hazard to air navigation” based on an aeronautical study for any buildings, and construction thereof (e.g. tall cranes) exceeding the height of FAA Part 77 air surfaces. Buildings and/or construction activities thereof that do not exceed the height of FAA Part 77 air surfaces are deemed not a hazard to air navigation.

20.260.003.I.2. Uses – Additional Restrictions. Proposed land uses with characteristics that may cause visual, electronic, or wildlife hazards to aircraft taking off or landing at the SFO Airport or in flight shall not be permitted. Specific characteristics that may create hazards to aircraft in flight and which are incompatible include:

- a. Sources of glare, such as highly reflective buildings or building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots making approaches to the San Francisco International Airport ("Airport").
- b. Distracting lights that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting.
- c. Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.
- d. Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.
- e. Land uses that, as a regular by-product of their operations, produce thermal plumes with the potential to rise high enough and at sufficient velocities to interfere with the control of aircraft in flight. Upward velocities of 4.3 meters (14.1 feet) per second at altitudes above 200 feet above the ground shall be considered as potentially interfering with the control of aircraft in flight.
- f. Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations. Exceptions to this regulation are acceptable for wetlands or other environmental mitigation projects required by ordinance, statute, court

order, or Record of Decision issued by a federal agency under the National Environmental Policy Act.

The proposed 2025 Genentech Master Plan Amendments do not propose any amendments to the Zoning Ordinance that would modify the airspace protection related standards and requirements. Thus, the 2025 Genentech Master Plan Amendments remain consistent with ALUCP's criteria for airspace protection.

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

To the extent that Genentech Campus properties are required to include a real estate disclosure regarding airport impacts, such disclosures would be included in any future real estate transactions of Genentech-owned property within the Campus. No disclosures are required at this time, as no real estate transactions are proposed.

3. Any related environmental documentation (electronic copy preferred)

An electronic copy of the Addendum is provided as an attachment to this application. The 2020 Master Plan EIR and the 2040 Shape SSF General Plan Update EIR can also be viewed at the City of South San Francisco website at:

- [2020 Genentech Master Plan EIR](#)
- [2040 Shape SSF General Plan Update EIR](#)

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

Attached to this Application for Land Use Consistency Determination, please find the following accompanying Exhibits from the Genentech application and specific Figures from the *Addendum to the Genentech Master Plan EIR* and the original *Master Plan EIR*:

- 2020 EIR Figure 3-1: Regional Location of the Project Area
- 2020 EIR Figure 13-1: SFO Safety and Noise Compatibility Zones - Relationship to Project Area
- 2020 EIR Figure 13-2: SFO FAA Part 77 Building Height Review Requirements and Restrictions
- 2020 EIR Figure 13-3: Approximate Building Heights Triggering FAA Part 77 Review
- 2025 Addendum Figure 2: Properties to be Added to the Genentech Master Plan
- 2025 Addendum Figure 3: Street ROW Proposed to be Added to the Genentech Master Plan
- 2025 Addendum Figure 6: Proposed Re-Zoning to Genentech Master Plan District
- 2025 Addendum Figure 7: Modified Campus Boundary

Also attached are the following Exhibits from the Genentech application:

- Exhibit A: Genentech Campus Master Plan Amendments
- Exhibit B: General Plan Amendments

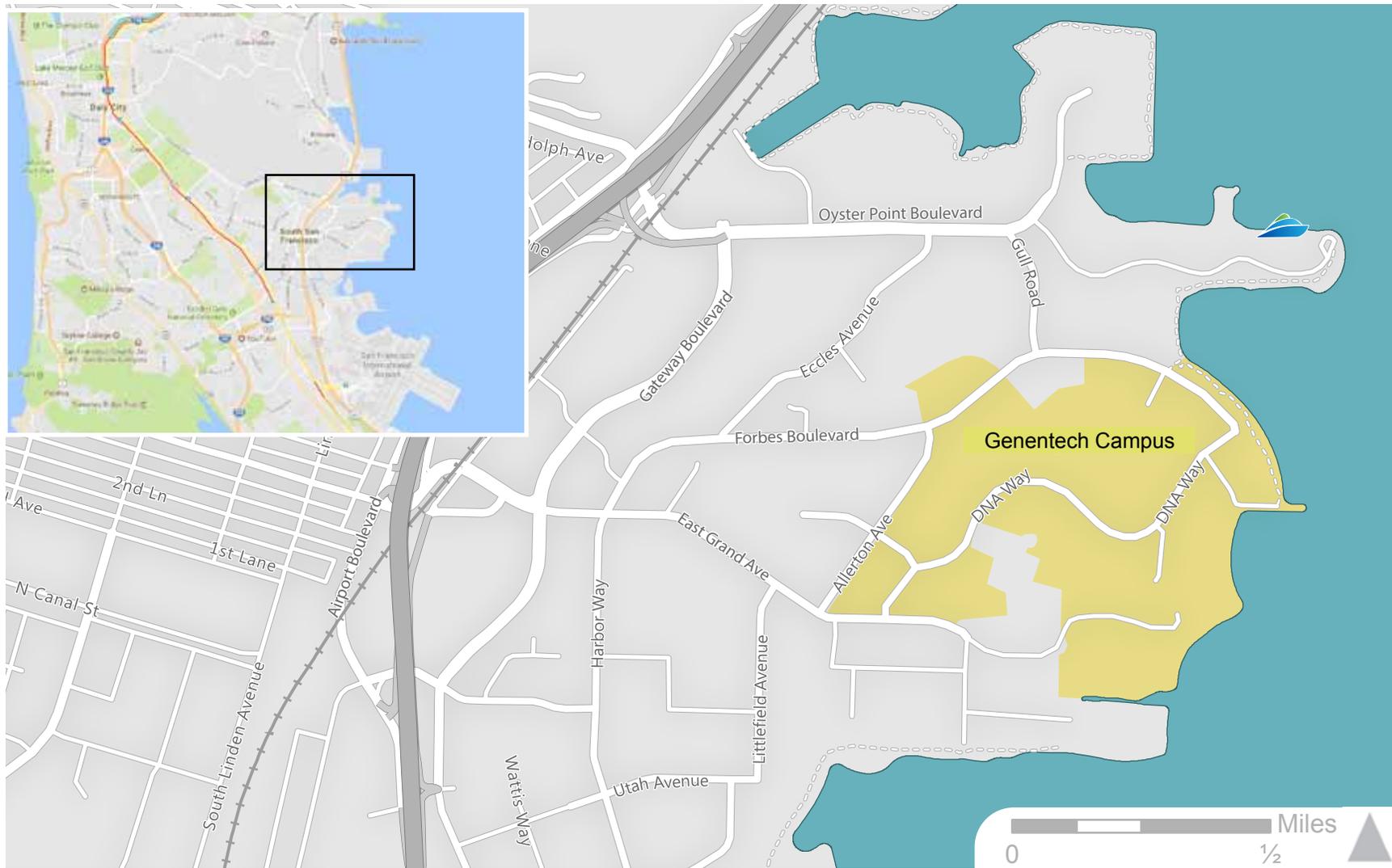
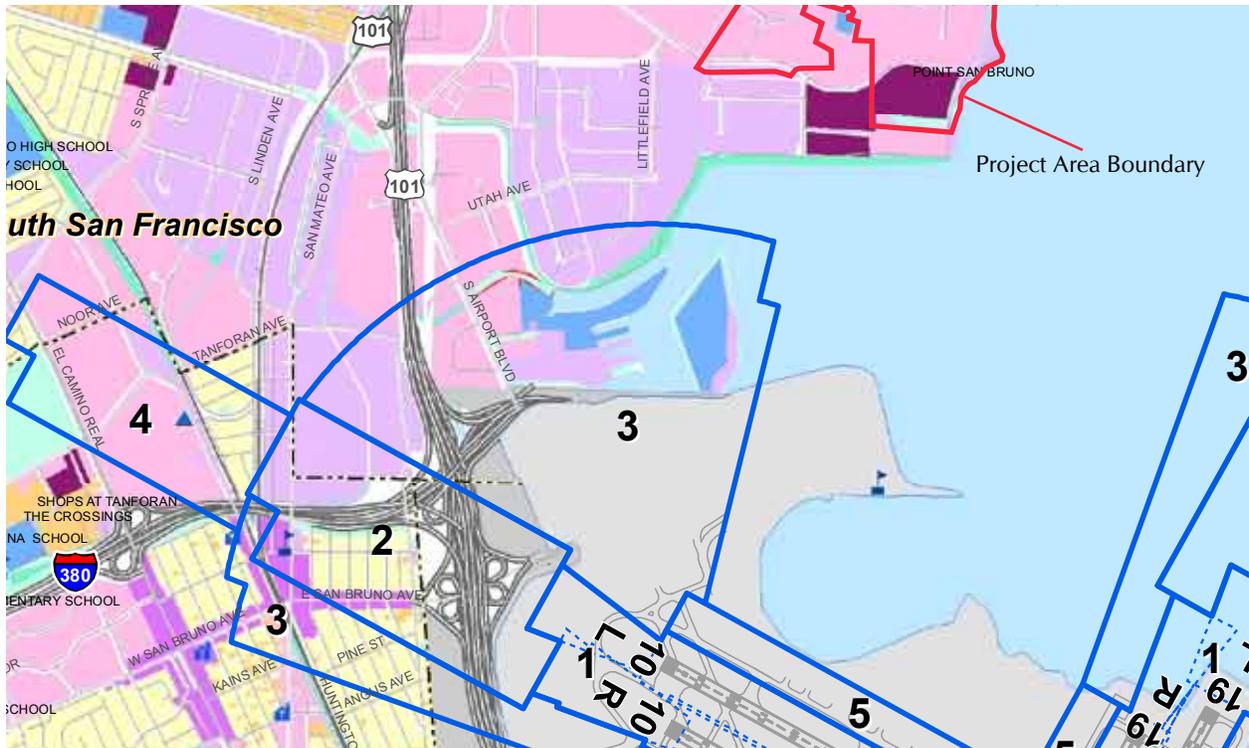
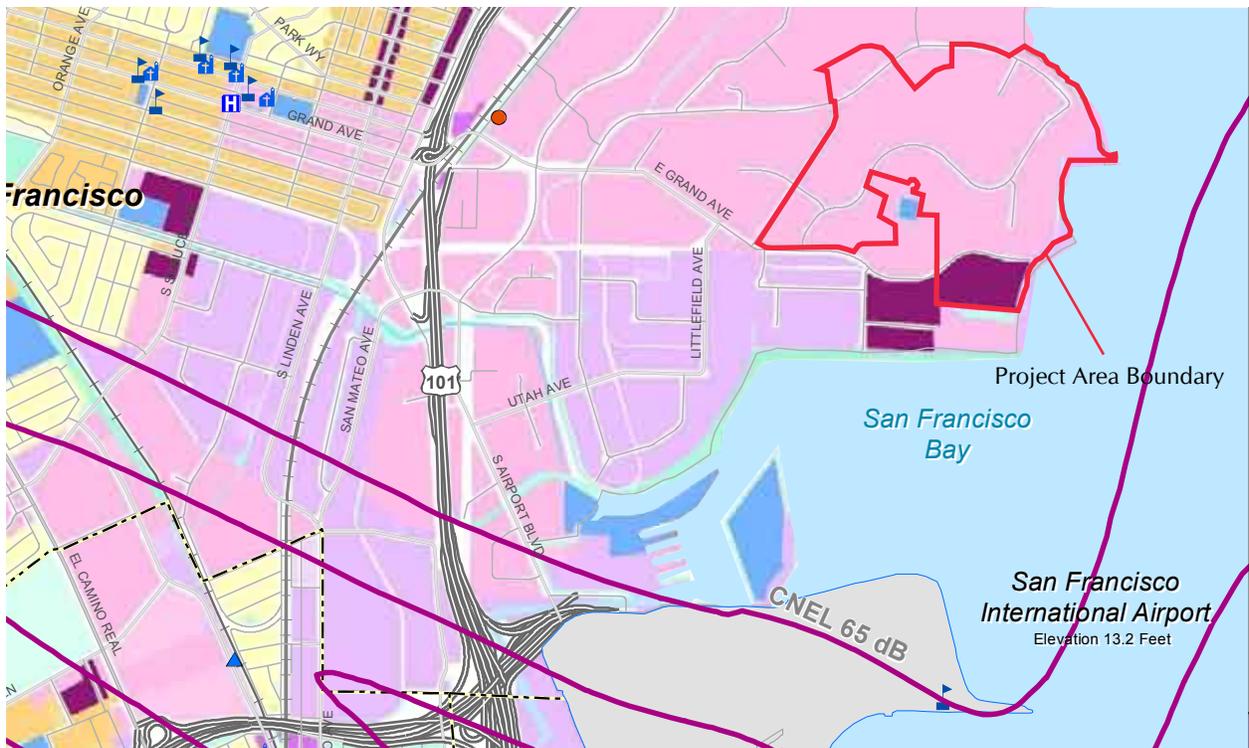


Figure 3-1
Regional Location of the Project Area





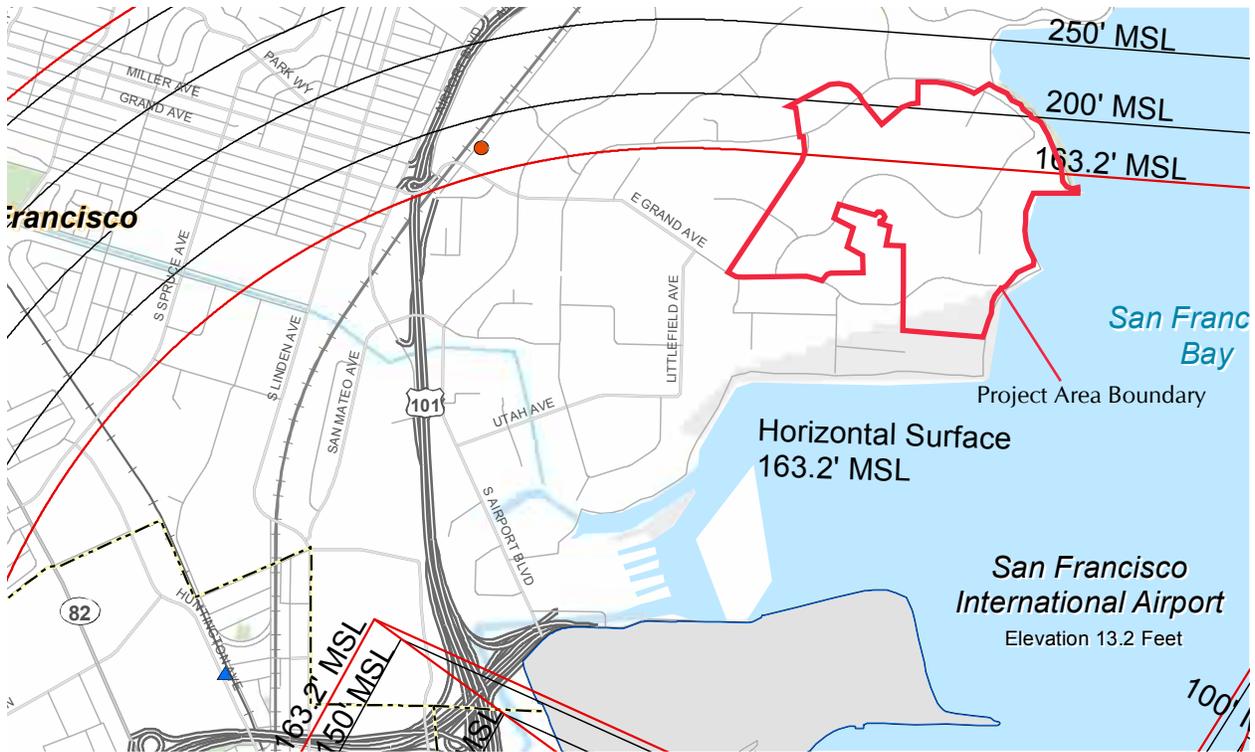
A: Safety Compatibility Zones



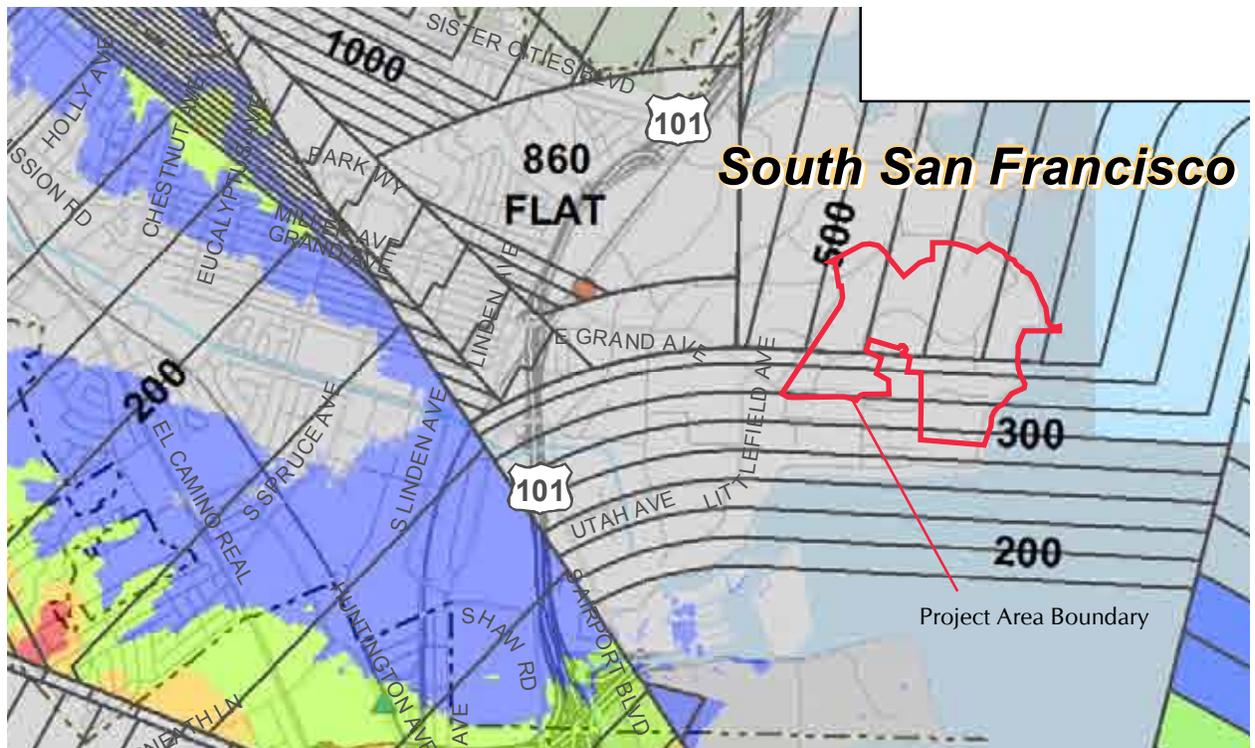
B: Noise Compatibility Zones

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





A: Part 77 Surface Heights



B: SFO Critical Aeronautical Surfaces



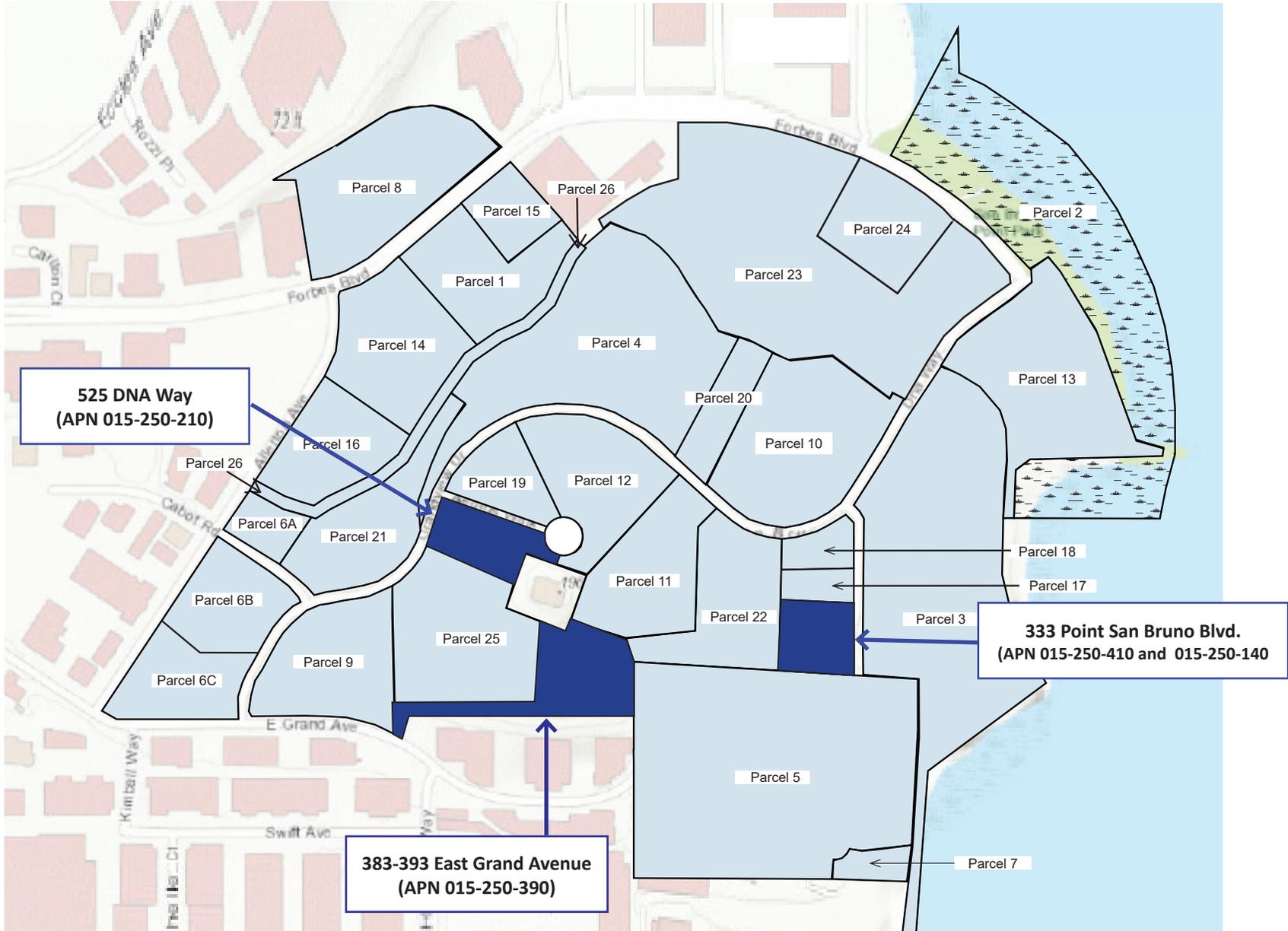


Figure 2
Properties to be Added to the Genentech Master Plan

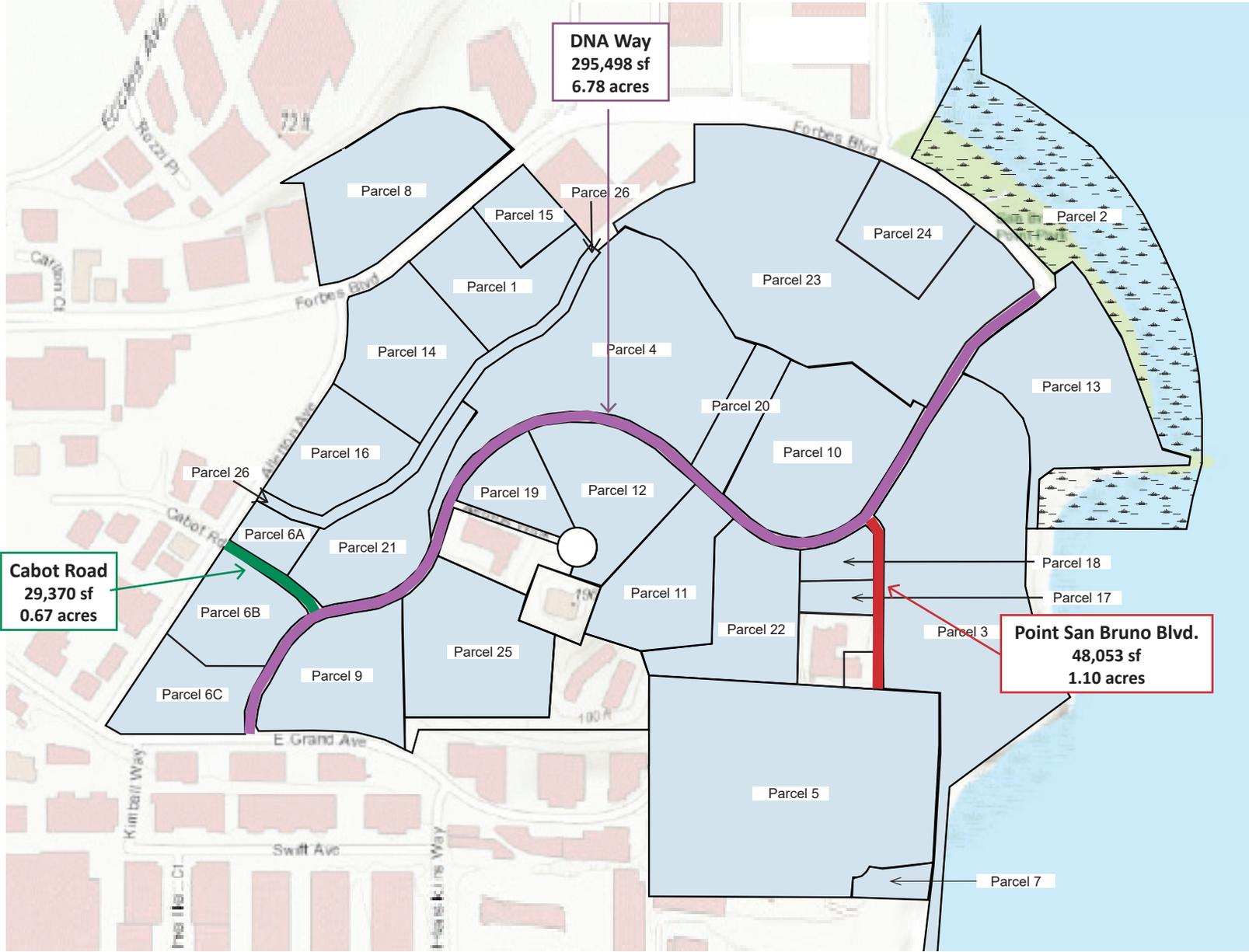


Figure 3
Street Rights-of-Way Proposed to be Added to the Genentech Master Plan Zoning District

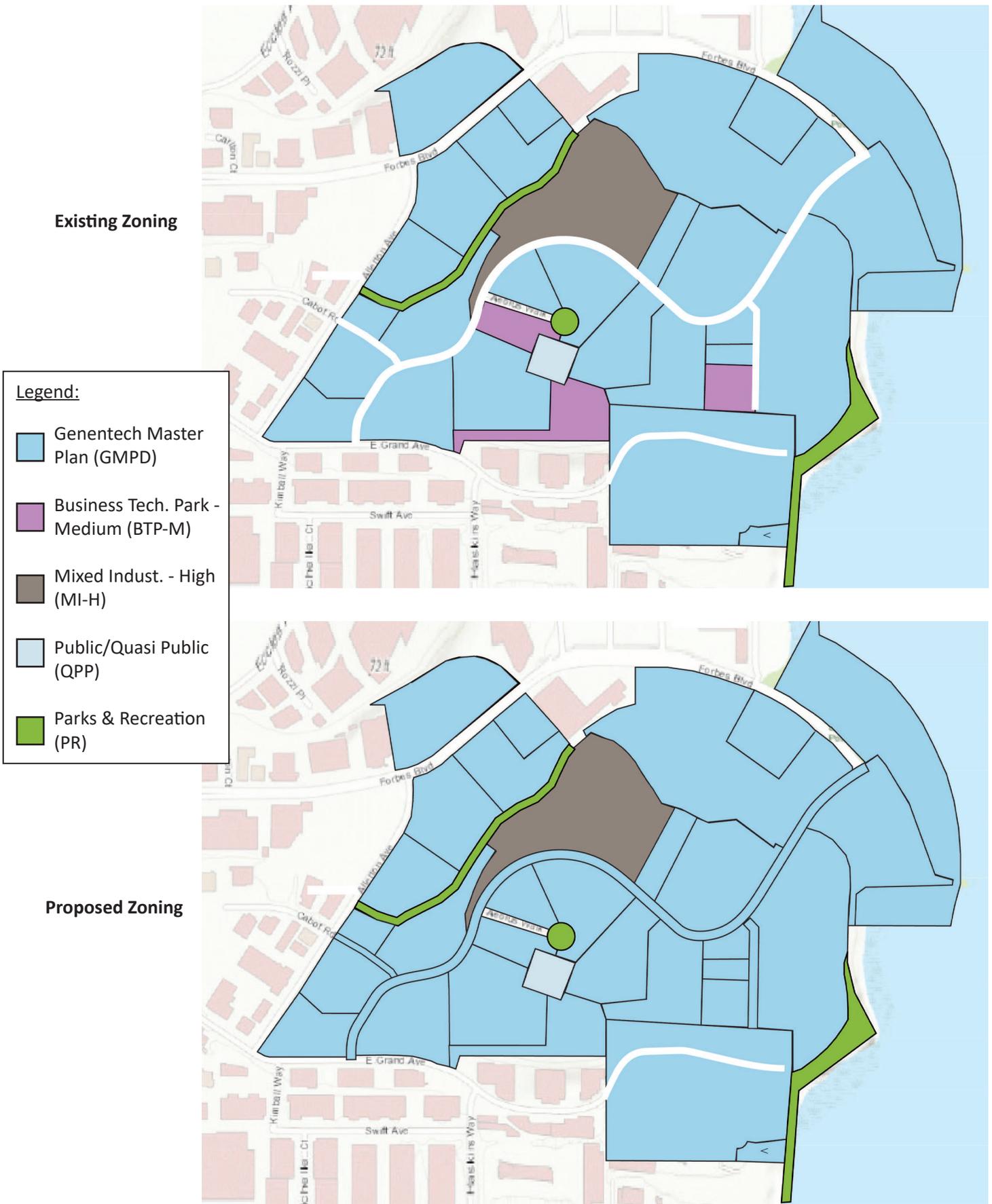


Figure 6
Proposed Re-zoning to Genentech Master Plan District

Source: SSF Zoning Map, accessed at: zoning.ssf.net



Figure 7
Modified Campus Boundary and Neighborhood Campuses

Exhibit A – General Plan Amendments

General Plan Amendments to incorporate the potential future closure of DNA Way within the Genentech Master Plan Area.

Chapter 9: Mobility and Access

1. Modify the Roadway Network diagram (Figure 14: Proposed Roadway Network on page 182 of the General Plan) to remove DNA Way as ‘Existing Connector (Collector)’. As defined in the General Plan, connector (collector) streets are primary or secondary streets within the city that serve as corridors to major destinations. While the Genentech Campus is a major destination, use of DNA Way and Point San Bruno Boulevard are overwhelmingly used by employees of Genentech who will maintain access to campus via the existing streets that surround the campus.
2. Modify the Truck Network and Restrictions diagram (Figure 16: Truck Network and Restrictions on page 187 of the General Plan) to remove DNA Way as a designated “Truck Route”.

The General Plan uses a base street network map throughout all figures within the General Plan to provide context to the reader, and this base map often shows DNA Way and Point San Bruno as Connector Streets. Since these base maps are intended only to provide context and do not relay standards or specific roadway requirements, the requested General Plan Amendments are limited to Figures 14 and 16 discussed above.

Exhibit B - Genentech Master Plan Amendments

Genentech Master Plan Amendments to incorporate additional properties, including the vacated streets.

Chapter 3: Urban Design

1. Page 45 - update the third bullet to read:
 - ~~A shared street concept may be considered, whereby DNA Way is scheduled for partial closure to general vehicle traffic during specified times of the day, and opened as a pedestrian only environment with accommodations for emergency vehicles and shuttle and bus access. A pedestrian oriented Campus may be achieved by vacating DNA Way, Point San Bruno Boulevard and Cabot Road. With review and approval by the City, these roads may remain open, partially open, or closed, as long as proper emergency vehicle, and shuttle and bus access is provided.~~
2. Page 53 - amend to read:
 - ~~Additionally, Genentech intends to engage the City in a conversation about the potential for a daily closure of to vacate and privatize portions of DNA Way, Point San Bruno Boulevard and Cabot Road where it passes through the central portion of the Upper Campus. These road segments currently only serve the Genentech Campus and Wind Harp. The purpose of this road closure these street vacations would be to further align the design of the central Campus with the urban design objectives listed in Section 3.2 and to work with the City to make this road segment these roadway segments into a more pedestrian-oriented place where people are prioritized over vehicles. The public road closure might only occur between the morning and afternoon peak traffic hours, so that regular vehicle traffic would continue during non-peak hours (including at night). Any future modification to the use of the road as a thoroughfare or vehicular access will be reviewed and approved through the City.~~
3. Page 63 - replace the 4th bullet point as follows:
 - ~~Consider partial closure of DNA Way within the Campus core area to vehicle traffic during scheduled times of the workday, better establishing this area as a pedestrian priority zone. Consider privatization of DNA Way, Point San Bruno Boulevard and Cabot Road within the Campus Core area to support and prioritize a pedestrian oriented campus.~~

Chapter 4: Transportation, Circulation and Parking

4. Page 89 - amend the 3rd bullet as follows:
 - ~~DNA Way is a two-way road connecting East Grand Avenue with Forbes Boulevard passing through the center of the Genentech Campus. A City approved plan will need to be implemented if the street is partially closed to through traffic.~~
5. Page 95, Potential DNA Way Closure – amend as follows:
 - ~~DNA Way is the main public street through the Campus and provides public circulation from East Grand Avenue to Forbes Boulevard. Genentech-related vehicles are the primary users of this road. As part of the Urban Design strategy of this Master Plan Update, Genentech is exploring the possibility of a daily closure of DNA Way to public through traffic east of Wind Harp, where it passes through the central portion of the Upper Campus. The purpose of this partial road closure would be to make this road~~

segment, which bisects the center of the Campus, into a more pedestrian-oriented place where people are prioritized over vehicles. ~~A possible road closure or changes to the site circulation would be reviewed and approved by the City prior to implementing any roadway closures.~~

~~The public road closure might only occur between the morning and afternoon peak traffic hours (e.g., between 10:00 AM and 3:30 PM) so that public circulation would continue during non-closure hours (including at night). During the non-closure hours, DNA Way would be fully open to public traffic, and would provide non-peak commuters with convenient access to all on-Campus parking facilities. The road closure would only affect private vehicles. All public transit and Genentech transit services, including the gRide shuttle system and Genentech service vehicles, would continue to use DNA Way at all times in dedicated and clearly identified lanes.~~

With implementation of a broader parking garage strategy, commuters and visitors to the Campus would be able to access new parking facilities around the outer edges of the Campus, and would not need to drive through the Upper Campus at all. Allerton, Forbes and East Grand Avenue would be unaffected.

Within the Upper Campus (i.e., between the entrance to Building 35 and the intersection at Point San Bruno Boulevard near the B30 Quad buildings), the former DNA Way right-of-way would be designed to look and feel “different” than a ~~traditional~~ public street. This design treatment may include special pavers ~~rather than asphalt~~, dedicated bike lanes, ~~rolled curbs~~, and adjacent pedestrian amenities. These design strategies are intended to allow this former street segment to function as a designated pedestrian environment. ~~-, shared with transit and emergency vehicle use.~~

6. Page 100 - amend the 2nd bullet as follows:

- Considering a shared-street concept whereby portions of the campus are DNA Way is scheduled for closure to general traffic, and opened as a pedestrian environments with accommodations for shuttles, service vehicles, and buses only. For people to be comfortable and safe, designs for these spaces will prioritize pedestrians (e.g., special paving to demarcate a shared pedestrian/auto-zone, and landscaped bulb-outs within the street at pedestrian pathway intersections)

Figures (maps) throughout the Genentech Master Plan which required updates to include additional properties, including the privatized streets.

1. Figure 1-2: General Plan Land Use Diagram
2. Figure 1-3: SSF Zoning Designation
3. Table 2-1: Genentech Campus and Neighborhood Campuses (acres)
4. Figure 2-1: Campus Boundary and Neighborhood Campuses
5. Figure 2-2: Zoning Map
6. Figure 2-4: Master Plan Update Opportunity Sites
7. Figure 3-1 Illustrative Example of Campus-wide Placemaking Strategies
8. Figure 4-2: Public Transit Services
9. Figure 4-4: Local Bicycle and Trail Facilities



May 8, 2025

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

TRANSMITTED VIA EMAIL

kkalkin@smcgov.org

Subject: San Francisco International Airport's Comments on the Land Use Consistency Determination for Genentech Master Plan 2025 Amendment

Dear Susy:

Thank you for notifying San Francisco International Airport (SFO or the Airport) of the Airport Land Use Commission's (ALUC) consistency determination for proposed amendments to the City of South San Francisco's (City's) Genentech Campus Master Plan and the Zoning Map (the Proposed Project), which would incorporate additional parcels and vacated public rights-of-way into the Master Plan boundary. We appreciate this opportunity to coordinate with ALUC to evaluate the Proposed Project.

According to the Application for Land Use Consistency Determination, the Proposed Project area would increase from 207 to approximately 225 acres, incorporating additional properties located at 333 Point San Bruno Boulevard (Assessor's Parcel Numbers [APNs] 015-250-410 and 015-250-140), 525 DNA Way (APN 015-250-210) and 383-393 East Grand Avenue (APN 015-250-390), and vacated rights-of-way for DNA Way, Point San Bruno Boulevard, and Cabot Road.

SFO ALUCP AIRPORT INFLUENCE AREAS

The area of the Proposed Project lies within two Airport Influence Areas (AIAs): Area A – Real Estate Disclosure Area (all of San Mateo County) and Area B – Policy/Project Referral Area, as defined by the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP). Within Area A, the real estate disclosure requirements of state law apply. A property owner offering a property for sale or lease must disclose the presence of planned or existing airports within two miles of the property. Within Area B, the Board of Directors of the City/County Association of Governments of San Mateo County, acting as the designated ALUC, shall review proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments and rezonings, and land development proposals. The real estate disclosure requirements in Area A also apply in Area B.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

LONDON N. BREED
MAYOR

MALCOLM YEUNG
PRESIDENT

JANE NATOLI
VICE PRESIDENT

JOSE F. ALMANZA

MARK BUELL

SUSAN LEAL

IVAR C. SATERO
AIRPORT DIRECTOR

POST OFFICE BOX 8097 SAN FRANCISCO, CA 94128 TEL 650.821.5000 FAX 650.821.5005 **FLYSFO.COM**

SFO ALUCP POLICIES

The Proposed Project area is outside of the 65 decibel Community Noise Equivalent Level contour and all safety compatibility zones. Therefore, the Proposed Project would not appear to be inconsistent with the Noise and Safety Compatibility Policies adopted in the SFO ALUCP.

As described in Exhibit IV-17 of the SFO ALUCP, the elevation of the critical aeronautical surfaces at the Proposed Project site range from approximately 290 to 500 feet above mean sea level (AMSL) as defined from the origin of the North American Vertical Datum of 1988 (NAVD88). The ground elevation of the Proposed Project site ranges from approximately 10 to 100 feet AMSL. The maximum height of the structures would be 180 feet, leading to a top-of-building elevation of 190 to 290 feet AMSL depending on the specific location. This would be below the elevation of the lowest critical aeronautical surfaces. Therefore, the Proposed Project would not appear to be inconsistent with the Airspace Protection Policy AP-3 (Maximum Compatible Building Height) of the SFO ALUCP, subject to the issuance of a Determination of No Hazard to Air Navigation from the Federal Aviation Administration (see below) for any proposed structures.

This evaluation does not waive the requirement for the Proposed Project sponsor to undergo Federal Aviation Administration airspace review as described in 14 Code of Federal Regulations Part 77 and in Exhibit IV-10 of the SFO ALUCP for both (1) the permanent structures and (2) any equipment taller than the permanent structures required to construct those structures.

All proposed development within the City is subject to the airspace protection policies adopted in the SFO ALUCP (see Attachment B). Exhibit IV-17 of the SFO ALUCP shows the elevations of critical aeronautical surfaces throughout the area in feet above mean sea level as defined by the North American Vertical Datum of 1988.

As noted previously, land development proposals that are within AIA B must be reviewed by the ALUC for consistency with the SFO ALUCP.

* * *

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

cc: E. Choi, SFO
C. DiPrima, SFO

C/CAG AGENDA REPORT

DATE: May 22, 2025
TO: Airport Land Use Committee
FROM: Susy Kalkin
SUBJECT: Overview and status update on the SFO Recommended Airport Development Plan (ADP) presented by SFO Planning & Environmental Affairs

RECOMMENDATION

Information only.

BACKGROUND/ DISCUSSION

SFO has recently completed a draft environmental impact report (DEIR) for the SFO Recommended Airport Development Plan (ADP) and has circulated the DEIR for comment – see **Attachment 1**.

In general, the ADP includes a series of landside projects that would accommodate potential long-term growth of up to approximately 71.1 million annual passengers, serve as a roadmap to guide long-term Airport development, and support the Airport’s strategic goals and objectives. The potential landside developments, collectively referred to as the Recommended ADP, include projects that would meet future projected demand for gates, as well as groundside and infrastructure capacity. The ADP assumes that the existing runway system will remain unchanged. A link to the full ADP is provided below.

SFO Planning and Environmental Affairs staff will provide the ALUC with an overview and status update on the ADP.

Attachments:

1. Notice of Availability (NOA)
2. ADP link: <https://www.flysfo.com/about-sfo/sfo-tomorrow/draft-final-airport-development-plan>



PUBLIC NOTICE

**AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT
AND NOTICE OF PUBLIC HEARING**

PROJECT INFORMATION	PUBLIC HEARING INFORMATION
<i>Project Title:</i> SFO Recommended Airport Development Plan	<i>Hearing Date:</i> May 22, 2025
<i>Case No.:</i> 2017-007468ENV	<i>Time:</i> 12 p.m. or later
<i>Project Sponsor:</i> Audrey Park, San Francisco International Airport, sfoadp@flysfco.com	<i>Location:</i> City Hall, 1 Dr. Carlton B. Goodlett Place, Room 400
<i>EIR Coordinator:</i> Kei Zushi – 628.652.7495 cpc.sforadp@sfgov.org	<i>Case Type:</i> Environmental (Draft EIR)
	<i>Hearing Body:</i> Planning Commission

The San Francisco Planning Department (San Francisco Planning) studied this project’s potential physical environmental effects and welcomes your comments on the adequacy of the draft EIR. Refer to the Project Description and Purpose of Notice sections below for more information.

Project Description

A Draft EIR has been prepared by San Francisco Planning in connection with this project as required by the California Environmental Quality Act (CEQA) to study the project’s potential physical environmental effects.

The project sponsor, SFO, is proposing to implement the Recommended Airport Development Plan (RADP), which involves a long-range plan to guide the Airport’s development. The San Francisco Airport Commission operates and manages the Airport as a department of the City and County of San Francisco. The RADP serves as a framework for future development at SFO and identifies various projects, including the improvement and development of terminal facilities, modification of certain non-movement areas of the airfield, and improvements to landside facilities to accommodate long-term aircraft operations and passenger activity levels at the Airport. The RADP provides for long-range development to accommodate activity levels forecast to reach approximately 506,000 annual aircraft operations, which is the estimated annual practical capacity of the existing runways regardless of whether the RADP is implemented. Passenger aircraft operations represent the largest portion of the 506,000 annual aircraft operations, which are forecast to accommodate approximately 71.1 million annual passengers considering the forecast passenger aircraft fleet mix. Implementation of the RADP would not induce passenger demand (i.e., induce the public to choose to fly if and/or where they otherwise would not), nor would the RADP increase the capacity of the airfield, change the configuration of the existing runways, change the number of aircraft operations or aircraft types operating at the Airport (including cargo, private jets, and helicopters), or change the volume of annual passengers that choose to fly into and out of SFO.

Draft EIR: The Draft EIR finds that implementation of the RADP would lead to significant and unavoidable impacts related to air quality after implementation of mitigation measures. The Draft EIR provides a detailed project description, an analysis of the physical environmental effects of implementation of the RADP, and identifies feasible mitigation measures and alternatives that would avoid or lessen the severity of impacts. The Draft EIR is available for public review and comment on San Francisco Planning’s website at sfplanning.org/sfceqadocs and at the San Francisco Permit Center, 49 South Van Ness Avenue, 2nd Floor, San Francisco, CA 94103. Paper copies and electronic copies (on a flash drive) of the Draft EIR are available upon request to the EIR Coordinator listed above. Referenced materials are available through the following web pages: sfplanning.org/sfceqadocs and sfplanning.org/resource/permits-my-neighborhood.

Projects on State Hazardous Materials Lists: As required by CEQA Guidelines section 15087(c)(6), the following information is provided because the project site contains multiple listed properties included on the GeoTracker, (State Water Resources Control Board) and EnviroStor, (California Department of Toxic Substances Control) lists compiled pursuant to California Government Code section 65962.5. The detailed list of properties and their regulatory identification numbers are available at sfplanning.org/sfceqadocs, or by contacting cpc.sforadp@sfgov.org.

Purpose of Notice

You are not required to take any action. If you wish to comment on the adequacy of the Draft EIR, you may do so in either or both of the following ways:

WRITTEN COMMENTS		COMMENTS AT THE PUBLIC HEARING	
<i>Planner:</i>	Kei Zushi, EIR Coordinator	<i>Location:</i>	City Hall, 1 Dr. Carlton B. Goodlett Place, Room 400
<i>Via Mail:</i>	49 South Van Ness Ave, Suite 1400 San Francisco, CA 94103	<i>Live Stream:</i>	https://sfgovtv.org/planning , or live on Cable Channel 78
<i>Via Email:</i>	cpc.sforadp@sfgov.org		
From April 16, 2025, to 5 p.m. on June 2, 2025		May 22, 2025, at 12 p.m. or later	

The purpose of the public hearing is for the San Francisco Planning Commission and planning department staff to receive comments on the adequacy and accuracy of the Draft EIR. The commission will not respond to any of the comments or take action on the project at this hearing. Certification of the Final EIR will be considered at a later hearing. Additional information may be found on the planning department’s website or by contacting the EIR coordinator listed above.

General Information about Procedures

Members of the public are not required to provide personal identifying information when they communicate with San Francisco Planning Commission or staff. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the department’s website or in other public documents. Only commenters on the Draft EIR will be permitted to file an appeal of the certification of the Final EIR to the Board of Supervisors.

At the close of the public review period, San Francisco Planning Department will prepare a Responses to Comments document to respond to all comments on the Draft EIR presented at the public hearing and received in writing during the public review period. This Responses to Comments document and all other associated documents will be made available at sfplanning.org/sfceqadocs.