

RESOLUTION 25-35

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT PROPOSED GENERAL PLAN, SPECIFIC PLAN AND ZONING MAP AMENDMENTS RELATED TO AN 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 COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS FOR SAN FRANCISCO INTERNATIONAL AIRPORT.

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), in its capacity as the San Mateo County Airport Land Use Commission, that,

WHEREAS, in accordance with the requirements of California Public Utilities Code (PUC) Section 21676(b) 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; and

WHEREAS, the City of South San Francisco has received an application for general plan, specific plan and zoning map amendments to accommodate 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, which falls within Airport Influence Area (AIA) B for San Francisco International Airport, and has referred the project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP); and

WHEREAS, the SFO ALUCP contains policies and criteria to address four issues: (a) aircraft noise compatibility; (b) safety compatibility; (c) height of structures/airspace protection; and (d) Airport Influence Area (AIA) Real Estate Disclosure notification, as discussed below:

- (a) Noise Compatibility – The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP. Per SFO ALUCP Exhibit IV-6, 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, so the proposed project would be consistent.
- (b) Safety Policy Consistency – The SFO ALUCP includes five sets of safety zones and related land use compatibility policies and criteria. Per SFO ALUCP Exhibit IV-8, the project site is not located within a Safety Zone, so is not impacted by ALUCP safety policies and criteria.

- (c) Airspace Protection Policy Consistency – 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.
- a. As shown on SFO Exhibit IV-17 and clarified in a comment letter from SFO Planning and Environmental Affairs dated May 8, 2025, the elevation of the critical aeronautical surfaces at the project site range from approximately 125 to 150 feet above mean sea level (AMSL). The maximum height of the structures would be 127 feet and 6 inches AMSL, which would be below the elevation of the lowest critical aeronautical surfaces.
 - b. Per SFO ALUCP Exhibit IV-11, the project is located in an area that requires FAA notification for projects greater than 30-65 feet tall. The requirement for such projects to file form 7460-1 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.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that proposed general plan, specific plan and zoning map amendments related to an 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 Comprehensive Airport Land Use Compatibility Plan for the Environs for San Francisco International Airport .

PASSED, APPROVED, AND ADOPTED, THIS 12TH DAY OF JUNE 2025.



Adam Rak, Chair