




49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

GENERAL PLAN REFERRAL

June 29, 2023

Case No.: 2023-005633GPR
Block/Lot No.: N/A – 410 Noor Avenue, South San Francisco, CA 94080
Project Sponsor: SyNoor LLC
Applicant: Audrey Park – (650) 821-7844
 audrey.park@flysfo.com
 San Francisco International Airport
 P.O. Box 8097
 San Francisco, CA 94128

Staff Contact: Amnon Ben-Pazi – (628) 652-7428
Amnon.Ben-Pazi@sfgov.org

Recommended By: 
 Joshua Switzky, Acting Director of Citywide Planning for
 Rich Hillis, Director of Planning

Recommendation: Finding the project, on balance, is **in conformity** with the General Plan

Project Description

The property owner proposes to demolish the existing vacant movie theater and construct three buildings ranging in height from 30 feet to 50 feet and containing a total of 338 dwelling units, approximately 955 square feet of retail space, and underground parking at 410 Noor Avenue, South San Francisco, San Mateo County, California.

Because the project is located within the 70-decibel (dB) Community Noise Equivalent Level (CNEL) contour for the San Francisco International Airport (SFO), the Airport Land Use Committee (ALUC) made a determination that the development was inconsistent with the noise compatibility policies of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). The City of South San Francisco overrode the determination by the ALUC and imposed as a condition of approval the requirement that the property owner grant an avigation easement to the City and County of San Francisco (CCSF), as the proprietor of SFO.

The ALUCP addresses issues related to compatibility between airport operations and proposed new land use developments, considering noise impacts, safety of persons on the ground and in flight, height restrictions/airspace protection, and overflight notification. Land use development within the Airport Influence Area is governed by the ALUCP, which was adopted by the City/County Association of Governments of San Mateo County (C/CAG) in October 2012. The ALUCP designates all of San Mateo County as within the Airport Influence Area.

The owner of 410 Noor Avenue has agreed to grant an avigation easement to CCSF, as required by the conditions of approval before issuance of a building permit. The avigation easement is a perpetual easement granted to CCSF, allowing for the passage of aircraft and the right to cause noise and other incidental effects of aircraft operations to and from SFO. Through the avigation easement, the owner waives its right to legal action against CCSF for these impacts. The covenants and agreements in the avigation easement would run with the land in perpetuity and bind any grantee, heir, agent, successor, or assign of a developer who acquires any estate or interest in or right to use property, for the benefit of CCSF and its agents, successors, and assigns.

Environmental Review

The project was fully evaluated by the South El Camino Real General Plan Amendment Final EIR (SCH # 2009062070), certified by the City of South San Francisco Planning Commission, File No. EIR08-0004.

General Plan Compliance and Basis for Recommendation

As described below, the proposed avigation easement to CCSF is consistent with the Eight Priority Policies of Planning Code Section 101.1 and is, on balance, in conformity with the Objectives and Policies of the General Plan.

Note: General Plan Objectives are shown in **BOLD UPPER CASE** font; Policies are in **Bold** font; staff comments are in *italic* font.

ENVIRONMENTAL PROTECTION ELEMENT

OBJECTIVE 11

PROMOTE LAND USES THAT ARE COMPATIBLE WITH VARIOUS TRANSPORTATION NOISE LEVELS.

Policy 11.1

Discourage new uses in areas in which the noise level exceeds the noise compatibility guidelines for that use.

Policy 11.2

Consider the relocation to more appropriate areas of those land uses which need more quiet and cannot be effectively insulated from noise in their present location, as well as those land uses which are noisy and are presently in noise-sensitive areas.

The proposed avigation easement addresses issues related to compatibility between airport operations and proposed new land use developments by allowing for the passage of aircraft and right to cause noise and other incidental effects of aircraft operations to and from SFO.

TRANSPORTATION ELEMENT

OBJECTIVE 5

SUPPORT AND ENHANCE THE ROLE OF SAN FRANCISCO AS A MAJOR DESTINATION AND DEPARTURE POINT FOR TRAVELERS MAKING INTERSTATE, NATIONAL AND INTERNATIONAL TRIPS

Policy 5.1

Support and accommodate the expansion of San Francisco International Airport, while balancing this expansion with the protection of the quality of life in the communities that surround the Airport.

The proposed easement would allow SFO to conduct passage of aircraft and the right to cause noise and other incidental effects of aircraft operations to and from SFO. This allows SFO to continue to serve its function as a travel hub between the City and other areas.

Planning Code Section 101 Findings

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The Project is found to be consistent with the Eight Priority Policies as set forth in Planning Code Section 101.1 for the following reasons:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

The Project would not have a negative effect on existing neighborhood-serving retail uses and will not have a negative effect on opportunities for resident employment in and ownership of neighborhood-serving retail.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;

The Project would not have a negative effect on housing or neighborhood character in San Francisco County.

3. That the City's supply of affordable housing be preserved and enhanced;

The Project would not have an adverse effect on the City's supply of affordable housing.

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking;

The Project would not result in commuter traffic impeding MUNI transit service or overburdening the streets

or neighborhood parking in San Francisco County.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

The Project would not cause displacement of the industrial or service sectors due to office development, and future opportunities for resident employment or ownership in these sectors would not be impaired.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

The Project would not have an adverse effect on City's preparedness against injury and loss of life in an earthquake.

7. That the landmarks and historic buildings be preserved;

The Project would not have an adverse effect on the City's Landmarks and historic buildings.

8. That our parks and open space and their access to sunlight and vistas be protected from development;

The Project would not have an adverse effect on the City's parks and open space and their access to sunlight and vistas.

Recommendation: Finding the project, on balance, is in conformity with the General Plan

Attachments:

Map of the project site with the SFO 2019 CNEL 70 dBA noise contour.



SOURCES: Google Maps and San Francisco Airport Commission, 2023