



GENERAL PLAN REFERRAL

June 24, 2025

Case No.: 2025-005448GPR
Block/Lot No.: N/A – 413 Alida Way, South San Francisco
Project Sponsor: San Francisco International Airport, Bureau of Planning and Environmental Affairs
Applicant: Audrey Park – (650) 821-7844
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San Francisco International Airport
P.O. Box 8097
San Francisco, CA 94128
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Recommended By: 
Joshua Switzky, Deputy Director of Citywide Planning for
Rich Hillis, Director of Planning

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

Please note that a General Plan Referral is a determination regarding the project's consistency with the Eight Priority Policies of Planning Code Section 101.1 and conformity with the Objectives and Policies of the General Plan. This General Plan Referral is not a permit to commence any work or change occupancy. Permits from appropriate Departments must be secured before work is started or occupancy is changed.

Project Description

The property owner proposes construction of an accessory dwelling unit at 413 Alida Way, South San Francisco, San Mateo County, California. The proposed structure would comprise the construction of 7,765 square feet within an existing lot. Because the project is located within the 70-decibel (dB) Community Noise Equivalent Level (CNEL) contour for the San Francisco International Airport (SFO), the San Mateo County Airport Land Use Commission conditionally approved the proposed development, pending the property owner grants an aviation easement to the City and County of San Francisco (CCSF), as the proprietor of SFO. This is a requirement under Policies NP-4 (Residential Uses within CNEL 70 dB Contour) and NP-3 (Grant of Aviation Easement) of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP) for 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 ALUCP requires new development within the 65 dB CNEL or greater contour to be made compatible with aircraft noise by the developer in accordance with California Code of Regulations, Title 21, Section 5014. This includes insulating all habitable rooms to an interior CNEL of 45 dB or lower. Additionally, as this parcel is within the 70 dB CNEL contour, the parcel must have been zoned for residential use continuously since the 2012 adoption of the ALUCP, and property records show that it has been so zoned. See ALUCP Policy NP-4.1. Prior to sale, developers must also provide notice to owners of the proximity to SFO and of the potential impacts that could occur on the property from airport/aircraft operations.

The owner of 413 Alida Way has agreed to grant an avigation easement to CCSF, as required by the ALUCP. 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

Not defined as a project under CEQA Guidelines Sections 15378 and 15060(c)(2) because it would not result in a direct or indirect physical change in the environment.

General Plan Compliance and Basis for Recommendation

As described below, the Project 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 10

MINIMIZE THE IMPACT OF NOISE ON AFFECTED AREAS.

Policy 10.2

Promote the incorporation of noise insulation materials in new construction.

The Project would facilitate incorporation of noise insulation materials in a newly constructed accessory dwelling unit, to reduce the impacts of operations at San Francisco International Airport on indoor noise levels.

TRANSPORTATION ELEMENT

OBJECTIVE 5

SUPPORT AND ENAHNCE 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 Project would help protect the quality of life in the city of South San Francisco, adjacent to San Francisco International Airport, thus supporting airport operations and long-term plans.

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 have no effect on neighborhood-serving retail uses in San Francisco or on opportunities for resident employment in and ownership of such businesses.

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 have no effect on housing or neighborhood character in San Francisco.

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

The Project would have no effect on the San Francisco's supply of affordable housing.

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

The Project would have no effect on MUNI transit service and would not overburdening San Francisco's streets or neighborhood parking.

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 have no effect on the diversity of San Francisco's economic base or on future opportunities for resident employment or ownership in the industrial and service sectors.

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

The Project would have no effect on San Francisco's preparedness against injury and loss of life in an earthquake.

7. That the landmarks and historic buildings be preserved;

The Project would have no effect on San Francisco'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 have no effect on San Francisco'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 - 413 Alida Way.pdf



0 6,000 ft

EXHIBIT B

AIRPORT LAND USE COMPATIBILITY PLAN 2019 FORECAST NOISE MAP DEPICTING
413 ALIDA WAY, SOUTH SAN FRANCISCO, CALIFORNIA