

# C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park  
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

## AIRPORT LAND USE COMMITTEE (ALUC)

### SPECIAL MEETING NOTICE AND AGENDA

**Date:** Thursday, July 31, 2014

**4:00 p.m.**

**Place:** Burlingame City Hall  
501 Primrose Road  
Burlingame, California  
Council Chamber

PLEASE CALL TOM MADALENA (599-1460) IF YOU ARE UNABLE TO ATTEND.

- |    |   |   |             |
|----|---|---|-------------|
| 1. | Call To Order   | Action<br>(Newman)                            |             |
| 2. | Public Comment On Items Not On The Agenda   | Limited to 3<br>minutes per<br>speaker.       |             |
| 3. | Minutes of the May 23, 2013 Meeting   | Action<br>(Newman)                            | Page 1      |
| 4. | Meeting Notes of the April 24, 2014 Meeting   | Information<br>(Newman)                       | Page 2      |
| 5. | Election of ALUC Officers for calendar year 2014  | Action<br>(Newman)                            | Page 3      |
| 6. | Presentation on the Big Wave Project  | Information<br>(County of San<br>Mateo Staff) | Pages 4-12  |
| 7. | Public hearing on the Draft Final Airport Land Use<br>Compatibility Plan (ALUCP) for the Environs of Half<br>Moon Bay Airport and review and approval of a<br>recommendation to the C/CAG Board (Airport Land<br>Use Commission) for adoption of the ALUCP for the<br>Environs of Half Moon Bay Airport | Action<br>(Madalena)                          | Pages 13-34 |

# C/CAG

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- |     |   |                           |             |
|-----|---|---------------------------|-------------|
| 8.  | Public hearing on the Initial Study and Proposed Negative Declaration for the Airport Land Use Compatibility Plan (ALUCP) for the Environs of the Half Moon Bay Airport and review and approval of a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the Initial Study and Negative Declaration for the ALUCP | Action<br>(Madalena)      | Pages 35-41 |
| 9.  | Receive a status update on the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport   | Information<br>(Madalena) | Pages 42-43 |
| 10. | Review and approval of the ALUC regular meeting schedule for 2014   | Action<br>(Newman)        | Page 44     |
| 11. | Member Communications   | Information<br>(Newman)   |             |
| 12. | Adjournment   | Action<br>(Newman)        |             |

**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.**

### Other enclosures/Correspondence

- None.

If you have any questions regarding the C/CAG Airport Land Use Committee Meeting Agenda, please contact Tom Madalena at 650-599-1460 or Sandy Wong at 650-599-1409.

*NOTE: Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Nancy Blair at 650 599-1406, five working days prior to the meeting date.*

Airport Land Use Committee (ALUC) Minutes  
May 23, 2013

1. Call to Order/ Roll Call/ Declaration of a Quorum. This meeting was held at the City Council Chamber at Millbrae City Hall.

Chair Newman called the meeting to order at 4:00 pm on May 23, 2013. A quorum was not achieved until 4:22 pm. Attendance was as shown on attached sheet.

2. Public comments on relevant items not on the agenda.  
None.

3. Preliminary Draft Airport Land Use Compatibility Plan (ALUCP) for the environs of Half Moon Bay Airport (**Information Item**).

Sandy Wong, C/CAG Executive Director, introduced this item. Dave Fitz, Project Manager of Coffman Associates, presented the Preliminary Draft ALUCP and answered questions from ALUC members. The Preliminary Draft ALUCP was also presented to the Project Advisory Team, the Mid-Coast Community Council, and the public at a Public Workshop at El Granada. Chair Newman requested future announcements on public workshops be sent to ALUC members as well.

4. Consideration/Approval of draft Action Minutes for the February 28, 2013 C/CAG ALUC Regular meeting

**Action: Vice Chair Keighran MOVED and Member Gee SECONDED to approve the Minutes for the February 28, 2013 C/CAG ALUC regular meeting. MOTION PASSED UNANIMOUSLY.**

5. Review of correspondence/information items (**Information Item**).

There was no discussion on this item.

6. Member communication (**Information Item**).

At the request of a ALUC member, John Bergener, Planning Manager of the San Francisco International Airport provided an brief update on the \$4.1 billion project of SFO, which includes capital improvement to the airport, hotel, Terminal 3, and building replacement.

7. C/CAG staff comments/announcement (**Information Item**)  
None.

8. Adjourn.

Meeting was adjourned at 5:00 PM.

## **C/CAG**

### **April 24, 2014 ALUC Meeting Summary**

On April 24, 2014, ALUC Chair Newman called the meeting to order. Roll call was made and the following members were present: member O'Connell, Member Gottschalk, member Johnson, member Normandy and member Auld. No ALUC meeting occurred due to the lack of a quorum. The following is a brief summary of what occurred.

#### Item 5 from agenda (Information)

Doug Yakel from San Francisco International Airport (SFO) gave a presentation on SFO runway closures to install and enhance runway safety areas. The Runway Safety Areas (RSA) are being installed in order to comply with Federal Airline Administration. RSAs improve the margin of safety.

#### Item 6 from agenda (Information)

Sandy Wong, C/CAG Executive Director, gave an overview on the update of the ALUCP and associated CEQA document for the environs of Half Moon Bay Airport.. Dave Fitz and Judy Kraus from Coffman Associates, the project consultants, then presented the process and work that Coffman Associates has completed with the environmental review. The Initial Study indicated that a Negative Declaration could be prepared for the HMB ALUCP update project. Upon C/CAG Board's authorization to release the draft environmental document, the 30 day public review period will occur. A presentation on the Draft Final ALUCP and CEQA documentation will be made to the ALUC at its next meeting in July.

#### Item 7 from agenda (Information)

Sandy Wong reported on the Airport Land Use Compatibility Plan (ALUCP) update for the environs of the San Carlos Airport. For the San Carlos Airport, both the ALUCP and its CEQA documents are awarded as one single contract to one consultant. Through an RFP process, ESA was recommended to be the project consultant by the evaluation panel. The C/CAG board of Directors approved the contract with ESA in January. The project kicked off in March and the Project Advisory Team has already held their first meeting.

## **C/CAG AGENDA REPORT**

**DATE:** July 31, 2014  
**TO:** Airport Land Use Committee  
**FROM:** Tom Madalena  
**SUBJECT:** Election of ALUC Officers for calendar year 2014

(For further information or questions contact Tom Madalena at 599-1460)

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### **RECOMMENDATION**

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) hold an election at this meeting to independently elect an ALUC Chairperson and an ALUC Vice-Chairperson for a one year term for the 2014 calendar year (January 1 – December 31).

### **FISCAL IMPACT**

None.

### **BACKGROUND / DISCUSSION**

Per its usual operational procedure, the C/CAG Airport Land Use Committee (ALUC) holds an election at its first meeting of the calendar year to independently elect a Chairperson and a Vice-Chairperson. The Chairperson conducts both elections. Nominations are made from the floor and must receive a second prior to a vote. Each officer is elected, via a majority of the Committee members present, to serve a one-year term on a calendar year basis (January 1-December 31). Both officers remain in office beyond January 1 until the next ALUC election is held. Those members who are in office prior to each election may be elected again by the Committee to serve in either office. There are no term limits and there is no compensation for either office.

The Chairperson presides at each ALUC Regular Meeting and Special Meeting. The ALUC Vice-Chairperson presides as the Chairperson if the Chairperson cannot attend a Regular Meeting or Special Meeting. If both officers are not available to attend a scheduled meeting, the meeting may be canceled or rescheduled.

## **C/CAG AGENDA REPORT**

**DATE:** July 31, 2014  
**TO:** Airport Land Use Committee  
**FROM:** Tom Madalena  
**SUBJECT:** Presentation on the Big Wave Project

(For further information or questions contact Tom Madalena at 599-1460)

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### **RECOMMENDATION**

That the ALUC receive a presentation on the Big Wave Project.

### **FISCAL IMPACT**

None.

### **BACKGROUND / DISCUSSION**

County of San Mateo staff will provide a presentation on the status of the Big Wave Project on the San Mateo County coast.

### **ATTACHMENTS**

- Staff Report on the Big Wave Project from San Mateo County staff



**Planning & Building Department**

455 County Center, 2nd Floor  
Redwood City, California 94063  
650/363-4161 Fax: 650/363-4849

Mail Drop PLN122  
plngbldg@smcgov.org  
www.co.sanmateo.ca.us/planning

**Date:** July 21, 2014  
**To:** Tom Madalena, Transportation Systems Coordinator/Airport Environs Planning  
**Cc:** Steve Monowitz, Acting Community Development Director  
**From:** Camille M. Leung, Planner, County of San Mateo   
**RE:** Report to C/CAG Airport Land Use Committee (ALUC) on the Big Wave North Parcel Alternative (Revised Project) and EIR Addendum

Background

At the April 30, 2009 meeting of the C/CAG Airport Land Use Committee (ALUC), Planning staff provided an overview of the Big Wave Wellness Center & Office Park (Original Project) and the project Environmental Impact Report (2010 EIR), as well as the permitting process for the project. In October 2010, the San Mateo County Planning Commission certified the 2010 EIR. The certification of the 2010 EIR was appealed to the Board of Supervisors; the appeal was denied in March 2011, resulting in the County's approval of the 2010 project. The Board's decision to uphold the Planning Commission's decision was appealed to the California Coastal Commission. The Coastal Commission found substantial issues with the project and sustained the appeal, resulting in the denial of the project in August 2012.

Revised Project

The project applicant, Scott Holmes, has since revised the project to concentrate development on the northern parcel (APN047-311-060) and reduce its scale. The revised project, referred to as the Big Wave North Parcel Alternative (Big Wave NPA), reflects a working collaboration with the Coastal Commission and other agencies to address the issues of concern. San Mateo County is now processing the revised project under a new permit application (PLN2013-00451).

Big Wave NPA includes a Wellness Center (4 buildings containing a total of 70,500 sq. ft. and 57 bedrooms for 50 developmentally disabled adults and 20 staff) and Office Park (5 buildings containing a total 189,000 sq. ft. of industrial/office/manufacturing/storage uses) and associated parking uses, proposed on the undeveloped north parcel (APN 047-311-060). An Outdoor Boat Storage Use is proposed on the undeveloped south parcel (APN 047-312-040) containing 26 boat storage spaces, 27 parking spaces associated with the boat storage use, and a 190 sq. ft. restroom building. Required permits include: a Use Permit for a modern sanitarium, Outdoor Boat

Storage Use, and proposed parking uses to be located within the Airport Overlay (AO) Zoning District; a Major Subdivision of the north parcel into seven (7) lots; a Minor Subdivision of the south parcel into two (2) lots; a Grading Permit to perform 735 cubic yards of cut (for utility trenching) and 21,400 cubic yards of fill (gravel import); a Design Review permit for proposed structures and associated grading; a Coastal Development Permit, appealable to the California Coastal Commission; and Development Agreement with the County of San Mateo to allow for phasing of project construction over 15 years.

**Table 1. Overview of Primary Project Changes from 2010 Project to Current Proposal**

	2010 Project <sup>1</sup>	Big Wave NPA
Subdivision and Site Development	North Parcel: 10 lots for Office Park buildings, parking, and wetland buffer. South Parcel: 3 lots for Wellness Center buildings, wetland buffer, public commercial storage building, and parking	North Parcel: 7 lots for Office Park and Wellness Center buildings, parking, and wetland buffer. South Parcel: 2 lots for public boat storage, archaeological reserve, wetland buffer, and agriculture/organic gardening
Office Park/Industrial Use	8 buildings 225,000 sq. ft. <sup>2</sup>	5 buildings 189,000 sq. ft.
Wellness Center	70 Units: 50 DD Adults 20 staff persons	57 Units: 50 DD Adults 20 staff persons
On-site Parking Spaces	690	554
Maximum Building Height (feet from grade)	51 feet	38 feet
Grading (cubic yards; yds <sup>3</sup> )	22,445 yds <sup>3</sup> of cut 26,050 yds <sup>3</sup> of fill (3,605 yds <sup>3</sup> gravel import)	735 yds <sup>3</sup> of cut and backfill 21,400 yds <sup>3</sup> of fill (gravel import)
Water Service	Existing on-site agricultural well for domestic supply. On-site recycling for irrigation. Coastside County Water District for emergency back-up and fire flow (subject to LAFCo action).	Montara Water and Sanitary District (subject to LAFCo action) for domestic and fire supply; well to be used for irrigation only.
Wastewater Service	On-site wastewater treatment plant and on-site disposal in three drain fields and in use as recycle water	Sewer service connection to Granada Sanitary District; elimination of onsite treatment plant, wastewater disposal, and use of recycle water
Project Construction Phasing Timeframe (years)	20 years	15 years
Wetland Buffer	North and south parcel buildings setback 100 feet from wetland boundary	North parcel buildings and south parcel boat storage setback 150 feet from wetland boundary.
<sup>1</sup> Project as described in San Mateo County Planning and Building Department staff report to Board of Supervisors for Meeting Date March 15, 2011. <sup>2</sup> Including the approx. 20,000 sq. ft. storage/utility bldg. on the south parcel, total area would be 245,000 sq. ft.		

At the Airport Land Use Committee (ALUC) meeting on July 31, 2014, Planning staff will provide a brief overview of Big Wave NPA, the Addendum to the 2010 EIR, and the permitting process.

For your reference, I have attached a copy of the Big Wave NPA plans. Please feel free to contact me at (650) 363-1826 or [cleung@co.sanmateo.ca.us](mailto:cleung@co.sanmateo.ca.us) if you have any questions or need additional information.

Attachments

**UTILITY NOTE:**

THE UTILITIES EXISTING ON THE SURFACE AND SHOWN ON THIS DRAWING HAVE BEEN LOCATED BY FIELD SURVEY. ALL UNDERGROUND UTILITIES SHOWN ON THIS DRAWING ARE FROM RECORDS OF THE VARIOUS UTILITY COMPANIES AND THE SURVEYOR/ENGINEER DOES NOT ASSUME RESPONSIBILITY FOR THEIR COMPLETENESS, INDICATED LOCATION, OR SIZE. RECORD UTILITY LOCATION SHOULD BE CONFIRMED BY EXPOSING THE UTILITY.

**EASEMENT NOTE:**

PRIVATE UTILITY EASEMENTS WILL BE RESERVED OVER EACH PARCEL FOR THE BENEFIT OF THE OTHER PARCELS, WHERE APPROPRIATE. THE DELINEATION OF THOSE EASEMENTS IS NOT SHOWN ON THESE PLANS, BUT WILL BE CONFIGURED AND DELINEATED DURING THE BUILDING PERMIT PROCESS.

**RECORD OWNER AND SUBDIVIDER:**

BIG WAVE LLC  
P.O. BOX 700  
BELMONT CA. 94002

**LAND SURVEYOR AND CIVIL ENGINEER**

MacLEOD & ASSOCIATES  
965 CENTER STREET  
SAN CARLOS, CA 94070  
(650) 593-8580

**ASSESSOR'S PARCEL NUMBERS**

047-311-060 AND 047-312-040

**EXISTING & PROPOSED ZONING**

M-1/DR - LIGHT INDUSTRIAL WITH DESIGN REVIEW  
W/DR - WATERFRONT WITH DESIGN REVIEW

**UTILITIES:**

GAS AND ELECTRICITY: PACIFIC GAS AND ELECTRIC COMPANY  
SANITARY SEWER: MONTARA SANITARY DISTRICT  
WATER: COASTSIDE WATER DISTRICT  
TELEPHONE: A T & T  
FIRE PROTECTION: HALF MOON BAY

**FLOOD ZONE:**

" X " (PER LETTER OF MAP AMENDMENT CASE NO. 06-09-0050A)

**LEGEND:**

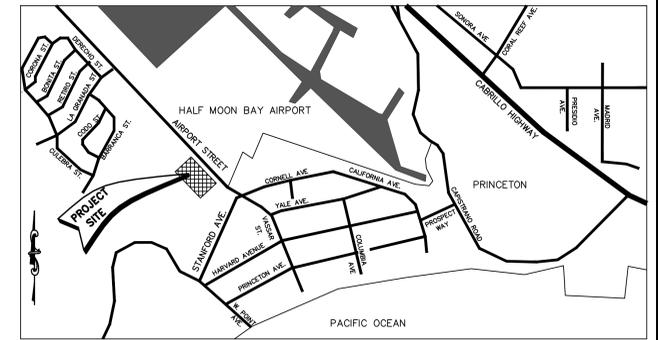
- C COMPACT PARKING
- EL ELEVATION
- EP EDGE OF PAVEMENT
- FH FIRE HYDRANT
- S STANDARD PARKING
- SSMH SANITARY SEWER MANHOLE
- WV WATER VALVE
- WM WATER METER
- G GAS LINE
- E ELECTRIC LINE
- FS FIRE SERVICE
- DW DOMESTIC WATER
- SS SANITARY SEWER

**PARKING NOTE:**

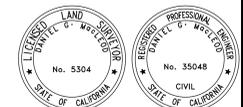
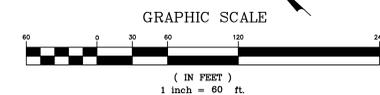
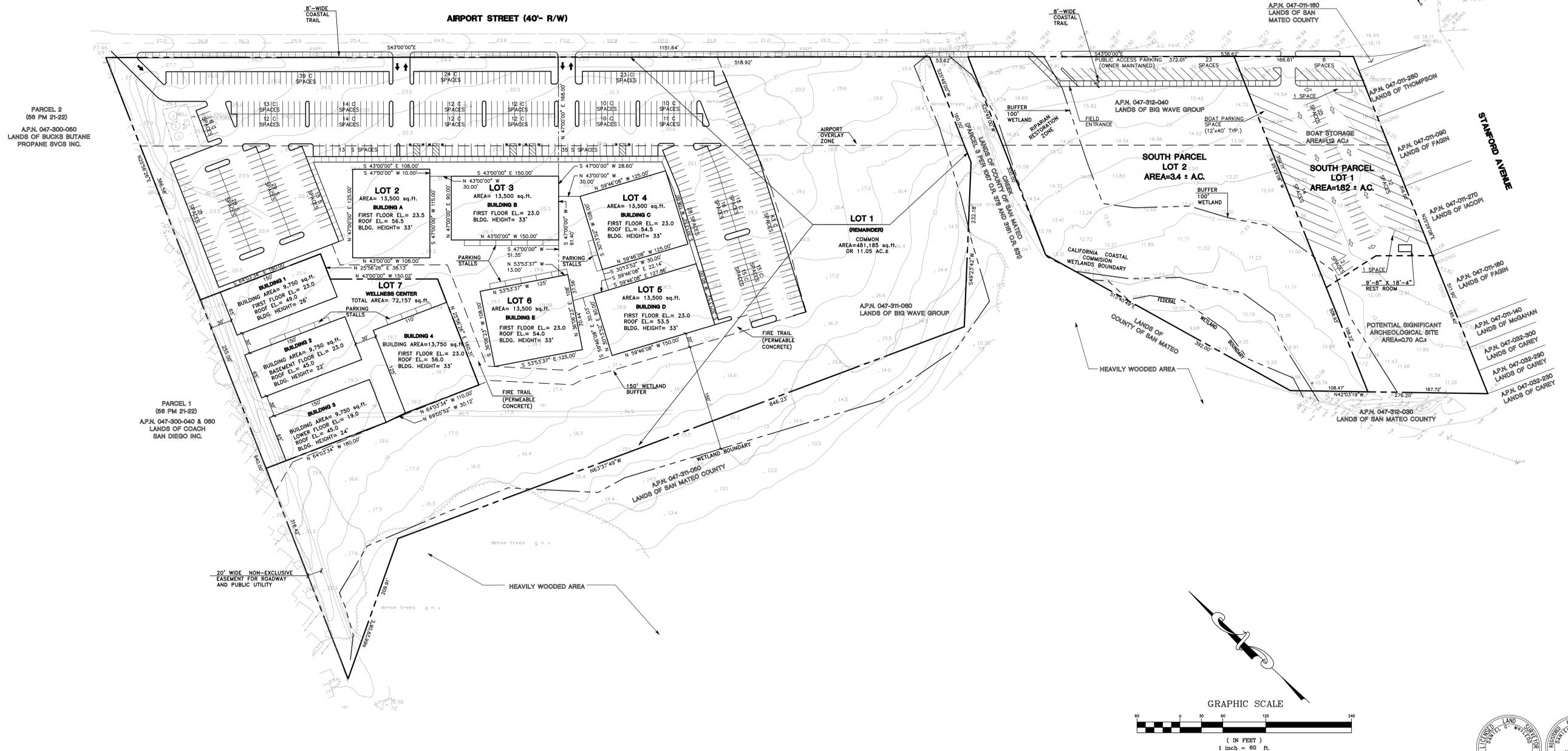
TYPICAL STANDARD PARKING STALL DIMENSIONS = 9' X 18'  
TYPICAL COMPACT PARKING STALL DIMENSIONS = 8' X 18'  
TYPICAL HANDICAP PARKING STALL DIMENSIONS = 9' X 18' WITH 8' WIDE UNLOADING AREA  
TOTAL NUMBER OF PARKING STALLS = 554  
85% DESIGN SPEED FOR DRIVEWAYS, ENTRANCES AND EXITS

**TREE NOTE:**

THERE ARE NO EXISTING TREES ON THE SUBJECT PROPERTIES



**LOCATION MAP**  
NOT TO SCALE



**MACLEOD AND ASSOCIATES**  
 CIVIL ENGINEERING • LAND SURVEYING  
 965 CENTER STREET • SAN CARLOS • CA 94070 • (650) 593-8580

PREPARED FOR:  
 BIG WAVE LLC

PREPARED FOR:  
 BIG WAVE LLC

VESTING TENTATIVE SUBDIVISION MAP FOR COMMERCIAL AND RESIDENTIAL PURPOSES "BIG WAVE"  
 BEING A SUBDIVISION OF A.P.N. 047-311-060 AND 047-312-040  
 AIRPORT STREET  
 SAN MATEO COUNTY

DRAWN BY: AAP  
 DESIGNED BY: VPG  
 CHECKED BY: DGM  
 SCALE: 1" = 60'  
 DATE: 06/30/14  
 DRAWING NO. 1608-00  
 SHEET **C-1** OF 5

**UTILITY NOTE:**

THE UTILITIES EXISTING ON THE SURFACE AND SHOWN ON THIS DRAWING HAVE BEEN LOCATED BY FIELD SURVEY. ALL UNDERGROUND UTILITIES SHOWN ON THIS DRAWING ARE FROM RECORDS OF THE VARIOUS UTILITY COMPANIES AND THE SURVEYOR/ENGINEER DOES NOT ASSUME RESPONSIBILITY FOR THEIR COMPLETENESS, INDICATED LOCATION, OR SIZE. RECORD UTILITY LOCATION SHOULD BE CONFIRMED BY EXPOSING THE UTILITY.

**GRADING QUANTITIES:**

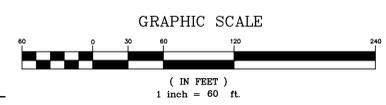
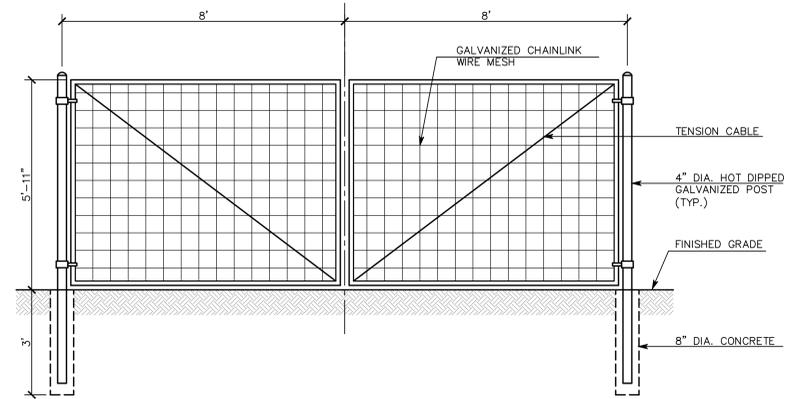
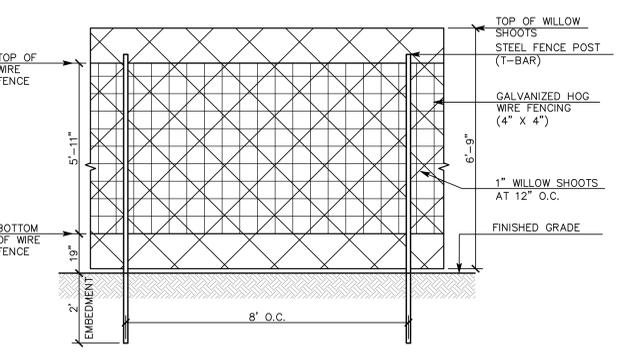
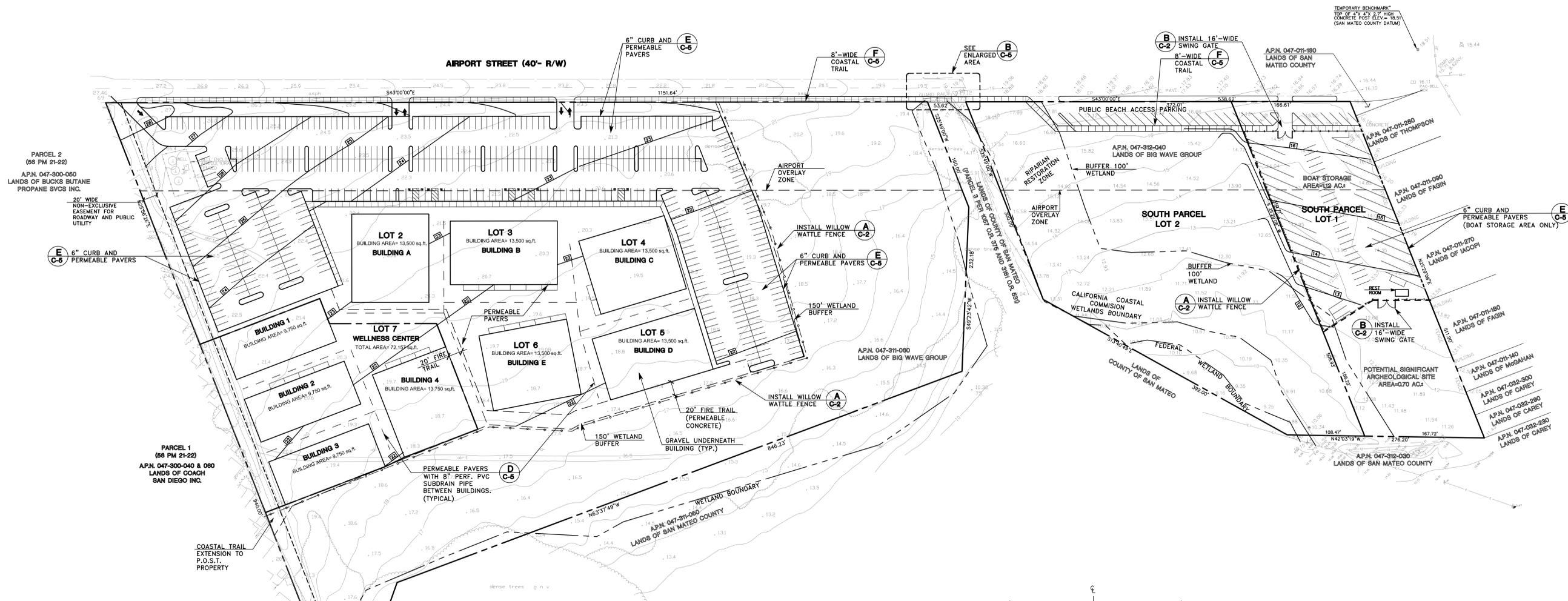
NORTH PARCEL		SOUTH PARCEL			
	CUT (C.Y.)	FILL (C.Y.)			
UTILITY TRENCHING	640	0	UTILITY TRENCHING	95	0
GRAVEL MATERIAL	0	20,000	GRAVEL MATERIAL	0	1400
<b>TOTAL =</b>	<b>640</b>	<b>20,000</b>	<b>TOTAL =</b>	<b>95</b>	<b>1400</b>

**GENERAL NOTES:**

- ELEVATIONS AND LOCATIONS OF ALL UTILITY CROSSINGS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO THE START OF ANY CONSTRUCTION AFFECTING SAID LINES. CONTACT USA AT (800) 227-2600 AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATION.
- ALL APPLICABLE WORK SHALL BE DONE IN ACCORDANCE WITH THE COUNTY OF SAN MATEO STANDARD TECHNICAL SPECIFICATIONS AND DETAILS, PREPARED IN THE OFFICE OF THE ENGINEERING DIVISION, INCLUDING MODIFICATIONS CONTAINED HEREIN.
- THE CONTRACTOR SHALL RESTORE ALL DAMAGED, REMOVED OR OTHERWISE DISTURBED WALLS, FENCES, SERVICES, UTILITIES, IMPROVEMENTS OR FEATURES OF WHATEVER NATURE, DUE TO CONTRACTORS WORK.
- THE CONTRACTOR SHALL COORDINATE HIS WORK WITH THE INSTALLATION OF FACILITIES BY PG&E, PACIFIC BELL, AND CABLE TV INSTALLATION. VALVE BOXES AND STRUCTURES TO BE SET TO GRADE IN CONCRETE AFTER PAVING.
- THE CONTRACTOR SHALL GIVE THE COUNTY ENGINEER AT LEAST TWO WORKING DAYS ADVANCE NOTICE FOR INSPECTION. (650) 363-4100.
- FOR LANE CLOSURES, THE CONTRACTOR SHALL PREPARE A TRAFFIC CONTROL PLAN AND SHALL OBTAIN APPROVAL OF THE COUNTY ENGINEER BEFORE COMMENCING WORK. THE CONTRACTOR SHALL PROVIDE FLAGMEN, CONES AND BARRICADES, AS NECESSARY TO CONTROL TRAFFIC AND PREVENT HAZARDOUS CONDITIONS.
- PEDESTRIAN, PUBLIC ACCESSSES, SHALL BE MAINTAINED DURING THE CONSTRUCTION TO THE SATISFACTION OF THE COUNTY ENGINEER.
- NO TRENCHES OR HOLES SHALL BE LEFT OPEN OVERNIGHT; USE STEEL PLATING OR HOT MIX ASPHALT AS REQUIRED TO PROTECT OPEN TRENCHES OVERNIGHT.
- THE CONTRACTOR SHALL CONTROL DUST AT ALL TIMES AND SWEEP STREETS AS OFTEN AS NECESSARY DURING CONSTRUCTION AS REQUIRED BY THE COUNTY ENGINEER.
- THE GEOTECHNICAL REPORT PREPARED BY BAY AREA GEOTECHNICAL GROUP, PROJECT NO. BIGWA-01-00, DATED MAY 7, 2002 SHALL BE MADE A PART OF THIS PLAN.
- TRAFFIC ISLAND TO BE PLANTED WITH TWO CALIFORNIA SYCAMORES (5 GALLON POTS)

**LEGEND:**

- 2" W — 1" PEP PEX FOR ALL PRIVATE WATER LATERALS TO BUILDINGS (FOR SEISMIC SETTLEMENT)
- 8" FW — 8" PEP FIRE WATERLINE LOOP WITH HYDRANTS AS PER CODE (FOR SEISMIC SETTLEMENT)
- 8" SS — 8" PUBLIC GRAVITY SANITARY SEWER S=0.005 MIN.
- 2" PSS — 2" PRIVATE PRESSURE SEWER LATERALS FROM BUILDING (FLEX JOINTS AT BUILDING FOR SEISMIC SETTLEMENT)
- PJUT — PUBLIC JOINT UTILITY TRENCH (POWER AND COMMUNICATIONS)
- JUT — PRIVATE JOINT UTILITY TRENCH (POWER AND COMMUNICATIONS)
- 2" G — 2" PUBLIC GAS
- SSMH — SANITARY SEWER MANHOLE
- CO — SANITARY SEWER CLEANOUT
- M — WATER METER
- RBP — REDUCED PRESSURE BACKFLOW PREVENTER
- IRW — EXISTING 4" WELL WATER IRRIGATION
- 15 — NEW CONTOUR
- X-X-X-X-X — WILLOW WATTLE FENCE



DATE: \_\_\_\_\_  
BY: \_\_\_\_\_  
DESCRIPTION: \_\_\_\_\_  
REV: \_\_\_\_\_

**MALEOD AND ASSOCIATES**  
PROFESSIONAL ENGINEER  
CIVIL ENGINEERING • LAND SURVEYING  
965 CENTER STREET • SAN CARLOS • CA 94070 • (650) 593-8580

PREPARED FOR:  
BIG WAVE LLC

CALIFORNIA

**GRADING & DRAINAGE PLAN WITH PERMANENT STORM WATER CONTROLS**  
BEING A SUBDIVISION OF A.P.N. 047-311-060  
AIRPORT STREET  
SAN MATEO COUNTY

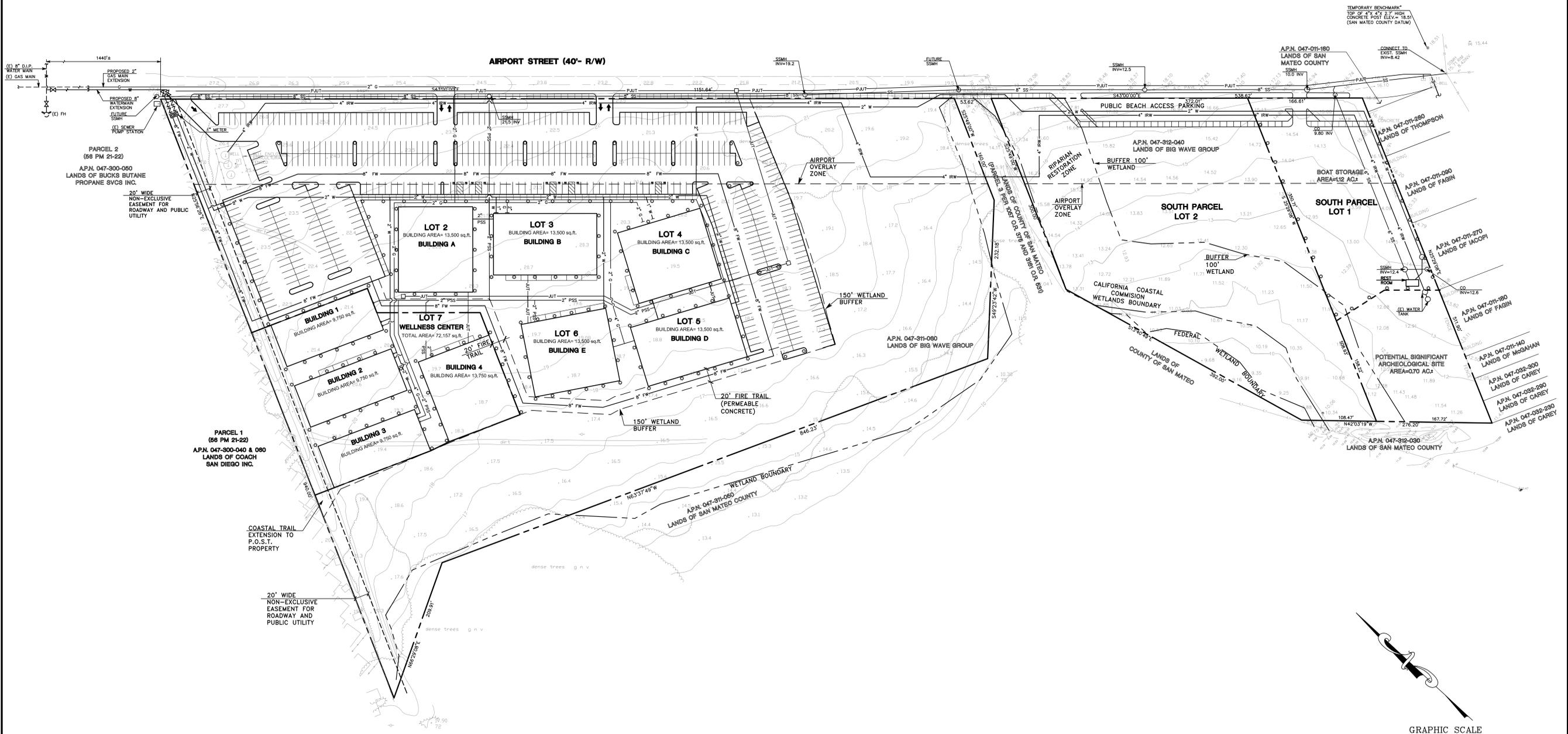
DRAWN BY: AAP  
DESIGNED BY: VPG  
CHECKED BY: DGM  
SCALE: 1" = 60'  
DATE: 06/30/14  
DRAWING NO. 1608-00  
SHEET **C-2**  
2 OF 5

**UTILITY NOTE:**

THE UTILITIES EXISTING ON THE SURFACE AND SHOWN ON THIS DRAWING HAVE BEEN LOCATED BY FIELD SURVEY. ALL UNDERGROUND UTILITIES SHOWN ON THIS DRAWING ARE FROM RECORDS OF THE VARIOUS UTILITY COMPANIES AND THE SURVEYOR/ENGINEER DOES NOT ASSUME RESPONSIBILITY FOR THE THEIR COMPLETENESS, INDICATED LOCATION, OR SIZE. RECORD UTILITY LOCATION SHOULD BE CONFIRMED BY EXPOSING THE UTILITY.

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- 2" PSS — 2" PRIVATE PRESSURE SEWER LATERALS FROM BUILDING (FLEX JOINTS AT BUILDING FOR SEISMIC SETTLEMENT)
- PJUT — PUBLIC JOINT UTILITY TRENCH (POWER AND COMMUNICATIONS)
- JUT — PRIVATE JOINT UTILITY TRENCH (POWER AND COMMUNICATIONS)
- 2" G — 2" PUBLIC GAS
- SSMH — SANITARY SEWER MANHOLE
- CO — SANITARY SEWER CLEANOUT
- M — WATER METER
- R — REDUCED PRESSURE BACKFLOW PREVENTER
- IRW — EXISTING 4" WELL WATER IRRIGATION
- ⊙ — 3' TALL LIGHTING BOLLARDS (30' MIN. SPACING)



DATE: \_\_\_\_\_  
 DESCRIPTION: \_\_\_\_\_  
 REV: \_\_\_\_\_  
 BY: \_\_\_\_\_

REGISTERED PROFESSIONAL ENGINEER  
 CIVIL No. 35048  
 STATE OF CALIFORNIA

**MALEOD AND ASSOCIATES**  
 CIVIL ENGINEERING • LAND SURVEYING  
 965 CENTER STREET • SAN CARLOS • CA 94070 • (650) 593-8580

PREPARED FOR:  
 BIG WAVE LLC

UTILITY PLAN  
 BEING A SUBDIVISION OF A.P.N. 047-311-060 AND 047-312-040  
 AIRPORT STREET  
 SAN MATEO COUNTY

DRAWN BY: AAP  
 DESIGNED BY: VPG  
 CHECKED BY: DGM  
 SCALE: 1" = 60'  
 DATE: 06/30/14  
 DRAWING NO. 1608-00  
 SHEET **C-3**  
 3 OF 5

**DESIGN AND CONSTRUCTION SPECIFICATIONS FOR CONSTRUCTION ENTRANCE:**

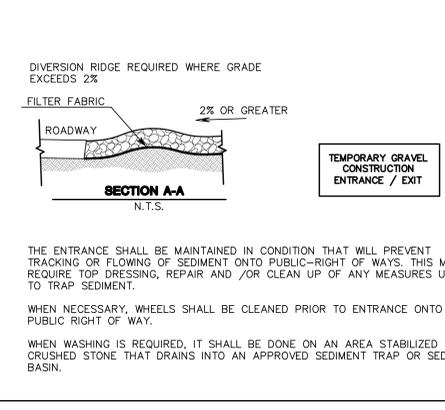
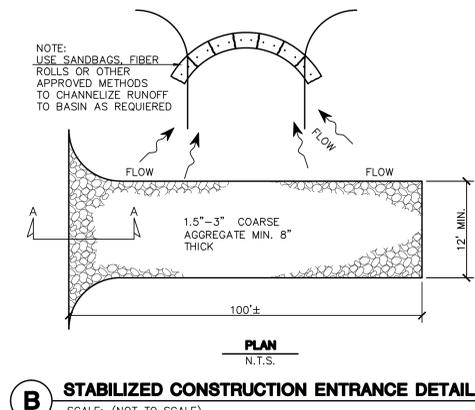
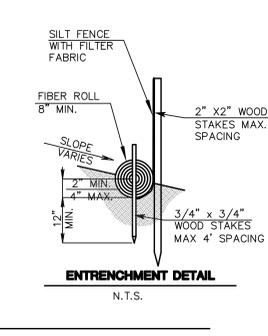
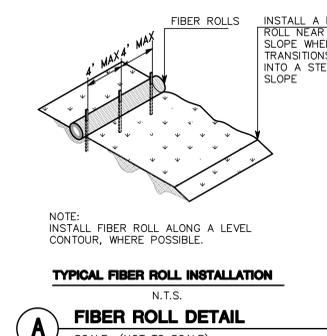
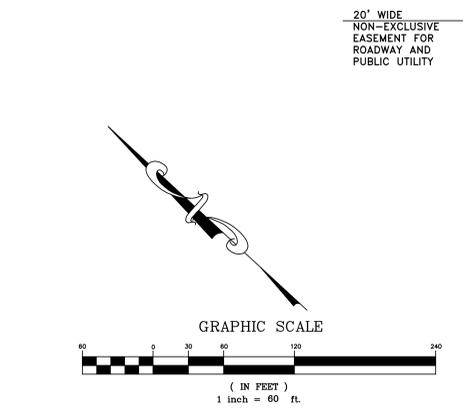
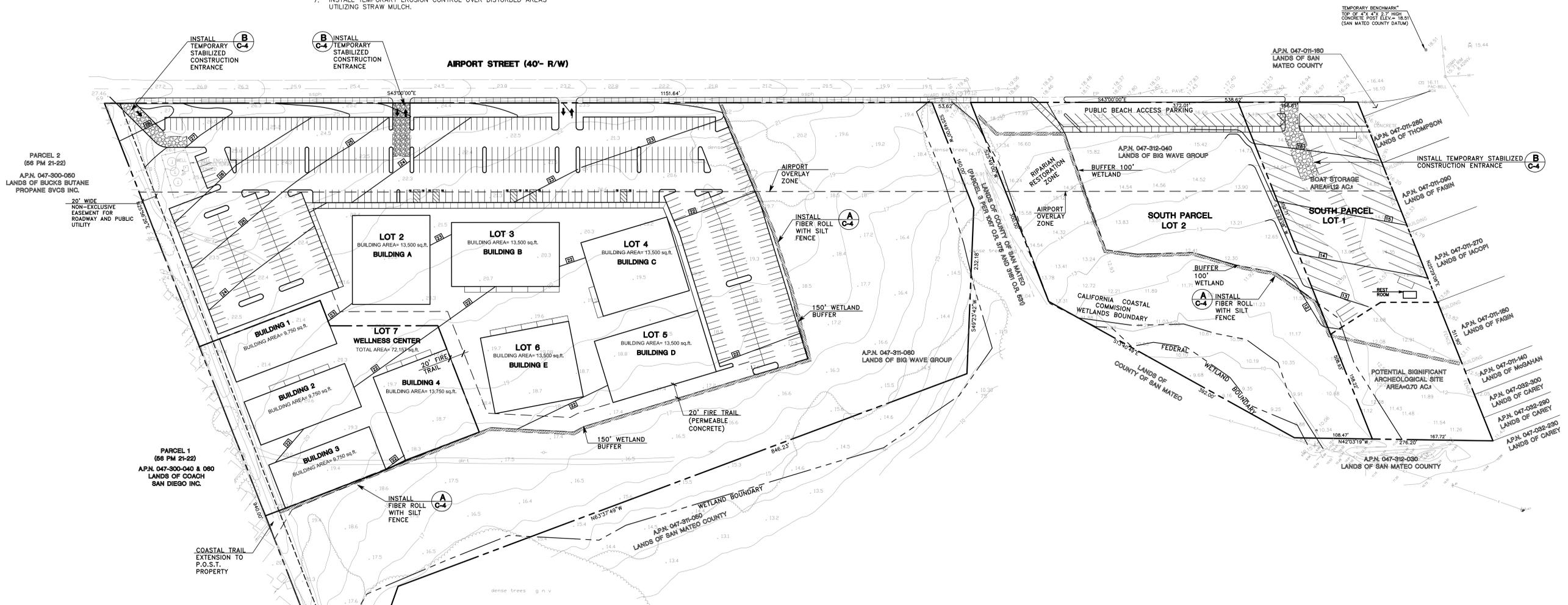
1. THE MATERIAL FOR CONSTRUCTION OF THE PAD SHALL BE 1-1/2 TO 3 INCH STONE.
2. THE THICKNESS OF THE PAD SHALL NOT BE LESS THAN 8 INCHES.
3. THE WIDTH OF THE PAD SHALL NOT BE LESS THAN THE FULL WIDTH OF ALL POINTS OF INGRESS AND EGRESS.
4. THE THICKNESS OF THE PAD SHALL NOT BE LESS THAN 8 INCHES.
5. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND, AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY SHALL BE REMOVED IMMEDIATELY.
6. WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR WATERCOURSE THROUGH USE OF SAND BAGS, GRAVEL, BOARDS, OR OTHER APPROVED METHODS.
7. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

**GENERAL EROSION CONTROL NOTES:**

1. THE INTENT OF THE EROSION CONTROL PLAN IS TO MINIMIZE ANY WATER QUALITY IMPACTS IN THE FORM OF SEDIMENT POLLUTION TO MAIN CREEK & TRIBUTARIES.
2. A CONSTRUCTION ENTRANCE WILL BE INSTALLED PRIOR TO GRADING. LOCATION OF THE ENTRANCE MAY BE ADJUSTED BY THE CONTRACTOR TO FACILITATE GRADING OPERATIONS. ALL CONSTRUCTION TRAFFIC ENTERING THE PAVED ROAD MUST CROSS THE CONSTRUCTION ENTRANCE. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITION DEMAND, AND REPAIR OF ANY MEASURES USED TO SEDIMENTS.
3. WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR WATERCOURSE THROUGH THE USE OF SAND BAGS, GRAVEL, BOARDS OR OTHER APPROVED METHODS.
4. THE EROSION AND SEDIMENT CONTROL MEASURES WILL BE OPERABLE ALL YEAR LONG, UNTIL GRADING AND INSTALLATION OF STORM DRAINAGE AND PERMANENT EROSION AND SEDIMENT CONTROL FACILITIES WILL BE COMPLETED. NO GRADING WILL OCCUR BETWEEN OCTOBER 1 AND APRIL 15 UNLESS AUTHORIZED BY THE CITY REPRESENTATIVE.
5. DURING THE RAINY SEASON, ALL PAVED AREAS WILL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE WILL BE MAINTAINED SO THAT A MINIMUM OF SEDIMENT-LADEN RUNOFF ENTERS THE STORM DRAINAGE SYSTEM.
6. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL FIELD MANUAL OF THE CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, 4TH EDITION, DATED AUGUST 2002.
7. INSTALL TEMPORARY EROSION CONTROL OVER DISTURBED AREAS UTILIZING STRAW MULCH.

**LEGEND:**

CB	CATCH BASIN
FF	FINISHED FLOOR ELEVATION
FP	FINISHED PAVEMENT
FL	FLOWLINE
TC	TOP OF CURB
TG	TOP OF GRATE
SDMH	STORM DRAIN MANHOLE
SSMH	SANITARY SEWER MANHOLE
INV.	INVERT
H.P.	HIGH POINT
G.B.	GRADE BREAK
JP	JOINT POINT
SS	NEW SANITARY SEWER LINE
SD	NEW STORM DRAIN LINE
G	GAS LINE
E	ELECTRIC LINE
W	WATER LINE
25	NEW CONTOUR LINE



**MACLEOD AND ASSOCIATES**  
 CIVIL ENGINEERING • LAND SURVEYING  
 965 CENTER STREET • SAN CARLOS • CA 94070 • (650) 593-8580

REGISTERED PROFESSIONAL ENGINEER  
 CIVIL No. 35048  
 STATE OF CALIFORNIA

PREPARED FOR:  
 BIG WAVE LLC

PROJECT:  
 AIRPORT STREET  
 SAN MATEO COUNTY

PROJECT NO.:  
 1608-00

SHEET:  
 C-4 OF 5

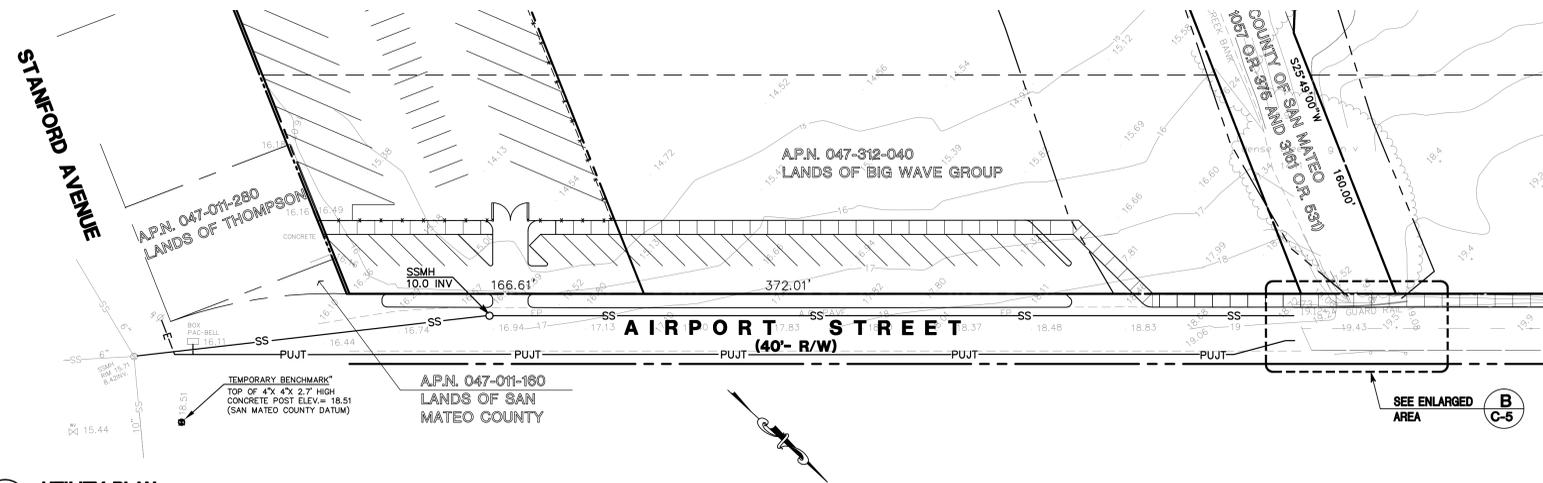
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 06/30/14

SCALE:  
 1" = 60'

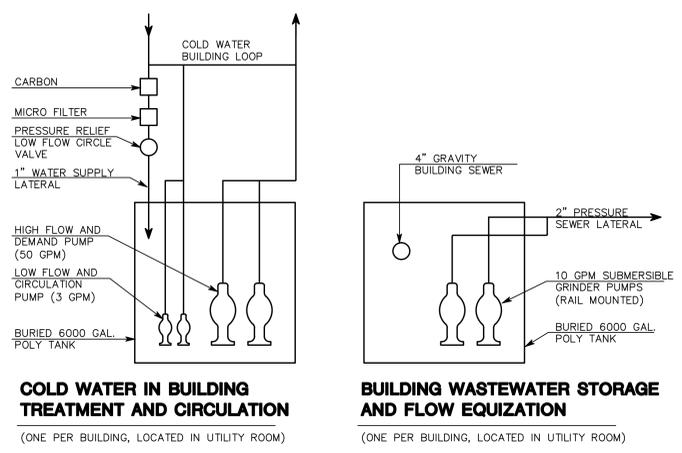
CHECKED BY:  
 DGM

DESIGNED BY:  
 VPG

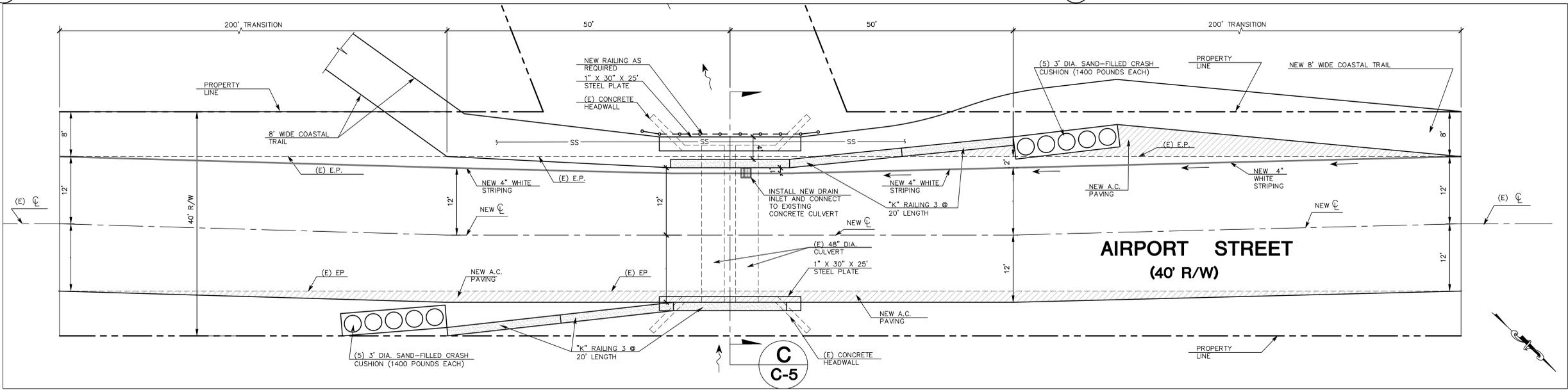
DRAWN BY:  
 AAP



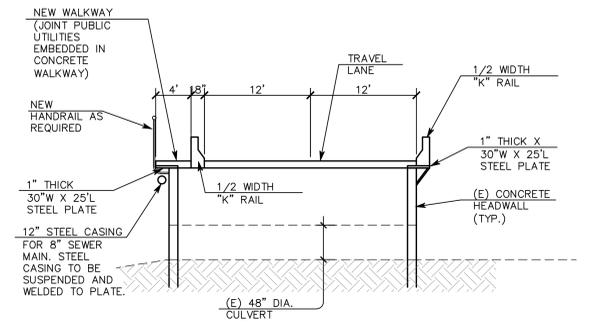
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NO SCALE



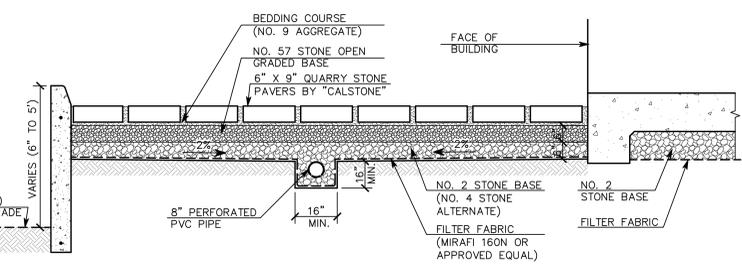
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SCALE: NOT TO SCALE



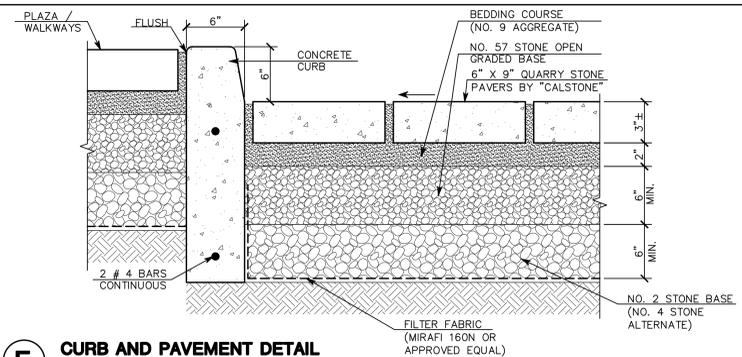
**B ENLARGED AREA**  
NO SCALE



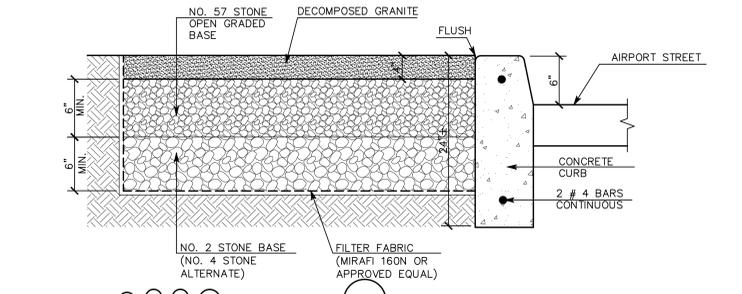
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SCALE: NOT TO SCALE



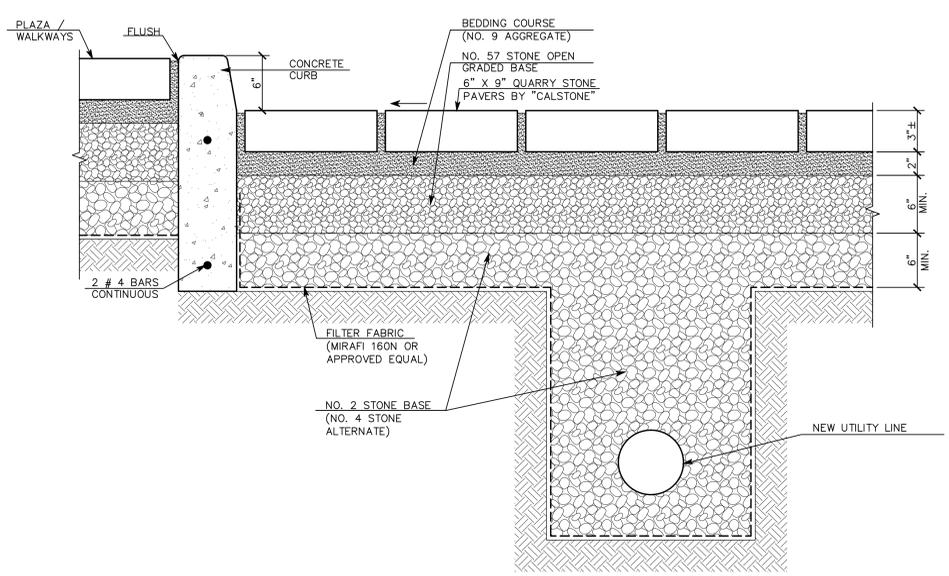
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SCALE: NOT TO SCALE



**E CURB AND PAVEMENT DETAIL**  
SCALE: NOT TO SCALE



**F COASTAL TRAIL DETAIL**  
SCALE: NOT TO SCALE



**H UTILITY TRENCH DETAIL**  
SCALE: NOT TO SCALE

REV.	DESCRIPTION	BY:	DATE:

**MALEOD AND ASSOCIATES**  
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965 CENTER STREET • SAN CARLOS • CA 94070 • (650) 593-8580

PREPARED FOR:  
BIG WAVE LLC

**DETAIL SHEET**  
BEING A SUBDIVISION OF A.P.N. 047-311-060 AND 047-312-040  
AIRPORT STREET  
SAN MATEO COUNTY  
CALIFORNIA

DRAWN BY:	AAP
DESIGNED BY:	VPG
CHECKED BY:	DGM
SCALE:	AS SHOWN
DATE:	06/30/14
DRAWING NO.:	1608-00
SHEET:	<b>C-5</b>
	5 OF 5

# C/CAG AGENDA REPORT

**DATE:** July 31, 2014  
**TO:** Airport Land Use Committee  
**FROM:** Tom Madalena  
**SUBJECT:** Public hearing on the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport and review and approval of a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the ALUCP for the Environs of Half Moon Bay Airport

(For further information or questions contact Tom Madalena at 599-1460)

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## **RECOMMENDATION**

That the Airport Land Use Committee (ALUC) open the public hearing on the Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport and review and approve a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the ALUCP for the Environs of Half Moon Bay Airport

## **FISCAL IMPACT**

Funding for the preparation of the ALUCP for the Environs of Half Moon Bay Airport has been included in the adopted C/CAG Budget.

## **BACKGROUND**

The purpose of an airport land use compatibility plan (ALUCP) is to protect the public from the adverse effects of airport noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and ensure that no structures or activities encroach upon or adversely affect the navigable airspace in the vicinity of the airport. Through appropriate policy implementation, the overall goal is to protect the public investment in the airport as a safe and viable element of the national air transportation system. Airport compatible land uses are generally defined as follows:

“Airport-compatible land uses are those uses that can coexist with a nearby airport without either constraining the safe and efficient operation of the airport or exposing people living or working nearby to unacceptable levels of noise or hazards. Compatibility concerns include any impact that adversely affects the livability of surrounding communities, as well as any community characteristic that can adversely affect the viability of an airport.”(source: American Planning Association Planning Advisory Service Report No. 562, *Planners and Planes: Airports and Land-Use Compatibility* November 2010.

## **DISCUSSION**

The Draft Final Airport Land Use Compatibility Plan (ALUCP) Update for the Environs of Half Moon Bay Airport (state-mandated countywide plan) has been made available for public comment. Hard copies of the document were made available at the C/CAG office, the Half Moon Bay Library as well as at the Midcoast Community Council meeting location which is at the Granada Sanitary District in El Granada on the San Mateo County coast. The Draft Final document was also made available through the C/CAG website ([www.ccag.ca.gov/](http://www.ccag.ca.gov/)) as well as the project website (<http://halfmoonbayalucp.airportstudy.com/alucp/>). At the C/CAG Board meeting on June 12, 2014 the

Board approved of the distribution and publication of a “Notice of Intent to Adopt a Negative Declaration”. Staff published a legal notice on the availability of the document in the San Mateo County Times as well as the Half Moon Bay Review. The legal notice announced the availability of the document for public review and comment and provided for a 30 day review period from June 23- July 23, 2014. Additionally the notice was sent to potential stakeholders and over 300 property owners around the airport.

The ALUCP promotes airport compatible land use planning within a defined airport influence area (AIA) via policy implementation to address aircraft noise impacts, runway end safety criteria (i.e. density and intensity of land uses), and height of structures/airspace protection. The size, character, and design of the airport influences the scope and applicability of the airport land use compatibility criteria.

The Draft Final ALUCP for the Environs of Half Moon Bay Airport was prepared with reference to and is consistent with the guidance provided by the Caltrans Division of Aeronautics in the 2011 version of the *California Airport Land Use Planning Handbook* per PUC Sections 21674.5 and 21674.7 and other relevant state and federal statutes and regulations. The document consists of four chapters and several appendices. Chapter One includes an overview and outlines the ALUCP purpose and scope. The remaining three chapters provide the following information: all applicable land use policies and plans in the Half Moon Bay Airport environs, baseline information about Half Moon Bay Airport, including an overview of the airport and its operations, and policies and criteria to address aircraft noise, runway end safety zones, and height of structures/airspace protection. Several appendices are included in the draft document to supplement the analysis presented in the ALUCP and provide implementation materials for use by C/CAG staff and local planning agencies to achieve the land use compatibility goals of the Plan.

State law requires an airport land use commission to base an ALUCP on an airport master plan or the most current FAA-approved Airport Layout Plan (ALP) for the subject airport. The Draft Final ALUCP is based on the 2013 ALP and Narrative Report for Half Moon Bay Airport that were prepared for the County of San Mateo Department of Public Works Airport Division.

#### **Comments received on the Draft Final ALUCP:**

To date staff has received a total of four comment letters on the Draft Final ALUCP for the Environs of the Half Moon Bay Airport. They are attached to this staff report. Staff will work to respond to comments received and will incorporate changes as appropriate to the Final ALUCP for the Environs of Half Moon Bay Airport prior to its adoption. In responding to comments, staff is working with local agency staff to develop proposed modifications to the Draft Final ALUCP which will be presented to the ALUC at the July 31<sup>st</sup> meeting.

At the August C/CAG Board meeting the Board will receive a presentation on the Draft Final ALUCP as well as hold a public hearing on the plan. Any modification to the ALUCP will be presented to the C/CAG Board for consideration prior to its final adoption, which is scheduled for September 11, 2014.

#### **ATTACHMENTS**

- Notice of Intent to adopt a Negative Declaration
- Comment letter received from Caltrans
- Comment letter received from David Byers (Big Wave, LLC)
- Comment letter received from Jeff Peck (Big Wave Group)
- Comment letter received from Steve Monowitz (County of San Mateo, Planning and Building Department)

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY**

**NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION FOR AND PUBLIC COMMENT NOTICE ON A  
PROPOSED UPDATE OF THE AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)  
FOR THE ENVIRONS OF HALF MOON BAY AIRPORT**

**Lead Agency:** The City/County Association of Governments of San Mateo County (C/CAG), acting in its capacity as the Airport Land Use Commission for the County of San Mateo, intends to adopt a Negative Declaration, prepared pursuant to the California Environmental Quality Act (CEQA), for the proposed Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport (the ALUCP or proposed project).

**Project Description and Location:** The proposed ALUCP is a state mandated plan to promote compatibility between Half Moon Bay Airport (Airport) and future land uses and development in the Airport environs. The ALUCP includes land use compatibility policies and criteria to address aircraft noise impacts, runway end safety zones, and height of structures/airspace protection. The content of the ALUCP is guided by relevant provisions in the California Airport Land Use Planning Handbook and other state and federal regulations and criteria.

The geographic scope of the ALUCP update includes a proposed Airport Influence Area (AIA). The Airport Influence Area defines a boundary for airport land use compatibility policy implementation. The boundary includes a small portion of the City of Half Moon Bay and unincorporated San Mateo County including all or portions of Montara, Moss Beach, El Granada and Princeton by the Sea. Within the Airport Influence Area, local land use agencies would be required to submit proposed general plan amendments, specific plans, and zoning ordinances and amendments to C/CAG, in its role as the Airport Land Use Commission, for determinations of consistency with the ALUCP. The AIA boundary will be established by the C/CAG Board after hearing and consultation with the involved agencies, consistent with the requirements of Section 21675(c) of the California Public Utilities Code.

**Public Review and Comment Period:** The Initial Study and Negative Declaration is available for public review and comment for a 30-day period, beginning on Monday, June 23, 2014, and ending on Wednesday, July 23, 2014. Written comments must be received by mail, facsimile, or email no later than 5:00 p.m. on Wednesday July 23, 2014. Please direct all comments to:

Tom Madalena  
City/County Association of Governments of San Mateo County  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063  
Fax: 650-361-8227  
Email: [tmadalena@smcgov.org](mailto:tmadalena@smcgov.org)

**Document Availability:** Copies of the Initial Study, Negative Declaration, and the Draft Final Airport Land Use Compatibility Plan will be available during normal business hours (8:30 a.m. to 5:00 p.m., Monday -Friday) at C/CAG's offices located on the 4<sup>th</sup> Floor of the County office building at 555 County Center, Redwood City, CA 94063). These documents will also be available online at: [www.ccag.ca.gov](http://www.ccag.ca.gov) or <http://halfmoonbayalucp.airportstudy.com/>. Hard copies are also available for review at the following locations:

Half Moon Bay Library  
620 Correas Street  
Half Moon Bay, CA 94019

Granada Sanitary District  
504 Avenue Alhambra, 3<sup>rd</sup> Floor  
El Granada, CA 94018

**Public Hearings:**

The C/CAG Airport Land Use Committee (ALUC) will hold a public hearing on the proposed Initial Study, Negative Declaration, and Draft Final ALUCP on Thursday July 31, 2014, 4:00 p.m., at the following location:

Burlingame City Hall  
501 Primrose Road, Council Chambers  
Burlingame, CA 94010

The C/CAG Board will hold a public hearing on the proposed Initial Study, Negative Declaration, and Draft Final ALUCP on August 14, 2014, 6:30 p.m., at the following location:

San Mateo County Transit District Office  
1250 San Carlos Avenue, Second Floor Auditorium  
San Carlos, CA 94070

The final adoption will be at the C/CAG Board meeting on September 11, 2014 at 6:30 p.m. at the same location.

No action or proceeding may be brought under CEQA to challenge C/CAG's adoption of the proposed Negative Declaration, or its approval of the proposed project, unless the alleged grounds for noncompliance were presented to C/CAG either orally or in writing by any person during the public comment period or prior to filing of the notice of determination.

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF AERONAUTICS  
P.O. BOX 942874, MS-40  
SACRAMENTO, CA 94274-0001  
PHONE (916) 654-4959  
FAX (916) 653-9531  
TTY 711  
www.dot.ca.gov



*Serious drought.  
Help save water!*

June 24, 2014

Ms. Sandy Wong, Deputy Director  
City/County Association of Governments of San Mateo County  
555 County Center, Fifth Floor  
Redwood City, CA 94063-1665

Dear Ms. Wong:

The California Department of Transportation, Division of Aeronautics (Division), reviewed the draft final Airport Land Use Compatibility Plan (ALUCP) for the environs of Half Moon Bay Airport (HAF) dated August 13, 2013. We reviewed the draft HAF ALUCP with respect to airport-related noise, safety, and regional aviation land use planning pursuant to the California State Aeronautics Act (SAA) and the California Public Utilities Code (PUC), section 21670, *et seq.* Division staff also reviewed the draft HAF ALUCP for completeness, essential elements, and the concepts, principles, and practices contained in the 2011 California Airport Land Use Planning Handbook (Handbook).

The Division's role is advisory, and it is not the Division's responsibility to perform land use planning in the vicinity of HAF. We are, however, available to assist local agencies and the City/County Association of Governments of San Mateo County (C/CAG), the Airport Land Use Commission (ALUC) for San Mateo County, and its local agencies in ensuring proper land use compatibility planning near airports. Our comments on the draft HAF ALUCP are intended to ensure that the provisions and processes of the SAA and Handbook are properly implemented. The Division offers this letter and the following comments on the ALUC's scope of services and draft HAF ALUCP.

The ALUC's scope of services lists tasks expected to be completed by their consultant. It is stated in Task 1.3, Public Outreach Plan, that the consultant will prepare a public outreach plan. The consultant's public outreach plan includes developing a project website, establishment of a Project Advisory Team (PAT) and five PAT meetings, a public workshop, etc. Other than Task 1.5, Establish a PAT, the consultant does not provide details on the methods that they would use to contact local agencies including special districts, stakeholders, and the public, and the means to record participation. Also, the consultant's website does not contain detailed ALUCP update information per Task 1.4 or a detailed schedule. This makes it difficult for the public to know what stage of the process the ALUCP's preparation is in and when public workshops and meetings are scheduled.

Further, it is important for the ALUC to identify and engage local agencies, key stakeholders, and include the public in the ALUCP preparation. The consultant's public outreach plan does not identify the local agencies that could participate on the PAT. Also, it does not go into detail regarding noticing public hearings and workshops. The public outreach plan should involve local agencies and stakeholders, because it can help identify future potential incompatible uses. For example: If a local agency or key stakeholder is planning on acquiring land for some future use, and that land is within a

HAF ALUCP safety zone, then these entities can select another site better suited for the proposed use.

The consultant's public outreach plan does not go into detail regarding ALUCP circulation and noticing processes. The ALUC draft, final documents, and meeting notices should be transmitted, via electronic methods or mail, to the Division, local agencies, and interested parties as a means to ensure participation. Simply posting such matters to a website or web based share site would not be effective in engaging participation. As an appendix to the HAF ALUCP update, please include a list of PAT members with meetings held and workshop attendees with dates held, issues raised, and the outcome.

In the draft HAF ALUCP's Purpose and Scope, Section 1.3.2, it is stated that ". . . the State does not participate in the overrule process when local government findings are determined by an ALUC to be inconsistent with an ALUCP." Please refer to PUC, sections 21676 and 21676.5, and correct this statement accordingly.

The draft HAF ALUCP's Purpose and Scope, Section 1.4.3, describes types of uses and actions that constitute an existing land use. Additionally, existing land use and vested rights are further defined in the draft HAF ALUCP's Compatibility Policies and Criteria, Section 4.0. The Handbook, Chapter 3, section 3.5, cites case law to assist planners in determining what constitutes existing land use. The Handbook provides three categories of land use: development rights established, development rights uncertain, and development rights not established. Development rights established must consist of three elements, which are: ". . . obtain a valid building permit, and perform substantial work, and incur substantial liability in good faith." Development rights not established include issuance of a tentative tract map, recording of a final map, and filing of an application for a building permit. The descriptions and definitions of existing land use and vested rights contained in the draft HAF ALUCP include the following:

- A vesting tentative map has been approved pursuant to California Government Code, Section 66498.1, and has not expired as of the effective date of this ALUCP
- A development agreement has been executed pursuant to California Government Code, Section 65866, and remains in effect as of the effective date of this ALUCP

A vesting tentative map and an executed development agreement do not meet the test of development rights established. These two matters must rely on the issuance of a building permit according to the case law cited in the Handbook's discussion on development rights established. Chapter 3, Section 3.5 of the Handbook, however, cites enabling legislation regarding vesting tentative maps and development agreements. It states that the legislation was enacted to provide some certainty to the land development process. This makes the matter a little less than definitive. The Division, however, suggests the ALUC act on the side of caution. In the event of an operational hazard, the ALUC can more easily demonstrate its efforts to further the intent of the SAA by not including vesting tentative maps and executed development agreements.

The concern is that a vesting tentative map may have been approved before consideration of safety and noise data and information contained in the current Handbook, or future Handbooks. There may be instances where a vesting tentative map or development agreement were approved or adopted several years prior to the issuance of a building permit, and during that time airport operations had changed. Any number of things can change at an airport, for instance length of runway, types of aircraft, and air traffic patterns. Aviation data as provided by the Federal Aviation Administration (FAA), the Division, and an airport operator should be reconsidered prior to the issuance of a building permit. This new data may demonstrate that a vesting tentative map or project would then be subject to an operational hazard.

Since the Handbook provides a baseline to which ALUCPs should conform, but not necessarily copy, it is within the purview of the ALUC to form an appropriate description. If the members of the ALUC deem that the description and definitions of existing land use and vested rights is sufficient, then the basis and reasons for the broader description should be recorded in the ALUCP as a matter of public record. It would also be appropriate to include PUC, sections 21678 and 21679, assignment of liability and court review, in the ALUCP. Including the basis and reasons for the expanded existing land use criteria gives the public an explanation of how the ALUC reached its conclusions and an understanding of the assignment of liability and court review processes.

The draft HAF ALUCP's Compatibility Policies and Criteria, Sections 4.1.4.1 and 4.1.4.2, establish policies regarding modification and reconstruction of nonconforming uses. Usage intensity limitations, consistent with the Handbook, should be included in the descriptions of non-residential land uses.

The draft HAF ALUCP's Compatibility Policies and Criteria, Section 4.1.4.3, establishes policies regarding exceptions for schools and hospitals located in a safety zone where such use would be nonconforming. Schools and hospitals house occupants that are vulnerable in hazardous situations. Students and patients require significant assistance and attention during emergencies. This policy would allow for nonconforming new structures and the enlargement of nonconforming existing structures of land uses that could increase their vulnerability. The Division understands that hospitals and schools are valuable community resources and land for these uses is scarce, however, we recommend that the policy be modified. Modified qualifying criteria can include a statement such as: "If no other site in a non-hazardous safety zone is available, then new or enlarged structures shall be allowed." Procedures and review processes should be developed and included in the policy to evaluate alternative sites and establish a public record of the decision.

The draft HAF ALUCP's Compatibility Policies and Criteria, Sections 4.1.5.1 and 4.1.5.2, establish policies regarding development actions involving previous ALUC consistency determinations and development actions in the review process before the effective date of this ALUCP. These policies are similar to the descriptions, definitions, and policies regarding development rights and existing land use. Case law and the assignment of liability support revising the policy to require reconsideration of development actions prior to the issuance of building permits.

The draft HAF ALUCP's Compatibility Policies and Criteria, Section 4.1.8.2, should be revised. The statement should be revised to include ALUC staff.

City/County Association of Governments of San Mateo County shall encourage local governments to inform the Airport of proposed land use planning projects within the Airport Influence Area in a manner and at a time that enables Airport and ALUC staff to review and provide timely comments on the proposed land use policy actions.

The draft HAF ALUCP's Compatibility Policies and Criteria, Section 4.1.9, establishes the policy requiring local agencies to amend their general plans, specific plans, master plans, and zoning ordinances to be consistent with HAF ALUCP. A local agency can best assure itself of complying with this requirement by adopting an airport overlay district as part of their zoning code. An airport overlay district alerts planners to review the ALUCP for airport planning consistency and compatibility. Also, posting a map or list of assessor parcel numbers within the Airport Influence Area in a planning and building department and in the special district offices would alert personnel to consider potential airport impacts. These strategies could be added as an ALUCP policy, because the local agencies are a part of the ALUCP adoption process.

The draft HAF ALUCP's Compatibility Policies and Criteria, Section 4.1.10.3, includes heliport master plans. Though there are no statutory requirements for heliport master plan review as the policy states, heliport master plans should be reviewed for potential noise, safety, overflight and airspace protection impacts. This policy also establishes ALUC review of airport master plans. It states that the ALUCP should be updated to account for new airport master plans. The Division recommends establishing a procedure for evaluating the proper time for an ALUCP update. This should include specific triggers that the ALUC must use to begin an update based on changes at the airport or other changes that would warrant an update.

The draft HAF ALUCP's Compatibility Policies and Criteria, Section 4.1.12.1, establishes the policy for ALUC and C/CAG Board review of local agency land use actions. ALUCs often request that the Division interpret the SAA pertaining to ALUC review processes. The SAA provides the basics and framework for ALUCs to establish review processes. An ALUC can, however, establish more detailed review process policies that formally establish how local land use actions and land development proposals are reviewed by the ALUC. The review processes should be more detailed regarding hearings (carrying votes), noticing and defining the ALUC's role in the decision making process. Detailed hearing and noticing procedures should be consistent with the practices of the local governments within San Mateo County.

An ALUC's decision making role should be stated, because an ALUC can only make a determination of consistency and compatibility, or consistency or compatibility, subject to conditions. Unlike a planning commission, an ALUC should avoid getting involved in the details of a land use action or land development project. ALUCs consist of elected city and county officials and members of the aviation community and not land use planners. Too often ALUCs get caught up in planning matters and then do not make a compatibility or consistency determination. Further, it is the responsibility

of the local agency to demonstrate that a land use action or land development project is consistent or compatible with the HAF ALUCP. The policy should state the specific roles and responsibilities of the ALUC consistent with the framework as provided by the SAA and the Handbook. This would help the ALUC to confine their decision to a compatibility or consistency determination.

The draft HAF ALUCP's Compatibility Policies and Criteria, Section 4.2.2.1, establishes policies for HAF's six safety zones. Safety zones are intended to represent zones which are most susceptible to safety hazards. Exhibit 4C shows that HAF experiences a one-sided traffic pattern, to the north and east of the airport. The draft HAF ALUCP does not provide the basis for showing safety zones only on the side of the airport's traffic pattern. Though aircraft usually fly in the traffic pattern, aircraft can and do arrive and depart into the southwest side of the airport. Departures and arrivals on that side of the airport present a possible safety hazard. If the ALUC deems that the safety zones as shown on Exhibit 4C are acceptable, then the basis for this should be explained in the HAF ALUCP and made part of the public record. PUC, sections 21678 and 21679, establish airport immunity and court review process for airport compatibility planning. It is important for the ALUCP to provide footnotes to the policy explaining the statutes. The public is then made aware of the consequences in the event of an operational hazard on the south and west side of the airport.

The draft HAF ALUCP's Compatibility Policies and Criteria, Section 4.2.3.4, identifies issues that may present hazards to flight. These hazards include glare, lighting, dust, steam, smoke, thermal plumes, electrical interference, and wildlife. The Division advises the ALUC to include detailed local agency and ALUC review procedures in the ALUCP for projects and activities that may present hazards to flight as a means to minimize these types of airspace hazards.

The draft HAF ALUCP is deficient in its coverage of the overrule process pursuant to PUC, sections 21675.1(d), 21676 and 21676.5. As a means to resolve conflicts, the SAA establishes the overrule process for local agencies to address locally specific conflicts with an ALUCP. The specific findings that are required to overrule the ALUC must show that the local agency's action is consistent with, and conforms to the Handbook and the SAA. In addition, the findings must be consistent with two provisions. They must be in the public interest to provide for the orderly development of airports. They must minimize public exposure to excessive noise and safety hazards around airports. If the findings for an overrule of a consistency or compatibility determination do not demonstrate consistency with these provisions, then the local agency is subject to court review pursuant to PUC, section 21679. A policy regarding the overrule that includes these provisions should be included in the HAF ALUCP.

Further, the ALUC's overrule review processes should be detailed regarding hearings (carrying votes) and noticing. The SAA provides the basics and framework for ALUCs to establish overrule review processes. It does not specify anything more than a local agency's requirement to hold a hearing and the requirement that the local agency notify an ALUC of a proposal to overrule 45 days in advance of a vote. An ALUC can establish more detailed review processes and policies that formally establish how a proposal to overrule is heard and voted on at the local level and by the ALUC.

Ms. Sandy Wong  
June 24, 2014  
Page 6

The draft HAF ALUCP is deficient in explaining the role of the Handbook and environmental review. Pursuant to the Public Resources Code, section 21096, the Handbook is required to be used as a technical resource for a “project” as defined by the California Environmental Quality Act. When a local agency is preparing an initial study questionnaire on a “project,” it must check the potentially significant impact box if an identified impact is not consistent with the Handbook. This is important, because it will alert local planners to their responsibility in considering airport land use compatibility planning when formulating land use actions or reviewing land development projects.

The ALUCP must be substantially consistent with the Handbook before final payment on the Acquisition and Development grant can be sent to C/CAG. We recommend that C/CAG include our comments in the final HAF ALUCP.

Please contact me at (916) 654-5314, or via email at Robert.Fiore@dot.ca.gov, if you would like to discuss the comments in this letter in more detail or if we may provide additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Fiore". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

ROBERT FIORE  
Airport Land Use Planner  
Office of Aviation Planning

bc: Stephen Yokoi, Acting Deputy District Director, District 4

**BYERS / RICHARDSON  
LAWYERS**

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July 22, 2014

**VIA U.S. MAIL and EMAIL**

Tom Madalena  
City/County Association of Governments of San Mateo County  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063

Re: Comment Letter Regarding Proposed Negative Declaration for ALUCP

Dear Mr. Madalena:

This office represents Big Wave, LLC.

On October 25, 2005, Big Wave, LLC applied for permits from the County of San Mateo to build an environmentally sensitive, economically viable development to provide necessary office space in San Mateo County to alleviate the jobs/ housing imbalance on the coastside and to provide needed affordable housing for developmentally disabled adults. The County of San Mateo General Plan has a goal that housing opportunities will be available for all members of the community. A significant group in the County of San Mateo without adequate housing is developmentally disabled adults.

There are few opportunities for independent living offered to developmentally disabled adults. To begin with, developmentally disabled adults traditionally do not obtain the high income necessary to live in the County of San Mateo. Housing opportunities must be affordable for them. The County of San Mateo has determined that there is a significant need for housing opportunities for developmentally disabled adults. Both the federal Americans with Disabilities Act, 42 U.S.C. § 12101 et seq. and the California Fair Employment and Housing Act, Government Code §§ 12900 et seq. mandate that developmentally disabled adults cannot be victims of discrimination in their efforts to secure housing.

**MARIN OFFICE**

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**SONOMA OFFICE**

260 WEST MACARTHUR ST., SONOMA, CA 95476-7426  
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In addition to the need for affordable housing for developmentally disabled adults, a significant need for additional office space exists to correct the jobs/housing imbalance. In many ways, the San Mateo County coastside is a bedroom community where residents must travel on congested Highway 1 and 92 in order to obtain employment. The development of an office park on the coastside would be beneficial to the residents by eliminating long commutes. Lately, successful new businesses on the coastside have been forced to move because the shortage of office space on the coastside.

On October 25, 2005 Big Wave, LLC submitted applications to the County of San Mateo to construct housing for developmentally disabled adults and an office park on the property it owned. Big Wave, LLC went through many designs with the County Planning Staff until the project was an environmentally sensitive plan. As a result, the structures would be the "greenest" buildings in the County of San Mateo. Moreover, the project would create wetlands on the property and provide for job opportunities for the developmentally disabled adults with its organic farm and native plant nursery.

The land is zoned for development purposes. This is infill land that borders the industrial Princeton neighborhood and a residential mobile home park. Much of the land on the coastside is zoned PAD- Planned Agricultural District which is protected for agricultural purposes or RM-CZ- Resource Management Coastal Zone which allows very low densities. This land is zoned W- Waterfront Commercial and M-1-Light Industrial. Both of these zoning designations allow variety of uses.

After the applicant submitted plans for approval the project went through a lengthy review process. The applicant spent \$589,753.71 on an Environmental Impact Report ("EIR") to comply with the California Environmental Quality Act, Public Resources Code §§ 21000 et seq. and other permit fees. The administrative record is over 5000 pages. The County of San Mateo Planning Staff recommended that the Planning Commission approve the project. On November 23, 2010 the Planning Commission certified the EIR and approved the Wellness Center and office park and recommended it for approval to the Board of Supervisors. On March 15, 2011, almost 6 years after the initial submittal, the Board of Supervisors of the County of San Mateo *unanimously* approved the necessary permits to construct a Wellness Center of 57 units and an Office Park of 225,000 sq.ft. The Board of Supervisors made this decision after hearing both project proponents and project opponents voice their views. In the end, the Board of Supervisors considered all the evidence submitted by the speakers and *unanimously* approved the project. In doing so the Board of Supervisors approved specific findings based on the evidence that the project complied with all applicable laws. Specifically, the County of San Mateo Board of Supervisors found that the project complied with the LCP.

There is a great need for affordable housing for developmentally disabled adults on the San Mateo County coastside. Fortunately, the County of San Mateo has a use permit process to allow this sort of housing in the Urban Area of the Coastal Zone when it is necessary for the public health, safety, convenience or welfare.

The Board of Supervisors of the County of San Mateo has the primary responsibility to interpret its own ordinances. After considerable review the Board of Supervisors determine that the Wellness Center constituted a sanitarium within the meaning of Section 6500 of the County Zoning Ordinance Code. If the Board of Supervisors had not made that determination, affordable housing for developmentally disabled adults could not be constructed on the coastside which would violate both federal and state law.

The California Coastal Act, Public Resources Code §§ 30000 was passed by the legislature after the voters approved Proposition 20 in 1972. It is a far reaching piece of environmental legislation. It does not prevent development on lands designated for development under an approved LCP. In fact the Legislature has found and declared that the CCC should encourage new affordable housing opportunities for persons of low and moderate income in the coastal zone. Government Code § 65590(d) requires that housing developments constructed in the Coastal Zone provide housing units for persons of low and moderate income.

While the Board of Supervisors of the County of San Mateo unanimously approved the Project, the California Coastal Commission on appeal denied the Project. Subsequently, Big Wave, LLC, sued the California Coastal Commission, BIG WAVE, LLC, BIG WAVE GROUP v. CALIFORNIA COASTAL COMMISSION and Does 1-50, Superior Court of California, County of San Mateo Case No. CIV 517139.

Now, interested parties including environmental groups, local special districts, the County of San Mateo, and the California Coastal Commission have entered into extensive settlement discussions for the past two years. The result of these discussions is the North Parcel Alternative (“NPA”) which is a reduced density Project that concentrates development on the northern parcel. Extensive review of this project has occurred at the County of San Mateo level. Big Wave, LLC submitted plans to the County in early 2013. The County of San Mateo determined that the application was complete within the meaning of Government Code § 65943 on May 29, 2014.

Under Section 4.1.5.2 the proposed Airport Land Use Compatibility Plan (“ALUCP”) since this application was deemed complete prior to adoption of the proposed ALUCP, the NPA would be evaluated under the 1996 CLUP.

If that is the case and remains so, Big Wave, LLC is not opposed to the adoption of the ALUCP since an earlier project which is larger was found to be consistent with the 1996 CLUP. However, Big Wave, LLC has reviewed a recent six page, single spaced letter from Caltrans commenting on the proposed ALUCP. While the lengthy letter is unclear regarding Section 4.1.5.2 it appears an interpretation would be that Caltrans opposes this Section. The legal reasoning behind the analysis reflected in the Caltrans letter which relates to vested rights is not the applicable legal standard for reviewing this proposed ALUCP or designing standards for reviewing existing applications.

We strongly recommend that the draft language contained in Section 4.1.5.2 remain.

However out of a sense of caution, if the approving bodies are contemplating changing this language, Big Wave, LLC must provide these comments on the proposed Negative Declaration and ALUCP.

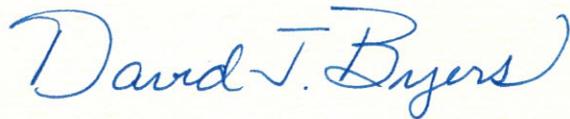
1. The proposed ALUCP does not discuss its impacts on the County of San Mateo's existing Housing Element of the General Plan. There is presently no affordable housing for the developmentally disabled members of our community on the San Mateo coastside. There is a demonstrated lack of such housing that the NPA would alleviate. Broad interpretations of the proposed ALUCP could prevent approval of the NPA. That should be discussed in the Negative Declaration. It would appear this inconsistency with an element of the County of San Mateo's general plan is not being adequately examined.
2. It appears that the proposed ALUCP will be used to facilitate airport expansion without CEQA review at this stage of any significant adverse environmental effects of the expansion. While private developers are compelled under CEQA to thoroughly review all aspects of a proposed development, caselaw is replete with examples of government agencies approving projects without adequate environmental review. Airport expansion on the coastside like every development will result in public controversy. When there is significant public controversy over a project, a Negative Declaration is not a sufficient document to review the project and California Courts have uniformly demanded more thorough environmental review typically requiring the preparation of an Environmental Impact Report. Issues such as noise, impacts on migratory wild life, endangered species such as the San Francisco garter snake, traffic, need to be examined.
3. The proposed ALUCP relies on grossly inflated numbers for airport operations. It is clear to anyone who has spent any time at the site that Table 2D, 3B, wildly overestimate the amount of take offs and landing on the site. Given that this is a basis for requiring additional regulations on neighboring land owners, the entire study is subject to question. Why are significant additional regulations being proposed that could have drastic impact on neighboring properties for an airport that typically has little traffic? CEQA demands accurate data. The proposed ALUCP fails to meet that requirement.

We are very disturbed that staffs involved in this process are not considering the considerable effort the County of San Mateo has made in reviewing the NPA and conditioning it to satisfy interest groups in the community. The proposed ALUCP should not be passed until staff has met with the community to discuss the impact of the proposed ALUCP on its neighbors. Local government should at least proceed with the consensus of all interested parties before adopting regulations. Private developers engaged in such discussions. Government should do no less.

In the event that the proposed ALUCP is changed to eliminate Section 4.1.5.2 the project description will no longer be adequate under CEQA and environmental review must review the proposal on all impacted projects such as the NPA which further the policies of the housing element of the County of San Mateo. Additionally it would appear that the approving body of such a proposal would become involved in the existing litigation.

We appreciate the opportunity to comment on these documents.

Sincerely,  
BYERS / RICHARDSON



DAVID J. BYERS, ESQ.

cc: Client  
County of San Mateo Planning Department  
John Nibbelin, Chief Deputy County Counsel

BIG WAVE GROUP  
PO Box 1901  
El Granada, CA 94018

July 23, 2014

**DELIVERED BY U.S. AND ELECTRONIC MAIL TO: [tmadalena@smcgov.org](mailto:tmadalena@smcgov.org)**

Tom Madalena  
City/County Assoc. of Governments of San Mateo County  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063

**RE: Airport Land Use Compatibility Plan for the Half Moon Bay Airport**

Dear Mr. Madalena:

I am the president of the Big Wave Group, a nonprofit organization dedicated to providing affordable housing and job opportunities for adults with developmental disabilities on the coast side, and adjacent landowner to the Half Moon Bay Airport.

I write because the proposed Airport Land Use Compatibility Plan (ALUCP) for the Half Moon Bay Airport creates the potential for numerous significant impacts on the environment, and should thus be evaluated by a comprehensive Environmental Impact Report (EIR) as mandated by the California Environmental Quality Act. *See* Pub. Res. Code § 21080(c)(1); 14 Cal. Code Regs. § 15074(b).

The following are examples of potential significant effects that have not been adequately addressed in the proposed Negative Declaration:

Airport Expansion: The ALUCP expands the operational length of the effective runway to over 5,000 feet, increases the allowable weight of the planes to over 12,500 pounds, expands the width of zone 5 and zone 2 from 500 feet from the center of the runway to 750 feet, and substantially increases potential airport noise as shown in the report's CNEL by increasing the zone from 60 to 70 CNEL by over 250 feet. These are substantial environmental impacts that must be examined by a comprehensive EIR.

Flight Operations: The report (at 3-3, table 3B) estimates that there were 46,832 operations in 2012 and estimates the operations will increase to 59,500 by 2032. According to those figures, the Half Moon Bay airport would be generating operations nearly equivalent to those of the San Jose Airport. See [flysanjose.com](http://flysanjose.com) for SJC operation figures. Actual, realistic operation counts need to be included in a comprehensive EIR in order to adequately assess the environmental impacts of this project. Furthermore, the overtly inflated figures cast doubt on the Initial Study, Negative Declaration, and

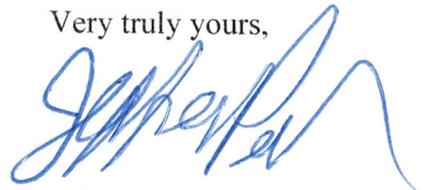
entire environmental review process, as much of the analysis and many of the conclusions drawn are based on misstated flight operation figures.

Massive Expansion of the Airport Influence Area: The ALUCP expands airport overlay zones from a relatively small area to include the majority of Princeton and Moss Beach. The proposed land use regulations in the new overlay zones are highly restrictive: there are 54 Prohibitions, Conditions and disclosures (see table 4b, 4-23 and 4-24) to which thousands of additional residents and property owners could be subject if this ALUCP is approved. Such extensive restrictions on the use of land are likely to result in declining property values, the displacement of development, and ultimately the physical deterioration of the Princeton and Moss Beach areas. The analysis of possible displacement of development in the Initial Study is myopic and deeply flawed, as it only considers the maximum number of buildable units allowed under the proposed ALUCP. The study does not even consider the larger social, economic, and physical changes that are likely to occur as a result of the massive rezoning of the Princeton and Moss Beach areas.

Effects on Wildlife: The expansion of the airport to accommodate more operations, larger planes, and greater noise levels could have a substantial effects on some of the wildlife in the area; effects which have not been adequately considered in the Initial Study or Negative Declaration. CEQA requires an environmental checklist and biological assessment of species that could be affected by the expansion of the airport. Big Wave has conducted a prior biological assessment of species in the area and found that at least three species of Special Status reptiles and amphibians observed in the airport area are impacted by increased noise, as it has a negative effect on their breeding: the Western Pond Turtle, Red Legged Frog, and San Francisco Garter Snake. Furthermore, three Special Status Birds have been observed in the airport area that will be impacted by increased air traffic and additional overlays. These include the American Peregrine Falcon, the Sharp Shinned Hawk and the Saltmarsh Common Yellowthroat.

Each of the foregoing circumstances leads to the inescapable conclusion that the ALUCP should not be approved through a Negative Declaration. The potentially significant environmental impacts on the Princeton and Moss Beach areas are just too great to consider without a comprehensive EIR. We urge you to require the Airport Land Use Commission to follow the same environmental review procedures that all property owners in this area are required to complete.

Very truly yours,



Jeff Peck



**Planning & Building Department**

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plngbldg@smcgov.org  
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July 23, 2014

Mr. Tom Madalena  
City/County Association of Governments of San Mateo County (C/CAG)  
555 County Center, 5th Floor  
Redwood City, CA 94063

Dear Mr. Madalena:

**SUBJECT:** San Mateo County Planning and Building Department's Comments on the Initial Study and Negative Declaration for the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport

The County of San Mateo Planning and Building Department appreciates the opportunity to provide review and comment on the Initial Study/Negative Declaration (IS/ND) prepared by Coffman Associates, Inc., on behalf of C/CAG, for the Draft Final Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport. We offer the following comments on the Draft Final ALUCP and Draft IS/ND:

1. *One Hundred (100) Foot Extended Runway Centerline for Runway Safety Zone 2 in the Princeton Area (Appendix D, Page D-8 of the Draft Final ALUCP).*

The County requests that this policy be modified such that the extended runway area through Princeton can be treated as a subzone to Safety Zone 2 for purposes of density and intensity calculations. Furthermore, we request text be included that allows us the option of calculating the density and intensity criteria of this extended runway area either on a subzone wide approach to coincide with the methodology allowed for the remaining Safety Zone 2 and for Safety Zone 3 in the Princeton area, or on a parcel-by-parcel basis. Including both methodologies (i.e., subzone wide and parcel-by-parcel) will allow the County some flexibility for complying with the intent of the extended runway centerline as we develop land use and zoning updates for the area under Plan Princeton.

2. *Exhibit D1, Princeton Policy Areas (Appendix D, Page D-9 of the Draft Final ALUCP).*

The County requests that Exhibit D1 from the Draft Final ALUCP be removed, as it does not provide any applicable representation to the Princeton Area Safety Compatibility Density and Intensity Calculation Methodology described in the Draft Final ALUCP. This exhibit does not illustrate the areas within Safety Zone 2 or 3 in the

Princeton area that are expected to be included in density and intensity calculations, therefore, would be misleading to leave in the Draft Final ALUCP.

3. *Open Land Requirements for Runway Safety Zones 2 and 3; Table 4B, Safety Criteria Matrix (Page 4-22 of the Draft Final ALUCP).*

a. *Required Open Land Percentages*

Considering the pattern and degree of existing development in the Princeton area (e.g., smaller developed lots, majority of the area developed) within Safety Zones 2 and 3, the County requests that the percentage of open land required in these safety zones be modified to 25% and 15%, respectively, to acknowledge the fact that the Princeton area is a more urbanized community where open land is limited by the existing character of development.

Table 4B, Safety Criteria Matrix of the Draft Final ALUCP, identifies the percentage of required open land for the Inner Approach/Departure Zone (IADZ), Safety Zone 2, and Inner Turning Zone (ITZ), Safety Zone 3, to be 30% and 20%, respectively. Furthermore, Note 3 of the Table cites that "open land requirements are intended to be applied with respect to an entire zone." The 2011 Department of Transportation, Division of Aeronautics *California Airport Land Use Planning Handbook* provides the guidelines for percentage range criteria for open land for each runway safety zone. The guidelines suggest that the Inner Approach/Departure Zone, Safety Zone 2, seek to preserve 25% to 30% of the overall zone as usable open land. The Handbook also suggests that the Inner Turning Zone, Safety Zone 3, seeks to preserve 15% to 20% of the zone as open land.

b. *Required Open Land Characteristics*

Given the extent of existing development and limited vacant land within Safety Zone 2 in the Princeton area, the County would only be able to meet a 25% to 30% open land criteria under present conditions in Safety Zone 2 in the Princeton area by including airport property, parking lots, and/or the open water in Pillar Point Harbor, which supports water recreation. Based on our interpretation of the 2011 *California Airport Land Use Planning Handbook* relative to open land characteristics, we believe these above-identified areas are consistent with the Handbook. Ideal characteristics for open land identified in the Handbook include large, long, flat areas near the vicinity of the runway; be at least 300 feet long by 75 feet wide to be considered useful; and while not ideal, consider parking lots and recreation areas acceptable in urbanized settings. Furthermore, the Handbook infers that open land guidelines are not as practical when applied to individual smaller parcels, and should count both public and private land, since if the indicated amount of open land can be provided totally on public property then individual private parcels may not need to provide any open land. Our understanding is that if we are unable to comply with the open land criteria, we would be required to override this ALUCP policy.

Exhibit B2 (Compatibility Factors) of the Draft Final ALUCP illustrates that departure and arrival accidents (as nominalized from other airports across the United States) are predominantly concentrated adjacent to the runway on airport property in Safety Zone 2, while also showing accidents occurring along the extended runway centerline through Princeton and in the open water of Pillar Point Harbor. For the above outlined reasons, we believe it is justifiable to allow airport property, parking lots, and open water in Pillar Point Harbor to count toward meeting the open land requirements of the Safety Criteria for the Princeton area.

4. *Infill Development (Policy 4.2.2.3, Page 4-21 of the Draft Final ALUCP).*

According to the Draft Final ALUCP, Policy 4.2.2.3, a parcel can be considered for infill development if it meets several criteria, including “at least 65% of the site’s perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed.” Based on our understanding of this criteria, we request that this sub-policy criteria (a)(2) be clarified to acknowledge that it can be satisfied by using the nearest existing development (where adjacent roads and other vacant parcels can be excluded), which may not necessarily be adjacent to a site’s “perimeter.” For example, the nearest developed parcel may be directly across the street or on the opposite side of an adjacent vacant parcel.

While the Draft Final ALUCP recognizes non-conforming uses, there are approximately 18 vacant parcels (privately owned) interspersed throughout Safety Zone 2, and approximately 30 vacant parcels (privately owned) interspersed throughout Safety Zone 3 in the Moss Beach area that do not consist of 65% of their perimeter being bounded by existing similar uses (i.e., single-family residences). Therefore, these vacant parcels could be interpreted as not meeting the criteria for infill development, which would be a significant impact. However, the above requested text modification would provide clarification that these vacant private properties could be developed with single-family residences under the infill policy of the Draft Final ALUCP.

5. *Development Actions in the Review Process Before the Effective Date of this ALUCP (Policy 4.1.5.2, Page 4-7 of the Draft Final ALUCP).*

For the record, the County would object to the elimination of this policy. It is the County’s practice, most recently with the County’s Local Coastal Program (LCP) amendments certified in 2012, to allow proposed development applications be evaluated under the policies and regulations in effect as of the date a development application is deemed complete by the local agency. Similarly, the California Coastal Commission, through their certification of the County’s LCP amendments, has recognized the importance in allowing development projects that have invested a certain level of time and cost into being deemed complete to be afforded the ability to continue pursuit of a project under expected parameters without being impacted by newly adopted policies and regulations. Elimination of this policy would impact one (1) major development application (known as Big Wave) within the County’s jurisdiction

that has already been deemed complete and is en-route for public hearings beginning in October 2014. Therefore, should this policy be eliminated, we believe it would require revision and recirculation of the IS/ND.

6. *Vacant 12-acre property in northern Safety Zone 3 (Page 10 of the IS/ND).*

The IS/ND does not acknowledge the true impact of Safety Zone 3 on this vacant 12-acre property mentioned at the bottom of page 10. The 12-acre property currently has a General Plan land use designation of Medium High Density Residential (8.8 – 17.4 dwelling units per acre) and a zoning designation of Multi-Family Residential/2,500 sq. ft. lot area minimum per dwelling unit. Under the Draft Final ALUCP, this property is bisected by Safety Zone 3 (Inner Turning Zone, 1 dwelling unit per 2 acres) and Safety Zone 7 (Airport Influence Area, no density limit). The IS/ND Displacement Analysis assumes that residential development of this parcel would be located outside of Safety Zone 3 to allow a higher density limit established under the General Plan land use designation and zoning district. However, the IS/ND does not recognize that in order for the County's land use and zoning to be compatible with the ALUCP, the County would need to amend the General Plan land use designation of this parcel from Medium High Density Residential to Low Density Residential (0.3 – 2.3 dwelling units per acre) and rezone the parcel accordingly to be consistent with the General Plan land use designation. The County does not support split zonings or land use designations as good planning practice. We strongly urge C/CAG to provide specific notification to this landowner prior to adoption of the Draft Final ALUCP, and we believe that this impact should be more clearly acknowledged in the IS/ND.

7. *Exhibit A7, Undeveloped Parcels (Appendix A, Page A-17, of the IS/ND).*

Exhibit A7, Undeveloped Parcels, of the IS/ND does not appear to identify all vacant lots in the Airport Influence Area. For example, the exhibit does not account for all vacant parcels within northern Safety Zones 2 and 3 that have been referred to in comment 4 above.

8. *Land Use Designation Tables and Maps (Table 1, General Plan and Local Coastal Program Land Use Summary; Table 2, Zoning Summary; and Figures 3 and 4; Pages 4 – 5 of the IS/ND and Table 2B and Table 2C; and Exhibits 2C and 2D; respectively, of the Draft Final ALUCP).*

The Local Coastal Program land use designations are implemented through County Zoning; therefore, it would be more appropriate to combine the Local Coastal Program Land Uses with the Zoning Summary, Table 2, and respective Figure 4. The General Plan land use designations identified in Table 1 and illustrated in Figure 3 contain inaccuracies. Areas within the "County Midcoast Local Coastal Program Boundary" identified as low density residential should be identified as very low density residential. Table 1 should reflect all of the land use classifications illustrated in Figure 3. Furthermore, it is unclear what Figure 3 is intended to represent as the figure identifies the following land use classifications: Farm Labor Housing, Mixed Use, Mixed Use (with Residential), and Planned Unit Development; however, none of these land use

classifications are General Plan land use designations or Local Coastal Program land uses.

The County appreciates the opportunity to comment on the Draft Final ALUCP and Initial Study/Negative Declaration. Please feel free to contact Summer Burlison at 650/363-1815 or sburlison@smcgov.org, or me at 650-363-1861 or smonowitz@smcgov.org to discuss any of these comments further.

Sincerely,



Steve Monowitz  
Acting Community Development Director

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cc: Sandy Wong, C/CAG Executive Director  
Rich Newman, C/CAG Airport Land Use Committee Chair  
Supervisor Don Horsley, San Mateo County Board of Supervisor, District 3  
Sarah Rosendahl, San Mateo County Board of Supervisor, District 3, Chief  
Legislative Aide  
Summer Burlison, San Mateo County Planning and Building Department,  
Project Planner

# C/CAG AGENDA REPORT

**DATE:** July 31, 2014  
**TO:** Airport Land Use Committee  
**FROM:** Tom Madalena  
**SUBJECT:** Public hearing on the Initial Study and Proposed Negative Declaration for the Airport Land Use Compatibility Plan (ALUCP) for the Environs of the Half Moon Bay Airport and review and approval of a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the Initial Study and Negative Declaration for the ALUCP

(For further information or questions contact Tom Madalena at 599-1460)

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## **RECOMMENDATION**

That the Airport Land Use Committee (ALUC) open the public hearing on the Initial Study and Proposed Negative Declaration for the Airport Land Use Compatibility Plan (ALUCP) for the Environs of the Half Moon Bay Airport and review and approve of a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the Initial Study and Negative Declaration for the ALUCP.

## **FISCAL IMPACT**

Funding for the preparation of the proposed Negative Declaration and Initial Study for the ALUCP for the environs of Half Moon Bay Airport has been included in the adopted C/CAG Budget.

## **BACKGROUND**

The purpose of an airport land use compatibility plan (ALUCP) is to protect the public from the adverse effects of airport noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and ensure that no structures or activities encroach upon or adversely affect the navigable airspace in the vicinity of the airport. Through appropriate policy implementation, the overall goal is to protect the public investment in the airport as a safe and viable element of the national air transportation system. Airport compatible land uses are generally defined as follows:

“Airport-compatible land uses are those uses that can coexist with a nearby airport without either constraining the safe and efficient operation of the airport or exposing people living or working nearby to unacceptable levels of noise or hazards. Compatibility concerns include any impact that adversely affects the livability of surrounding communities, as well as any community characteristic that can adversely affect the viability of an airport.”(source: American Planning Association Planning Advisory Service Report No. 562, *Planners and Planes: Airports and Land-Use Compatibility* November 2010.

## **DISCUSSION**

The C/CAG Board is the Lead Agency for the preparation of the environmental documents related to the Airport Land Use Compatibility Plan (ALUCP) for the Environs of Half Moon Bay Airport. The environmental review process includes the preparation of an Initial Study (IS) to determine the appropriate level of environmental review (i.e. a negative declaration (ND) or a draft environmental impacts report (DEIR)) related to a proposed action (plan or project).

An Initial Study (IS) is a preliminary analysis prepared to determine if the project will have a significant effect(s) on the environment. It also contains information that supports a conclusion that the project will not have a significant effect(s) on the environment or that the potential impacts can be mitigated to a “less than significant” or “no impact” level. If there is no substantial evidence that the project may have a significant effect(s) on the environment, the Lead Agency shall prepare a proposed Negative Declaration (ND).

An Initial Study (IS) was prepared for this ALUCP. The IS document contains an Environmental Checklist for assessing potential environmental impacts of the proposed project (plan). A brief explanation is provided for all responses contained in the Checklist, including supportive documentation for those responses identified as “No Impact or “Less than Significant Impact.” As a result of a 2007 California Supreme Court decision (*Muzzy Ranch Co.*) the IS document also includes a displacement analysis to analyze the potential for future development within the Airport Influence Area (AIA) boundary to move elsewhere based on implementation of the ALUCP land use compatibility policies. The displacement analysis determined that implementation of the ALUCP update is not expected to result in displacement of future residential and non-residential development. Based on analysis undertaken to fill out the Checklist, the proposed ALUCP update is not expected to result in any potentially significant environmental impacts and no mitigation is necessary.

A Negative Declaration (ND) is a document prepared by the Lead Agency pursuant to the analysis in the Initial Study that states the proposed action will not have a significant effect(s) on the environment. A proposed Negative Declaration was prepared for the ALUCP for the Environs of Half Moon Bay Airport as a result of the analysis in the Initial Study.

The proposed Negative Declaration and Initial Study for the ALUCP for the Environs of Half Moon Bay Airport (state-mandated countywide plan) has been made available for public comment. Hard copies of the document were made available at the C/CAG office, the Half Moon Bay Library as well as at the Midcoast Community Council meeting location which is at the Granada Sanitary District in El Granada on the San Mateo County coast. The proposed Negative Declaration and Initial Study document was also made available through the C/CAG website ([www.ccag.ca.gov/](http://www.ccag.ca.gov/)) as well as the project website (<http://halfmoonbayalucp.airportstudy.com/alucp/>). At the C/CAG Board meeting on June 12, 2014 the Board approved of the distribution and publication of a “Notice of Intent to Adopt a Negative Declaration”. Staff published a legal notice on the availability of the document in the San Mateo County Times as well as the Half Moon Bay Review. The legal notice announced the availability of the document for public review and comment and provided for a 30 day review period from June 23- July 23, 2014. Additionally the notice was sent to potential stakeholders and over 300 property owners around the airport.

### **Comments received on the proposed Negative Declaration and Initial Study:**

Staff received one comment letter on the proposed Negative Declaration and Initial Study from Lennie Roberts of the Committee for Green Foothills. Staff will work to respond to the comment letter received and will incorporate changes as appropriate to the proposed Negative Declaration for the ALUCP for the Environs of Half Moon Bay Airport.

To date staff has received one comment letter on the Negative Declaration and Initial Study for the Environs of the Half Moon Bay Airport. It is attached to this staff report. Staff will work to respond to comments received and will incorporate changes as appropriate to the Negative Declaration and Initial

Study for the ALUCP for the Environs of Half Moon Bay Airport prior to its adoption. Proposed modifications to the Negative Declaration and Initial Study will be presented to the ALUC at the July 31<sup>st</sup> meeting.

### **ATTACHMENTS**

- Notice of Intent to Adopt a Negative Declaration
- Comment Letter from Lennie Roberts (Committee for Green Foothills)

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY**

**NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION FOR AND PUBLIC COMMENT NOTICE ON A  
PROPOSED UPDATE OF THE AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP)  
FOR THE ENVIRONS OF HALF MOON BAY AIRPORT**

**Lead Agency:** The City/County Association of Governments of San Mateo County (C/CAG), acting in its capacity as the Airport Land Use Commission for the County of San Mateo, intends to adopt a Negative Declaration, prepared pursuant to the California Environmental Quality Act (CEQA), for the proposed Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport (the ALUCP or proposed project).

**Project Description and Location:** The proposed ALUCP is a state mandated plan to promote compatibility between Half Moon Bay Airport (Airport) and future land uses and development in the Airport environs. The ALUCP includes land use compatibility policies and criteria to address aircraft noise impacts, runway end safety zones, and height of structures/airspace protection. The content of the ALUCP is guided by relevant provisions in the California Airport Land Use Planning Handbook and other state and federal regulations and criteria.

The geographic scope of the ALUCP update includes a proposed Airport Influence Area (AIA). The Airport Influence Area defines a boundary for airport land use compatibility policy implementation. The boundary includes a small portion of the City of Half Moon Bay and unincorporated San Mateo County including all or portions of Montara, Moss Beach, El Granada and Princeton by the Sea. Within the Airport Influence Area, local land use agencies would be required to submit proposed general plan amendments, specific plans, and zoning ordinances and amendments to C/CAG, in its role as the Airport Land Use Commission, for determinations of consistency with the ALUCP. The AIA boundary will be established by the C/CAG Board after hearing and consultation with the involved agencies, consistent with the requirements of Section 21675(c) of the California Public Utilities Code.

**Public Review and Comment Period:** The Initial Study and Negative Declaration is available for public review and comment for a 30-day period, beginning on Monday, June 23, 2014, and ending on Wednesday, July 23, 2014. Written comments must be received by mail, facsimile, or email no later than 5:00 p.m. on Wednesday July 23, 2014. Please direct all comments to:

Tom Madalena  
City/County Association of Governments of San Mateo County  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063  
Fax: 650-361-8227  
Email: [tmadalena@smcgov.org](mailto:tmadalena@smcgov.org)

**Document Availability:** Copies of the Initial Study, Negative Declaration, and the Draft Final Airport Land Use Compatibility Plan will be available during normal business hours (8:30 a.m. to 5:00 p.m., Monday -Friday) at C/CAG's offices located on the 4<sup>th</sup> Floor of the County office building at 555 County Center, Redwood City, CA 94063). These documents will also be available online at: [www.ccag.ca.gov](http://www.ccag.ca.gov) or <http://halfmoonbayalucp.airportstudy.com/>. Hard copies are also available for review at the following locations:

Half Moon Bay Library  
620 Correas Street  
Half Moon Bay, CA 94019

Granada Sanitary District  
504 Avenue Alhambra, 3<sup>rd</sup> Floor  
El Granada, CA 94018

**Public Hearings:**

The C/CAG Airport Land Use Committee (ALUC) will hold a public hearing on the proposed Initial Study, Negative Declaration, and Draft Final ALUCP on Thursday July 31, 2014, 4:00 p.m., at the following location:

Burlingame City Hall  
501 Primrose Road, Council Chambers  
Burlingame, CA 94010

The C/CAG Board will hold a public hearing on the proposed Initial Study, Negative Declaration, and Draft Final ALUCP on August 14, 2014, 6:30 p.m., at the following location:

San Mateo County Transit District Office  
1250 San Carlos Avenue, Second Floor Auditorium  
San Carlos, CA 94070

The final adoption will be at the C/CAG Board meeting on September 11, 2014 at 6:30 p.m. at the same location.

No action or proceeding may be brought under CEQA to challenge C/CAG's adoption of the proposed Negative Declaration, or its approval of the proposed project, unless the alleged grounds for noncompliance were presented to C/CAG either orally or in writing by any person during the public comment period or prior to filing of the notice of determination.



July 23, 2014

Sandy Wong, Executive Director  
City/County Association of Governments of San Mateo County  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063

Re: Negative Declaration and Initial Study for Proposed Airport Land Use Compatibility Plan (ALUCP) Update for the Environs of Half Moon Bay Airport

Dear Sandy,

Thank you for the opportunity to comment on the above-referenced document.

On behalf of Committee for Green Foothills (CGF), I offer the following comments:

Figure 3, General Plan/Local Coastal Program: The red dashed lines for the Boundary of the “County Mid-Coast Local Coastal Program Boundary” should be clarified to indicate this is the Urban Area Boundary.

Page A-11, Table A4 ALUCP Update Safety Criteria Matrix: this matrix lists prohibited uses. Within the IADZ and ITZ zones, residential uses except for very low residential, or low residential and infill within developed areas are prohibited. It would be helpful for “infill” to be defined. CGF would suggest utilizing the San Mateo County Local Coastal Program Land Use Plan definition in Policy 1.3: “those lands suitable for urban development because the area is either: (1) developed, (2) subdivided and zoned for development at densities greater than one dwelling unit/5 acres, (3) served by sewer and water utilities. We do not recommend including section (4) related to affordable housing, as this section could conflict with other airport safety requirements. CGF also recommends including a requirement that “infill” parcels must be defined as legal parcels, per the Witt and Abernathy court decisions.

Page A-12 Table A4 ALUCP Update Safety Criteria Matrix Dwelling Units per acre: Footnote 1 indicates that for residential development, gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated open lands. CGF suggests clarifying that the adjacent permanently dedicated open lands should only be lands associated with ownership of property for the proposed development; i.e., a public park such as San Mateo County’s Fitzgerald Marine Reserve, or Golden Gate National Recreation Area’s Rancho Corral de Tierra should not be “counted” as gross acreage for a proposed adjacent residential project.

Page A-12 Table A4 ALUCP Update Safety Criteria Matrix Maximum Non-Residential Intensity Footnote 2 indicates that “usage intensity calculations shall include all people... who may be on the parcels or site at a single point in time, whether indoors or outside”. This should be clarified to make sure that the single point in time is during the period of high occupancy for that particular

non-residential use, i.e., not at night or other low or no-occupancy time for that particular use of the property.

Page A-17 Exhibit A7 Undeveloped Parcels: There is a missing 5.2 acre undeveloped parcel on the west side of Airport Street just north of the subdivided area of Princeton. This parcel is zoned Waterfront and was proposed for development as part of the Big Wave Project. The revised "North Parcel Alternative" for Big Wave has shifted the proposed housing for developmentally disabled adults from this parcel to the parcel to the north. Please revise the map to include this parcel.

Thank you again for the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Lennie Roberts".

Lennie Roberts, San Mateo County Legislative Advocate

# CCAG AGENDA REPORT

**DATE:** July 31, 2014  
**TO:** Airport Land Use Committee (ALUC)  
**FROM:** Sandy Wong, C/CAG Executive Director  
**SUBJECT:** Receive a status update on the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport

(For further information or questions contact Tom Madalena at 599-1460)

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## **RECOMMENDATION**

That the ALUC receive a status update on the Airport Land Use Compatibility Plan (ALUCP) for the environs of San Carlos Airport.

## **FISCAL IMPACT**

Receiving the status update will have no fiscal impact. \$187,554 has been budgeted and approved for this project.

## **BACKGROUND**

Per C/CAG Board action on December 12, 2013, C/CAG adopted Resolution 13-41 authorizing the agreement Environmental Science Associates (ESA) to prepare an update of the state-mandated Airport Land Use Compatibility Plan (ALLUCP) for the environs of San Carlos Airport and related CEQA documents. The agreement became effective on January 21, 2014 and the project has begun. A Project Advisory Team (PAT) was created to obtain input from key stakeholders over four scheduled meetings (see attachment).

## **DISCUSSION**

The Project Advisory Team (PAT) consists of members as listed in the attached. The first meeting was held on March 4, 2014 to discuss the required content of the ALUCP update, per the provisions in the *2011 California Airport Land Use Planning Handbook*, published by Caltrans and FAA regulations, policies, and guidelines. The discussion also included the four land use compatibility factors that are addressed in the *Handbook*: (1) aircraft noise impacts, (2) runway safety zones, (3) height of structures/airspace protection, and (4) aircraft overflight were also discussed.

The next step for the PAT is to discuss the content of a White Paper being prepared by the consultant (ESA). The White Paper will address existing and future airport data and mapping of compatibility factors, such as updated aircraft noise contours, airspace protection surfaces, runway safety zones, radar flight tracks, and a draft airport influence area (AIA) boundary.

It is anticipated a preliminary draft ALUCP will be presented to the Airport/Land Use Committee prior to it being presented to the C/CAG Board in the fall of 2014.

## **ATTACHMENT**

- Project Advisory Team (PAT) Membership Roster

**Project Advisory Team (PAT) Membership Roster**

<b>Airport Land Use Compatibility Plan (ALUCP) Update for the Environs of San Carlos Airport</b>	
<b>Agency</b>	<b>Name</b>
City of Redwood City planning	Michelle Littlefield
City of San Carlos planning	Lisa Costa Sanders
City of Belmont planning	Carlo De Melo
City of Foster City planning	Curtis Banks
San Carlos Airport Association	Carol Ford
C/CAG Airport Land Use Committee (ALUC)	Richard Newman
County of San Mateo: DPW/Airports	Gretchen Kelly
County of San Mateo: Planning and Building Dept.	Lisa Aozasa
Peninsula Open Space Trust (POST)	Neal Sharma
Don Edwards San Francisco Bay National Wildlife Refuge	Eric Mruz
Supervisor Don Horsley's office (District 3)	Chris Hunter Sarah Rosendahl
Supervisor Warren Slocum's office (District 4)	Carol Marks
Caltrans Division of Aeronautics	Robert Fiore
C/CAG Staff	Sandy Wong Dave Carbone Tom Madalena
<b>Consultant</b>	
Environmental Science Associates (ESA)	Adrian Jones Project Manager

## **C/CAG AGENDA REPORT**

**DATE:** July 31, 2014  
**TO:** Airport Land Use Committee  
**FROM:** Tom Madalena  
**SUBJECT:** Review and approval of the ALUC regular meeting schedule for 2014  
(For further information or questions contact Tom Madalena at 599-1460)

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### **RECOMMENDATION**

That the ALUC review and approve of the regular meeting schedule for 2014.

### **FISCAL IMPACT**

None

### **BACKGROUND/DISCUSSION**

For the past several years, the CCAG Airport Land Use Committee (ALUC) has adopted a calendar year schedule that includes four Regular Meeting dates that are spread out over the year. The meetings are typically held on the fourth Thursday of the designated month at 4:00 p.m. in the City Council Chamber at Burlingame City Hall, unless otherwise noticed in advance. Special Meetings may be called as needed.

Proposed Meeting Dates:

March 27, 2014  
April 24, 2014 (Special Meeting)  
July 31, 2014 (Special Meeting)  
September 25, 2014  
October 23, 2014

It has been the practice of the Committee to adopt its calendar year Regular Meeting schedule at its first meeting of the year. As shown above, the original first ALUC Regular Meeting of the year was scheduled for March 27, 2014. However, that meeting was canceled because staff needed more time to work with the consultant on the draft Initial Study and Negative Declaration for the Half Moon Bay Airport Land Use Compatibility Plan (ALUCP) update. A special meeting was scheduled for April 24, 2014, although we were unable to obtain a quorum at the meeting.