

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)

AGENDA

Date: Thursday, January 28, 2016

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
(Ortiz) | |
| 2. | Public Comment On Items Not On The Agenda | Limited to 3
minutes per
speaker. | |
| 3. | Minutes of the September 24, 2015 ALUC Meeting | Action
(Ortiz) | Pages 1-3 |
| 4. | Nomination and election of an ALUC member to the San Francisco International Airport Community Roundtable | Action
(Madalena) | Pages 4-6 |
| 5. | SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of San Bruno, Development Plan Amendment and associated 1250 Grundy Lane Project | Action
(Madalena) | Pages 7-10 |
| 6. | SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of San Bruno, The Crossing Springhill Suites Hotel Project | Action
(Madalena) | Pages 11-16 |
| 7. | Airport Land Use Compatibility Plan for the Environs of San Carlos Airport Consistency Review – City of Redwood City, Oracle Design Tech High School Project | Action
(Madalena) | Pages 17-22 |
| 8. | 2016 ALUC Meeting Calendar | Action
(Madalena) | Page 23 |

C/CAG

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- | | |
|--------------------------|------------------------|
| 9. Member Communications | Information
(Ortiz) |
| 10. Adjournment | Action
(Ortiz) |

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 Mima Guilles at 650 599-1406, five working days prior to the meeting date.

Airport Land Use Committee (ALUC)

Meeting Minutes

September 24, 2015

1. Call to Order

Chair Ortiz called the Airport Land Use Committee (ALUC) Meeting to order at 4:10 pm.

Members Present:

Terry O’Connell, Steve Okamoto, John Seybert, Robert Gottschalk, Ron Collins, Ken Ibarra, Liza Normandy, Adam Kelly

Staff/Guests Attending:

Sandy Wong, Tom Madalena, John Bergener, Adrian Jones, Gretchen Kelly, Nile Ledbetter, Chris DiPrima, Carol Ford, Christine diIorio, Michael Conneron, Richard Newman, John Bergener, Kelly Erardi, Sigrid Waggener

2. Public Comment On Items Not On The Agenda

None

3. Minutes of the June 25, 2015 Meeting

Motion: Member Okamoto motioned and member Normandy seconded the motion for the approval of the June 25, 2015 minutes. Motion carried unanimously.

4. SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of Millbrae, Millbrae Station Area Specific Plan (Public Review Draft, June 2015)

Tom Madalena, C/CAG staff, presented the consistency determination on the Millbrae Station Area Specific Plan (MSASP). Staff provided a revised staff report at the meeting that provided additional language to be incorporated into the MSASP as described below:

- On page 5.9, Figure 5-2, Height limits for the blocks in purple to be limited to 90’-100’
- On page 5.6, in the “Notes” section of the table, delete the 3rd and 4th sentences (beginning, “Within SFO Safety Compatibility Zones...”) and replace with the following:

“Within SFO Safety Compatibility Zones 1,2 and 3, uses must comply with the ALUCP policies and criteria described in Policy SP-2, Safety Compatibility Land Use Criteria; Table IV-2, Safety Compatibility Criteria; and Policy SP-3, Hazardous Uses. (See pages IV-27 through IV-34 of the SFO ALUCP, November 2012.)”
- On page 5.7, Section 5.3, Height: Add the following language after the 2nd paragraph:

“Insert ALUCP sections 4.5.4 and 4.5.5”

Additionally, new language for the definition of height was provided by Millbrae staff at the meeting as detailed below:

- On page 5.7, Section 5.3, Height: Add the following language after the 2nd paragraph:
“SFO ALUCP describes critical airspace surfaces in terms of height above Mean Sea Level (MSL). In order to be consistent with the SFO ALUCP, specific development projects must adhere to the maximum allowable heights in the ALUCP, as stated in MSL. Developers of proposed projects must take into consideration the current grade of the site in relation to MSL in addition to the Above Ground Level (AGL) heights of proposed structures to determine compliance with the ALUCP height limits. “Height” is measured using the height above ground level, per the definition on page 5.7. In addition, structures must be compatible with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP), which measures height based on Mean Sea Level (not based on the distance above ground level). The lower of the two standards shall apply.”

Member Gottschalk motioned and member Okamoto seconded to recommend to the C/CAG Board to find the MSASP conditionally consistent with the SFO ALUCP. The MSASP would become fully consistent with the SFO ALUCP once all of the recommended revisions as described in the staff report, revised staff report and by Millbrae staff at the September 24, 2016 ALUC meeting were incorporated into the MSASP. Motion carried unanimously.

5. San Carlos Airport Comprehensive Airport Land Use Plan Consistency Review – City of Belmont, Marriot Springhill Suites Hotel Project

Tom Madalena, C/CAG staff, presented this item on the consistency determination for the City of Belmont, Marriot Springhill Suites Hotel Project. Staff recommended that the ALUC recommend that the C/CAG Board determine that the project is consistent with the 1996 Comprehensive Airport Land Use Compatibility Plan (CLUP). The ALUC unanimously approved the motion by member Seybert and seconded by member Collins to recommend that it be found consistent with the CLUP. Additionally the ALUC wanted staff to convey to City of Belmont staff that they were concerned with the height and location of the hotel based on comments from the member Kelly, Gretchen Kelly (San Carlos Airport Manager) and Carol Ford, (representative from the San Carlos Pilots Association).

6. 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 the Environs of San Carlos Airport

Adrian Jones, ESA Airports staff, presented the initial study and proposed negative declaration for the ALUCP for the Environs of San Carlos Airport. Chair Ortiz opened and closed the public hearing at 5:07 p.m. as there were no public comments. Member Seybert motioned and member Normandy seconded the motion to recommend adoption of the Initial Study and Negative Declaration for the ALUCP for the Environs of San Carlos Airport to the C/CAG Board of Directors. Motion carried unanimously.

7. Review and approval of a recommendation to the C/CAG Board (Airport Land Use Commission) for adoption of the ALUCP for the Environs of San Carlos Airport

Adrian Jones, ESA Airports staff, presented the ALUCP for the Environs of San Carlos Airport. Chair Ortiz opened and closed the public hearing at 5:10 p.m. as there were no public comments. Member Seybert motioned and member Collins seconded the motion to recommend adoption of the ALUCP for the Environs of San Carlos Airport to the C/CAG Board of Directors. Motion carried unanimously.

8. Member Communications

Member Okamoto was thanked by the committee members for his contributions to the ALUC as this was his last meeting as a member of the ALUC.

9. Adjournment

The meeting was adjourned at 5:17 pm.

C/CAG AGENDA REPORT

DATE: January 28, 2016
TO: Airport Land Use Committee
FROM: Tom Madalena
SUBJECT: Nomination and election of an ALUC member to the San Francisco International Airport Community Roundtable

RECOMMENDATION

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) hold an election at this meeting to nominate and elect an ALUC member to the San Francisco International Airport Community Roundtable.

BACKGROUND/ DISCUSSION

As a result of the departure of Rich Newman from the ALUC there is a vacant seat for an ALUC member on the San Francisco International Airport Community Roundtable. Nominations are made from the floor and must receive a second prior to a vote.

The Airport/Community Roundtable was established in 1981 as a voluntary committee to address community noise impacts from aircraft operations at San Francisco International Airport (SFO). The Roundtable monitors a performance-based noise mitigation program implemented by airport staff, interprets community concerns and attempts to achieve noise mitigation through a cooperative sharing of authority among the aviation industry, the Federal Aviation Administration (FAA), SFO management and local government.

The authority to control aircraft in flight and on the ground is vested exclusively in the FAA. The FAA, however, cannot control the number of flights nor the time of day of aircraft operations. Federal law preempts any local government agency from implementing any action that is intended to control the routes of aircraft in flight. Neither the Roundtable, local elected officials nor airport management can control the routes of aircraft in flight or on the ground.

The current composition of the San Francisco International Airport Community Roundtable is as follows:

MEMBERSHIP/CITY REPRESENTATIVE ROSTER – AUGUST 2015

CITY AND COUNTY OF SAN FRANCISCO BOARD OF SUPERVISORS

Representative: Vacant

CITY AND COUNTY OF SAN FRANCISCO MAYOR'S OFFICE

Representative: Vacant

**CITY AND COUNTY OF SAN FRANCISCO AIRPORT COMMISSION
REPRESENTATIVE**

John L. Martin, Airport Director

COUNTY OF SAN MATEO BOARD OF SUPERVISORS

Dave Pine, Supervisor

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY
(C/CAG) AIRPORT LAND USE COMMITTEE (ALUC)**

Representative: Vacant

TOWN OF ATHERTON

Elizabeth Lewis, Council Member/Roundtable Vice-Chairperson

CITY OF BELMONT

Cathy Wright, Council Member

CITY OF BRISBANE

Cliff Lentz, Council Member/Roundtable Chairperson

CITY OF BURLINGAME

Ricardo Ortiz, Council Member

CITY OF DALY CITY

Raymond Buenaventura, Mayor

CITY OF FOSTER CITY

Steve Okamoto, Council Member

CITY OF HALF MOON BAY

Deborah Ruddock, Council Member

TOWN OF HILLSBOROUGH

Alvin Royse, Council Member

CITY OF MENLO PARK

Richard Cline, Council Member

CITY OF MILLBRAE

Robert Gottschalk, Council Member

CITY OF PACIFICA

Sue Digre, Council Member

TOWN OF PORTOLA VALLEY

Ann Wengert: Council Member

CITY OF REDWOOD CITY

Representative: Vacant

CITY OF SAN BRUNO

Ken Ibarra, Council Member

CITY OF SAN CARLOS

Bob Grassilli, Council Member

CITY OF SAN MATEO

David Lim, Council Member

CITY OF SOUTH SAN FRANCISCO

Mark Addigeo, Council Member

TOWN OF WOODSIDE

David Burow, Council Member

C/CAG AGENDA REPORT

Date: January 28, 2016
To: Airport Land Use Committee
From: Tom Madalena
Subject: SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of San Bruno, Development Plan Amendment and associated 1250 Grundy Lane Project

(For further information or response to questions, contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the City of San Bruno Development Plan Amendment and associated 1250 Grundy Lane Project is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

BACKGROUND

California Government Code Section 65302.3 states that a local agency General Plan and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). The City of San Bruno has referred the Development Plan Amendment and associated 1250 Grundy Lane Project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the SFO ALUCP. The Development Plan Amendment and associated 1250 Grundy Lane Project is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b).

The applicant proposes to construct a 67,586 square foot three-story office building with 215 parking spaces on the site. Two levels of subgrade parking are proposed. The lower level sub-grade garage would contain 86 parking spaces, and the upper level sub-grade garage would contain 82 parking spaces. The project would also provide 47 surface parking spaces. The proposed three-story office building would serve as the new Administration Building for the San Francisco Police Credit Union (SFPCU).

DISCUSSION

I. ALUCP Consistency Evaluation

Three sets of airport/land use compatibility policies in the SFO ALUCP relate to the MSASP: (a) noise compatibility policies and criteria, (b) safety policies and criteria, and (c) airspace protection policies. The following sections address each issue.

(a) Noise Policy Consistency Analysis

The Community Noise Equivalent Level (CNEL) 65 dB aircraft noise contour defines the threshold for aircraft noise impacts established in the SFO ALUCP. The SFO ALUCP CNEL 65 dB contour is

depicted on Attachment 1. The Development Plan Amendment and associated 1250 Grundy Lane Project are located outside of the 65dB noise contour and therefore would be consistent with the noise compatibility policies of the SFO ALUCP.

(b) Safety Policy Consistency Analysis

The SFO ALUCP includes five sets of safety zones and related land use compatibility policies and criteria.

However, the Development Plan Amendment and associated 1250 Grundy Lane Project boundary is located outside of the safety zones established in the SFO ALUCP. Therefore the project would be consistent with the safety zone policies of the SFO ALUCP.

(c) Airspace Protection Policy Consistency Analysis

The SFO ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), “Objects Affecting Navigable Airspace,” as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Francisco International Airport. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the navigable airspace, and (3) the initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of the proposed construction or alterations of structures on the subject airspace.

The Development Plan Amendment and associated 1250 Grundy Lane Project is located inside of the horizontal surface established in the SFO ALUCP. The SFO Planning Staff, using SFO’s iALP Airspace Tool, provided an analysis of the obstruction height for the Development Plan Amendment and associated 1250 Grundy Lane Project. This analysis shows that the lowest critical aeronautical surface for the Development Plan Amendment and associated 1250 Grundy Lane Project that cannot be exceeded by a structure is approximately 312 feet above mean sea level. The height established for the structure is 48’ 10.5” and the height established for the Development Plan is 48’ 11”. Given that the project site parcel has elevation ranging from 100’ 6” – 101’ 0” the structure and the development plan would be well below the established airspace protection surface.

Therefore, the City of San Bruno Development Plan Amendment and associated 1250 Grundy Lane Project would be consistent with the SFO ALUCP airspace protection policies.

Federal Regulatory Requirements

The SFO ALUCP cites the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), “Safe, Efficient Use and Preservation of the Navigable Airspace,” as amended, as an aid to establishing the airspace protection policies of the SFO ALUCP. The 14 CFR Part 77 regulations contain three key elements: (1) requirements for project sponsors to provide notice to the FAA of certain proposed construction or alteration of structures that may affect the navigable airspace (Subpart B), (2) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection (Subpart C), and (3) procedures for the conduct of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of the proposed construction or alterations of structures on the subject airspace (Subpart D).

Under Federal law, it is the responsibility of the project sponsor to comply with all notification requirements described in 14 CFR Part 77. The City should notify project sponsors of proposed projects at the earliest opportunity of their responsibility to determine whether they need to file Form 7460-1 *Notice of Proposed Construction or Alteration*, with the FAA. Subpart B of 14 CFR Part 77 provides guidance on determining when this form should be filed. The FAA has developed an online tool for project sponsors to use when determining whether they are required to file the *Notice of Proposed Construction or Alteration*. Sponsors of proposed projects are urged to refer to this website to determine whether they are required to file Form 7460-1 with the FAA:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

ATTACHMENTS

- Attachment 1 – 1250 Grundy Lane Elevation

C/CAG AGENDA REPORT

Date: January 28, 2016
To: Airport Land Use Committee
From: Tom Madalena
Subject: SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of San Bruno, The Crossing Springhill Suites Hotel Project

(For further information or response to questions, contact Tom Madalena at 650-599-1460)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the City of San Bruno, The Crossing Springhill Suites Hotel Project is conditionally consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

The Crossing Springhill Suites Hotel Project would become fully consistent once the following two conditions have been met:

- Sound insulation to be provided to reduce interior noise levels from exterior sources to CNEL 45 dB or lower.
- Avigation easement to be granted to the City and County of San Francisco as operator of SFO. The avigation easement to be used in fulfilling this condition is provided in Appendix G of the SFO ALUCP.

FISCAL IMPACT

None

SOURCE OF FUNDS

Funding for the consistency determinations is derived from the C/CAG general fund.

BACKGROUND

California Government Code Section 65302.3 states that a local agency General Plan and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). The City of San Bruno has referred The Crossing Springhill Suites Hotel Project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the SFO ALUCP. The project is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b).

The applicant proposes to construct a 152-room Springhill Suites hotel by Marriott on the 1.5-acre site within The Crossing development located at the northwest interchange of 1-380 and El Camino Real in San Bruno. The proposed hotel would be five-stories in height, approximately 68-feet tall, 99,022 square feet in size including a total of 167 parking spaces, 60 of which are at surface and 107 subterranean. The hotel will include 3,000 square feet of meeting space which can accommodate approximately 150-200 people for sit-down meetings, weddings and parties and up to 300 people for theater style events. The building will include 6,040 square feet of rooftop solar panels.

The site is located within P-D Planned Development District with a land use designation for Visitor Services. It is in the U.S. Navy Site and Its Environs Specific Plan. The following planning approvals are required for the project from the City of San Bruno: Architectural Review Permit, Planned Development Permit, Use Permit (for alcohol sales), Sign Permit, and an EIR Addendum accordance with CEQA Guidelines 15168. Note: The highest elevation for the project (sheets DR-5 and DR-6) is 67 feet. Sheet DR-5 East elevation also shows 69'-4" in the southwest corner of the building which is outside the OEI line).

DISCUSSION

I. ALUCP Consistency Evaluation

There are three airport/land use compatibility issues addressed in SFO ALUCP that relate to the proposed The Crossing Springhill Suites Hotel Project. These include: (a) consistency with noise compatibility policies, (b) safety criteria, and (c) airspace compatibility criteria. The following sections address each issue.

(a) Noise Policy Consistency Analysis

The Community Noise Equivalent Level (CNEL) 65 dB aircraft noise contour defines the state and federal threshold for aircraft noise-sensitive land use impacts. This is the threshold used by the SFO ALUCP. A portion of the City of San Bruno is inside of the CNEL 65 dB noise exposure contours for SFO. The Crossing Springhill Suites Hotel Project is located between the CNEL 65 dB and CNEL 70 dB noise contours. Between the CNEL 65 dB and CNEL 70 dB transient lodging is conditionally compatible provided that sound insulation is provided to reduce interior noise levels from exterior sources to CNEL 45 dB or lower and that an aviation easement is granted to the City and County of San Francisco as operator of SFO. The aviation easement to be used in fulfilling this condition is provided in Appendix G of the SFO ALUCP.

Therefore, The Crossing Springhill Suites Hotel Project is conditionally consistent with the SFO ALUCP noise policies. The project would become fully consistent once the two conditions described above have been met.

(b) Safety Criteria

The California Airport/Land Use Planning Handbook requires airport land use compatibility plans to include safety zones for each runway end. The SFO ALUCP includes safety zones and related land use compatibility policies and criteria. The Crossing Hotel Site is located outside the safety zone configurations established for the SFO ALUCP.

Therefore, The Crossing Springhill Suites Hotel Project is consistent with the SFO ALUCP safety policies.

(c) **Height of Structures, Use of Airspace, and Airspace Compatibility**

The SFO ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), “Objects Affecting Navigable Airspace,” as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Francisco International Airport. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the navigable airspace, and (3) the initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of the proposed construction or alterations of structures on the subject airspace.

The Crossing Springhill Suites Hotel Project is located inside of both the Outer Boundary of the One Engine Inoperative (OEI) Departure Surface and the Horizontal Surface established in the SFO ALUCP. The parcel that the project is located on is bisected by the two types of critical airspace surfaces. The SFO Planning Staff, using SFO’s iALP Airspace Tool, provided an analysis of the obstruction height for the parcel for the Crossing Hotel Site. This analysis shows that the lowest critical aeronautical surface for the Crossing Hotel Site that cannot be exceeded by a structure is approximately 67.05 feet above ground level. The City of San Bruno has confirmed that the tallest point of the structure will be below 67 feet above ground level with the exception of the southwest corner of the structure which will be at 69’ 4”. This southwest corner is outside of the 67.05’ OEI Departure Surface.

The project has received a “Determination of No Hazard to Air Navigation” from the Federal Aviation Administration (FAA).

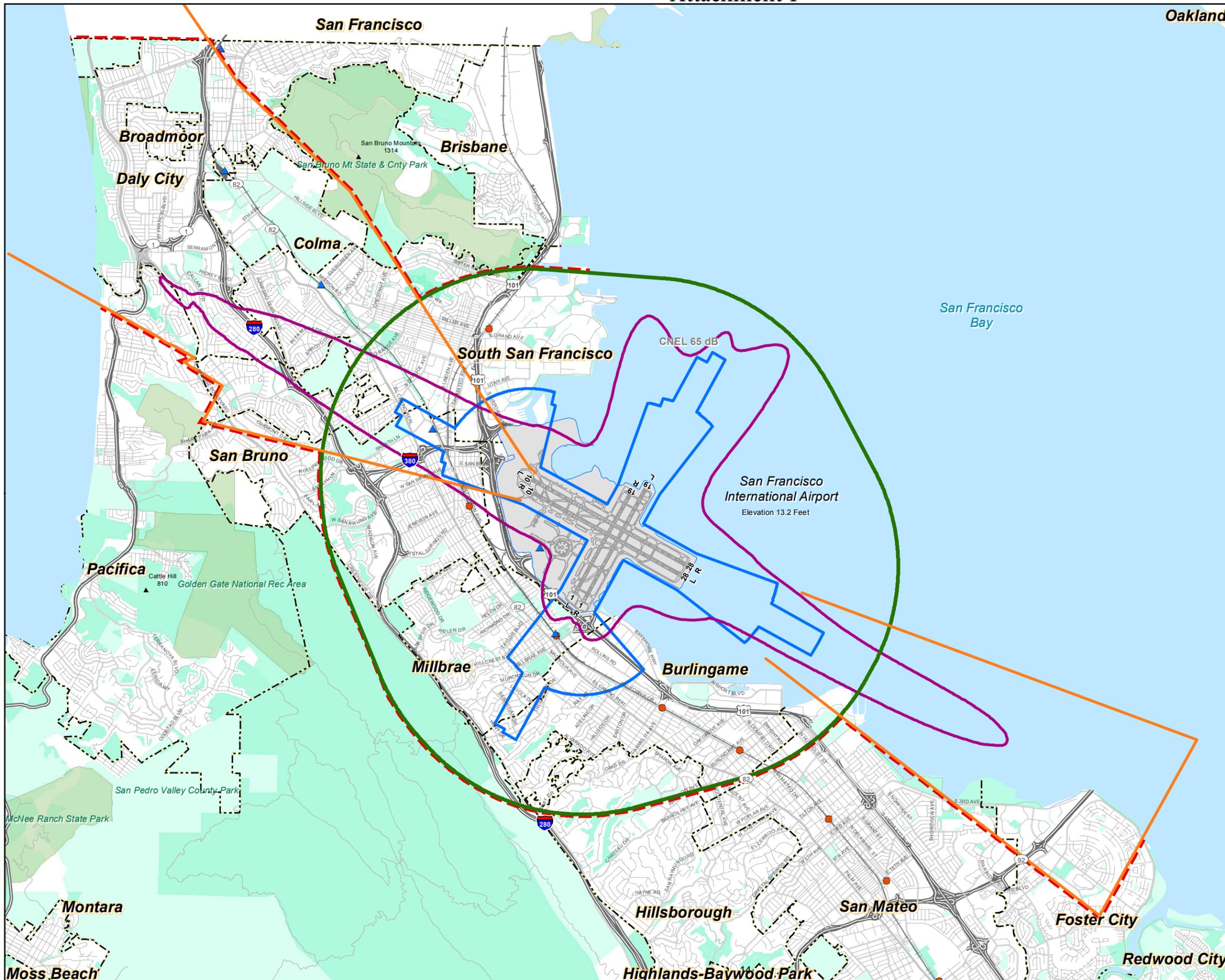
Therefore, The Crossing Springhill Suites Hotel Project would be consistent with the SFO ALUCP airspace protection policies.

Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. The city should notify project sponsors at the earliest opportunity to file form 7460-1 *Notice of Proposed Construction or Alteration*, if required, with the Federal Aviation Administration (FAA) to determine whether a project will constitute a hazard to air navigation. Subpart B of 14 CFR Part 77 provides guidance on determining when this form should be filed. The FAA has also developed an online tool for project sponsors to use when determining whether they are required to file the *Notice of Proposed Construction or Alteration*. Sponsors of proposed projects are urged to refer to this website to determine whether they are required to file Form 7460-1 with the FAA:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

ATTACHMENTS

- Attachment 1 – Exhibit IV- 2 Noise Contours, Airspace Contours and Safety Zones in the SFO ALUCP
- Attachment 2 – Springhill Suites North Elevation
- Attachment 3 – Springhill Suites South Elevation



- LEGEND**
- - - Boundary for Airport Influence Area B
 - Outer Boundary of Safety Zones
 - CNEL Contour, 2020 Forecast
 - 14 CFR Part 77 Conical Surface
 - Outer Boundary of TERPS Approach and OEI Departure Surfaces
 - Airport Property
 - ▲ BART Station
 - CALTRAIN Station
 - Municipal Boundary
 - Railroad
 - Freeway
 - Road
 - Local Park, Golf Course, Cemetery
 - Regional Park or Recreation Area
 - Open Space

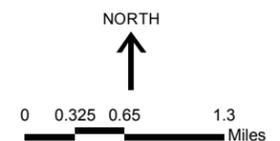
Sources:

100:1 FAA Notification Zone: Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR Part 77, Subpart B, Section 77.9.

Outer Boundary of TERPS Approach and OEI Departure Surfaces: San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009

Safety Compatibility Zones: Jacobs Consultancy Team, 2009; Ricondo & Associates, Inc., 2011

Noise Contour: URS Corporation and BridgeNet International. Draft Environmental Assessment, San Francisco International Airport Proposed Runway Safety Area Program, June 2011





General Exterior Elevation Notes

- Colors indicated on this drawing are approximate and will vary depending on printer/monitor display source. Refer to **Colors and Materials Boards** for true representation of all proposed finishes.
- All landscaping indicated on this drawing is diagrammatic and intended only to convey a sense of general landscaped areas. Refer to actual Landscape Plan for all proposed landscaping.

Material/Finish Legend

Refer to **Colors and Materials Boards** for true representation of all proposed finishes.

- STC-1** Painted Smooth Stucco
- STC-2** Painted Smooth Stucco
- S-1** Stone Veneer
- GLZ-1** Glazing (Vision Glass)
- PS-1** Painted Metal
- AWP-1** Metal Wall Panel System
- AWP-2** Metal Wall Panel System

Keynotes

Note: Not all keynotes listed apply to this particular sheet.

- 1** Porte Cochere.
- 2** Packaged Terminal Air Conditioning (PTAC) unit integral to window system. Color and finish to match aluminum windows.
- 3** Metal Sunscreen Awning.
- 4** Internally Illuminated Channel Letter Signage.
- 5** Aluminum Storefront System.
- 6** Metal Canopy.
- 7** Aluminum Window Wall System



**ARCHITECTURAL
DIMENSIONS**

300 Frank H. Ogawa Plaza, Suite 375
Oakland, CA 94612
TEL. 510.463.8300 | FAX. 510.463.8395

PROJECT INFO.

SPRINGHILL SUITES
SAN BRUNO, California

JOB NO.
OT040
DATE
12/01/2015

DRAWING NO.
DR-5



North-West Elevation
Scale: 3/32" = 1'-0"

General Exterior Elevation Notes

- Colors indicated on this drawing are approximate and will vary depending on printer/monitor display source. Refer to Colors and Materials Boards for true representation of all proposed finishes.
- All landscaping indicated on this drawing is diagrammatic and intended only to convey a sense of general landscaped areas. Refer to actual Landscape Plan for all proposed landscaping.

Material/Finish Legend

Refer to Colors and Materials Boards for true representation of all proposed finishes.

- STC-1** Painted Smooth Stucco
- STC-2** Painted Smooth Stucco
- S-1** Stone Veneer
- GLZ-1** Glazing (Vision Glass)
- PS-1** Painted Metal
- AWP-1** Metal Wall Panel System
- AWP-2** Metal Wall Panel System

Keynotes

Note: Not all keynotes listed apply to this particular sheet.

- 1** Porte Cochere.
- 2** Packaged Terminal Air Conditioning (PTAC) unit integral to window system. Color and finish to match aluminum windows.
- 3** Metal Sunscreen Awning.
- 4** Internally Illuminated Channel Letter Signage.
- 5** Aluminum Storefront System.
- 6** Metal Canopy.
- 7** Aluminum Window Wall System



South Elevation
Scale: 3/32" = 1'-0"



**ARCHITECTURAL
DIMENSIONS**

300 Frank H. Ogawa Plaza, Suite 375
Oakland, CA 94612
TEL. 510.463.8300 | FAX. 510.463.8395

PROJECT INFO.

SPRINGHILL SUITES
SAN BRUNO, California

JOB NO.
OT040
DATE
12/01/2015

DRAWING NO.
DR-6

C/CAG AGENDA REPORT

DATE: January 28, 2016
TO: Airport Land Use Committee
FROM: Tom Madalena
SUBJECT: Airport Land Use Compatibility Plan for the Environs of San Carlos Airport
Consistency Review – City of Redwood City, Oracle Design Tech High School
Project

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the City of Redwood City, Oracle Design Tech High School Project is consistent with the applicable airport/land use policies and criteria contained in the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (SQL ALUCP).

BACKGROUND

The City of Redwood City has referred the Oracle Design Tech High School to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the SQL ALUCP. The project is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b).

The proposed project entails demolishing the parking lot and constructing a two-story, 75,000 square foot building for the relocation and expansion of the Design Tech High School. The new high school campus would include an employee parking lot, a student drop-off area, public access points to the Bay Trail, and outdoor amenities. At full capacity, the school would accommodate up to 550 students in grades 9-12 with 30 full time employees. The proposed school would not have designated space for athletics or other non-classroom activities, but would utilize facilities such as the gym, convention center, and kitchen located on the Oracle campus.

DISCUSSION

I. ALUCP Consistency Evaluation

There are three airport/land use compatibility issues addressed in SQL CLUP that relate to the proposed Marriot Springhill Suites Hotel Project. These include: (a) consistency with noise compatibility policies, (b) safety criteria, and (c) airspace compatibility criteria. The following sections address each issue.

(a) Noise Policy Consistency Analysis

The SQL ALUCP uses the CNEL (Community Noise Equivalent Level) 60 dB noise contours for determining land use compatibility. The Oracle Design Tech High School is located outside of the CNEL 60 dB noise contour.

Based upon this analysis, the Oracle Design Tech High School is consistent with the SQL ALUCP noise policies.

(b) Safety Criteria

The California Airport Land Use Planning Handbook requires airport land use compatibility plans to include safety zones for each runway end. The SQL ALUCP includes 6 safety zones and related land use compatibility policies and criteria. The Oracle Design Tech High School is located outside of the safety zones established for the SQL ALUCP.

Therefore, the proposed Oracle Design Tech High School is consistent with the SQL ALUCP safety policies.

(c) Height of Structures, Use of Airspace, and Airspace Compatibility

The SQL CLUP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), “Objects Affecting Navigable Airspace,” as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Carlos Airport. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the navigable airspace, and (3) the initiation of aeronautical studies, by the FAA, to determine the potential effect(s), if any, of proposed construction or alterations of structures on the subject airspace.

The City of Redwood City is located inside of the 14 CFR Part 77 horizontal and conical imaginary surface contours. The parcel for the Oracle Design Tech High School is located within the conical surface contours. The height for the imaginary surface established for the conical surface is at approximately 255 feet above mean sea level. The project parcel is located at approximately 5 feet above mean sea level. The building will be constructed at a maximum height of 38 feet. Therefore, the Oracle Design Tech High School Project is consistent with the airspace criteria as established in the adopted SQL ALUCP.

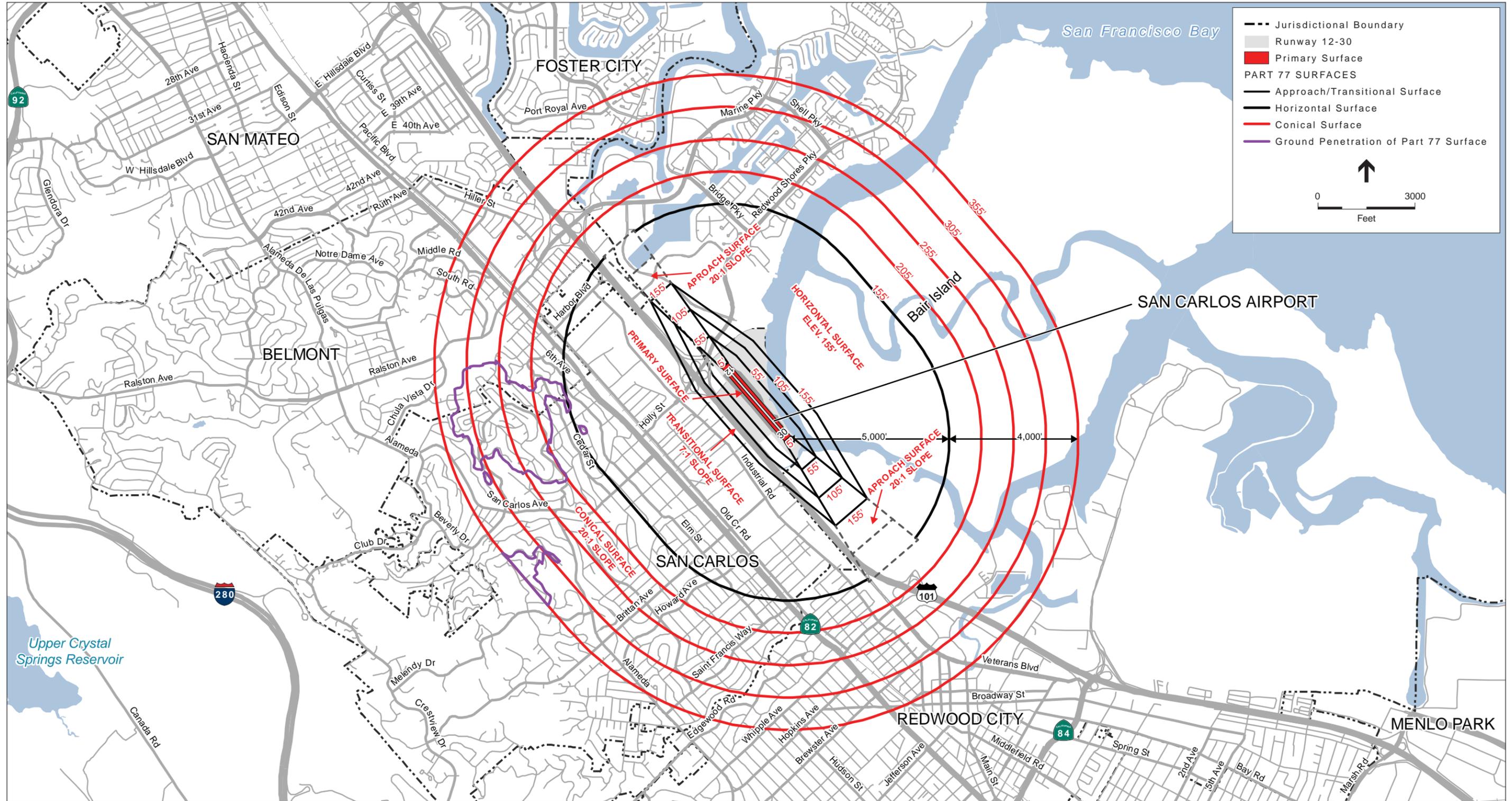
Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. The city should notify project sponsors of proposed projects at the earliest opportunity to file form 7460-1 *Notice of Proposed Construction or Alteration*, if required, with the Federal Aviation Administration (FAA) to determine whether a project will constitute a hazard to air navigation. Subpart B of 14 CFR Part 77 provides guidance on determining when this form should be filed. The FAA has also developed an online tool for project sponsors to use when determining whether they are required to file the *Notice of Proposed Construction or Alteration*. Sponsors of proposed projects are urged to refer to this website to determine whether they are required to file Form 7460-1 with the FAA:

<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm>

ATTACHMENTS

- Attachment 1 – San Carlos Airport Part 77 Airspace Protection Surfaces
- Attachment 2 – Oracle Educational Facility Location
- Attachment 3 – Oracle Education Facility Building Sections

Attachment 1



SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

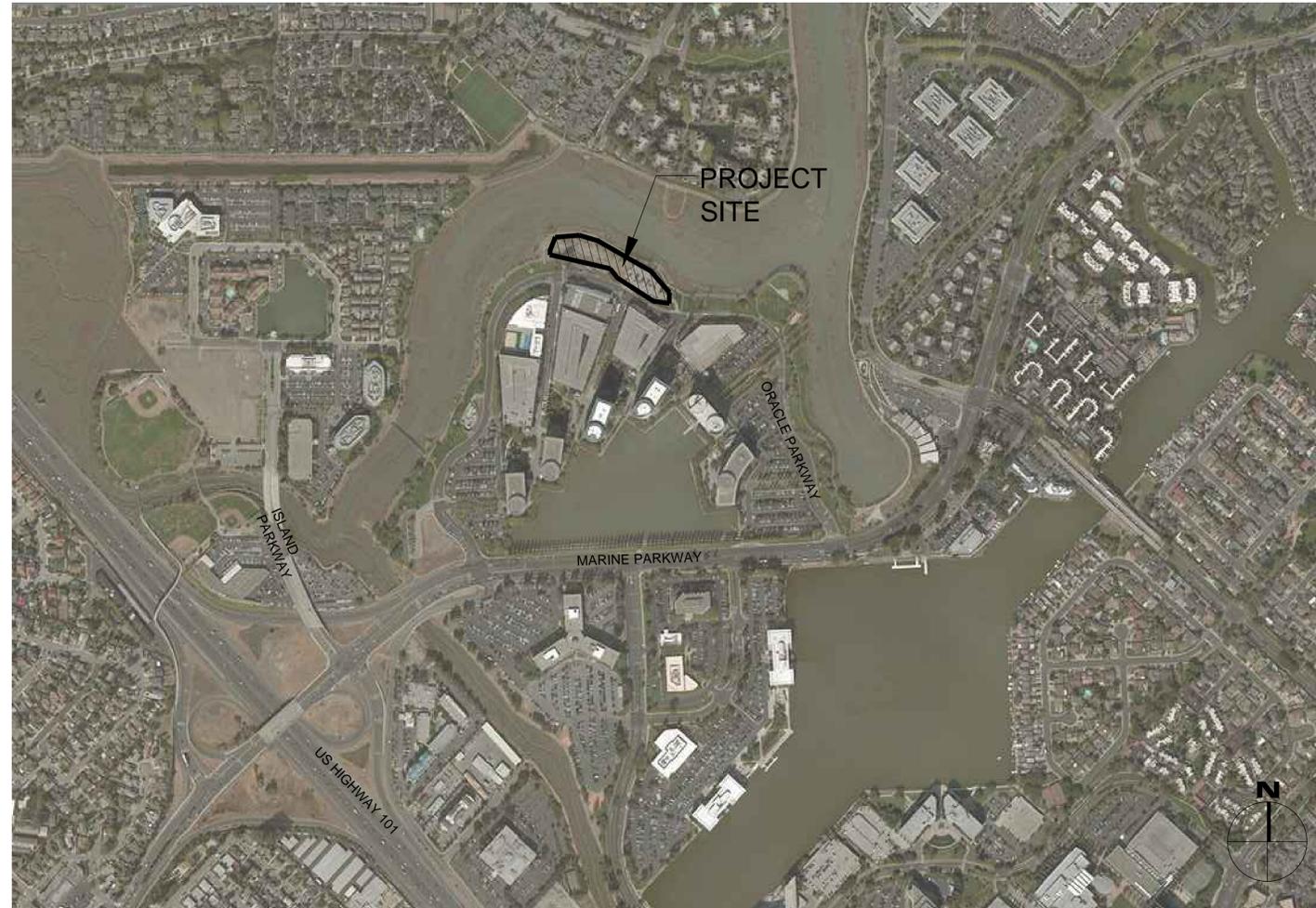
NOTE 1: All elevations on this exhibit are expressed in feet above mean sea level (MSL). The elevation of San Carlos Airport is 5 feet MSL.

NOTE 2: Locations where the ground/terrain penetrates the FAR Part 77 airspace surfaces are approximate and were developed using ground elevation contours provided by the San Mateo County Planning and Building Department, 2014.

San Carlos Airport ALUCP . 130753

Exhibit 4-4

San Carlos Airport Part 77 Airspace Protection Surfaces



CONTACT

CLIENT/OWNER
ORACLE CORPORATION
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CONTACT: PAT GIANSIRACUSA
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ARCHITECTS/LANDSCAPE ARCHITECT
DES ARCHITECTS + ENGINEERS
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BKF ENGINEERS
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CONTACT: LIANE WARE
PHONE: (650) 482-6300

MEP ENGINEER
INTEGRAL GROUP
SUITE 150, 1084 FOXWORTHY AVENUE, SAN JOSE, CA 95118
CONTACT: DAVID MAINO
PHONE: (408) 448-6300

APPLICABLE CODES

2013 CALIFORNIA BUILDING CODE
2013 CALIFORNIA ELECTRICAL CODE
2013 CALIFORNIA MECHANICAL CODE
2013 CALIFORNIA PLUMBING CODE
2013 CALIFORNIA ENERGY CODE
2013 CALIFORNIA FIRE CODE
2013 CALIFORNIA GREEN BUILDING STANDARDS CODE
ALL OTHER STATE AND LOCAL ORDINANCES AND REGULATIONS

PROJECT DATA

- A. ZONING DESIGNATION: COMMERCIAL PARK
B. CONSTRUCTION TYPE: IIB
C. OCCUPANCY GROUP: E
D. TOTAL LAND AREA: 4.34 ACRES/189,007 SQ. FT.
E. PROPOSED BUILDING USE: PUBLIC CHARTER SCHOOL
F. GROSS BUILDING AREA: 64,000 SF
G. PROPOSED FAR: 0.34
H. BUILDING HEIGHT: 31.5' TO TOP OF PARAPET (2-STORY)
34.0' TO TOP OF STAIR TOWER
I. BUILDING COVERAGE: 18 % BASED ON FIRST FLOOR'S FOOTPRINT
J. LANDSCAPE COVERAGE: 28%
K. PARKING:
PROVIDED PARKING: 35
REQUIRED PARKING: 320

REQUIRED PARKING CALCULATION BREAKDOWN PER CITY OF REDWOOD CITY ZONING ORDINANCE CHAPTER 30.5

	NO. / SF	REQUIREMENTS	NO.
9 - 10TH GRADE	8	1 PER CLASSROOM	8
11 - 12TH GRADE	275 STUDENTS	1 PER STUDENT	275
ADMINISTRATIVE OFFICE	15	1 PER OFFICE	15
AUDITORIUM - MULTI-USE SPACE	2,200 SF	1 PER 100 SF	22
TOTAL REQUIRED			320

1. TEACHER PARKING AREA : 35 STALLS. THESE INCLUDE:
 - a. 2 CARPOOL PARKING STALLS
 - b. 2 ACCESSIBLE PARKING STALLS
 - c. 2 STALLS WITH EV CHARGING STATIONS
2. STUDENT DROP-OFF: 24 CARS
3. NO STUDENT PARKING POLICY WILL BE IMPLEMENTED. SEE SCHOOL PARKING POLICY DOCUMENT INCLUDED WITH SUBMITTAL
4. BIKE PARKING
 - a. REQUIRED BIKE PARKING: 13 (1 PER 5,000 SF)
 - b. PROVIDED BIKE PARKING: 28

SHEET INDEX

ARCHITECTURE

- A1 PROJECT DATA, VICINITY MAP, SHEET INDEX AND GENERAL NOTES
A2 OVERALL SITE PLAN
A2B OVERLAY OF PROPOSED AND EXISTING SITE PLANS
A3 SITE ACCESS DIAGRAM - VEHICLE
A4 SITE ACCESS DIAGRAM - PEDESTRIAN
A5 FIRST FLOOR PLAN
A6 SECOND FLOOR PLAN
A7 ROOF PLAN
A8 BUILDING ELEVATIONS
A9 BUILDING ELEVATIONS
A10 BUILDING SECTIONS
A11 BUILDING PERSPECTIVE - MAIN ENTRY AT ORACLE PARKWAY
A12 BUILDING PERSPECTIVE - VIEW CORRIDOR THROUGH ENTRY LOBBY
A13 BUILDING PERSPECTIVE - BELMONT SLOUGH SIDE AND BAY TRAIL
A14 BUILDING PERSPECTIVE - SCHOOL BUILDING AND ORACLE CAMPUS
A15 COLORED SITE PLAN
A16 DETAILED WALL SECTIONS 1
A17 DETAILED WALL SECTIONS 2
A18 DETAILED WALL SECTIONS 3

CIVIL

- C1 EXISTING CONDITIONS
C2 CONCEPTUAL SITE LAYOUT AND GRADING PLAN
C3 CONCEPTUAL UTILITY PLAN
C4.1 PRELIMINARY STORMWATER MANAGEMENT PLAN
C4.2 PRELIMINARY STORMWATER MANAGEMENT CALCULATIONS AND NOTES
C5.1 CONCEPTUAL TENTATIVE MAP
C5.2 CONCEPTUAL TENTATIVE MAP
C6 CONCEPTUAL FIRE ACCESS PLAN

LANDSCAPE

- L1 EXISTING TREE AND PROTECTION PLAN
L2 LANDSCAPE MATERIALS SCHEDULE
L3 LANDSCAPE MATERIALS - WEST
L4 LANDSCAPE MATERIALS - EAST
L4.1 SITE FURNISHINGS
L5 LANDSCAPE SECTIONS
L6 PLANTING LEGEND
L7 PLANTING PLAN
L8 PLANTING PLAN
L8.1 PLANTING MATERIALS
L9 LANDSCAPE DETAILS

ELECTRICAL

- E1 SITE LIGHTING PHOTOMETRICS - OVERALL PLAN
E2 SITE LIGHTING PHOTOMETRICS - WEST ENLARGED PLAN
E3 SITE LIGHTING PHOTOMETRICS - EAST ENLARGED PLAN

ORACLE EDUCATIONAL FACILITY

ORACLE PARKWAY, REDWOOD CITY, CA.

Project Number: 10026.001

PROJECT DATA, VICINITY MAPS AND SHEET INDEX

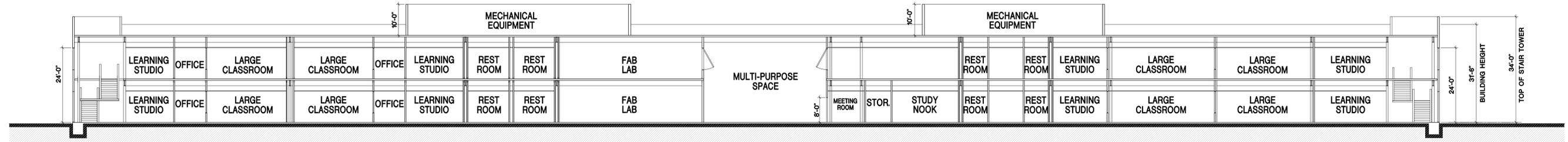
06.08.2015 PLANNING SUBMITTAL
09.11.2015 PLANNING RESUBMITTAL
10.30.2015 PLANNING RESUBMITTAL
12.17.2015 PLANNING RESUBMITTAL

A1

DES
ARCHITECTS
ENGINEERS

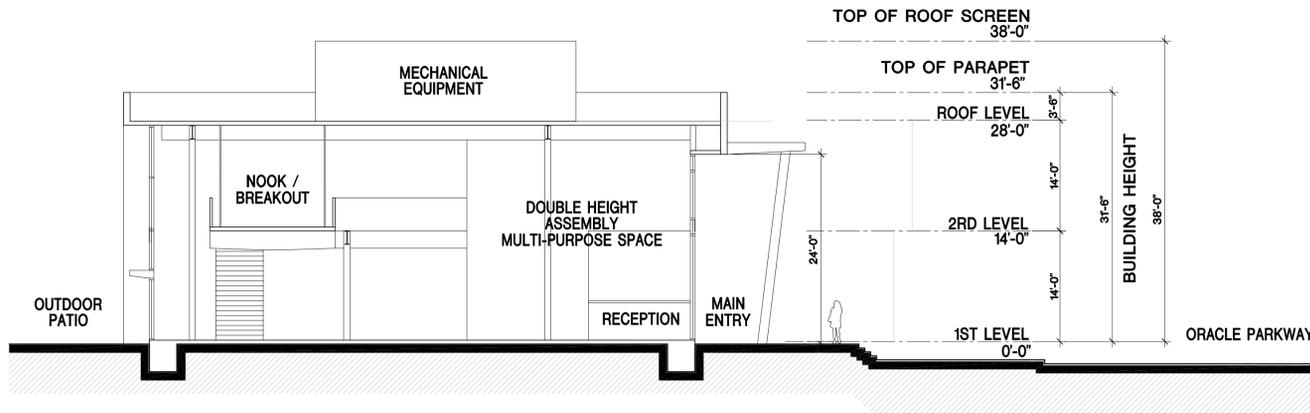
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Attachment 3



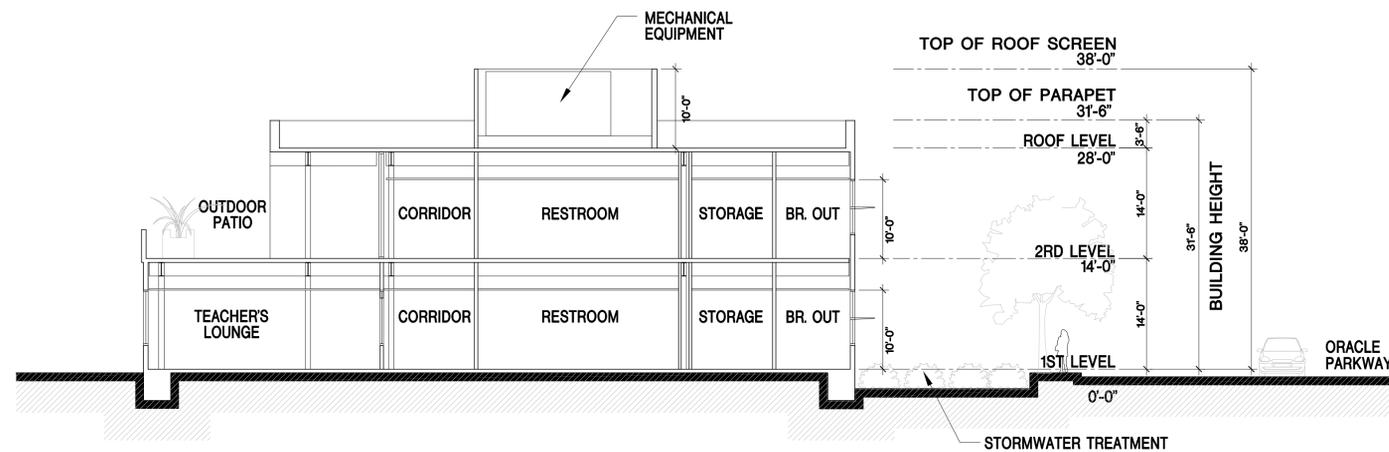
SECTION AA

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SCALE: 1/16" = 1'-0"



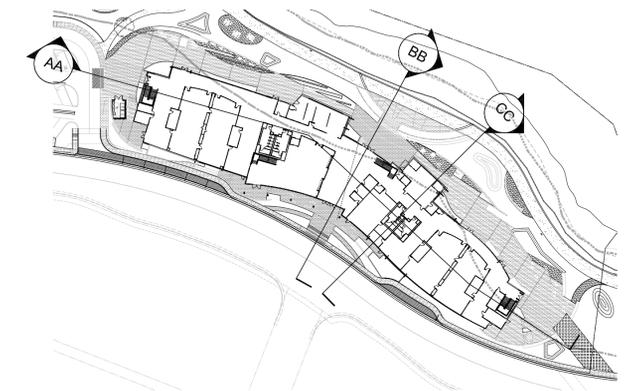
ENLARGED SECTION BB

0' 8' 16' 32'
SCALE: 3/32" = 1'-0"



ENLARGED SECTION CC

0' 8' 16' 32'
SCALE: 3/32" = 1'-0"



ORACLE EDUCATIONAL FACILITY

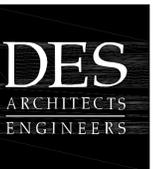
ORACLE PARKWAY, REDWOOD CITY, CA.

Project Number: 10026.001

BUILDING SECTIONS

06.08.2015 PLANNING SUBMITTAL
09.11.2015 PLANNING RESUBMITTAL
10.30.2015 PLANNING RESUBMITTAL
12.17.2015 PLANNING RESUBMITTAL

A10



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C/CAG AGENDA REPORT

DATE: January 28, 2016
TO: Airport Land Use Committee
FROM: Tom Madalena
SUBJECT: ALUC Meeting Calendar 2016

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) review and approve the meeting calendar for 2016.

BACKGROUND

Time: 4:00 p.m.

Location: Burlingame City Hall – Council Chambers

February	off
March	24
April	off
May	26
June	23
July	28
August	25
September	22
October	27
November	off
December	off