

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, March 22, 2018

4:00 p.m.

Place: Burlingame City Hall
501 Primrose Road
Burlingame, California
Council Chambers

- | | | |
|---|--|--------|
| 1. Call to Order/Roll Call | Action
(Ortiz) | |
| 2. Public Comment on Items not on the Agenda | Limited to 3
minutes per
speaker | |
| 3. Approval of Minutes – February 22, 2018 | Action
(Ortiz) | Page 1 |
| 4. San Carlos Airport Land Use Compatibility Plan
Consistency Review – Residential Development
Project at 1548 Maple Street, Redwood City, including
establishment of a new Mixed Use Waterfront Zoning
District and associated rezoning. | Action
(Kalkin) | Page 5 |
| 5. Adjournment | | |

**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.**

If you have any questions regarding the C/CAG Airport Land Use Committee Meeting Agenda, please contact Susy Kalkin at 650-599-1467 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
February 22, 2018

1. Call to Order

Chair Ortiz called the Airport Land Use Committee (ALUC) Meeting to order at 4:01 pm. Attendance sheet is attached.

2. Public Comment On Items Not On The Agenda

None

3. Minutes of the September 28, 2017 Meeting

Motion: Member O’Connell moved, and member Oliva seconded, approval of the September 28, 2017 minutes. Motion carried unanimously (8/0).

4. SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – Amendments to the Oyster Point Specific Plan, South San Francisco General Plan and Zoning Ordinance related to the 2017 Oyster Point Specific Plan Update. (Action item)

Susy Kalkin, C/CAG staff, presented the staff report, requesting the ALUC recommend that the C/CAG Board, acting as the Airport Land Use Commission, determine South San Francisco’s 2017 Oyster Point Update conditionally consistent with the SFO ALUCP.

Committee member Ford questioned whether an aviation easement would be required, noting the area will be subject to significant noise from overflights. Staff responded no, since the project is not located within the 65 dB CNEL airport noise contour, which is the noise impact area defined in the SFO ALUCP. Several other members noted similar concerns, specifically citing issues outlined in a letter included in the staff report that had been submitted by SFO planning staff, which noted this area has historically been used as a noise mitigation route since residential use was not previously a permit use, and cautioning that future residents may be subjected to noise disturbances.

Discussion ensued about the purview of the Committee, noting it was limited to making a recommendation regarding consistency with the policies in the ALUCP. Commissioners were in agreement about their role and responsibilities, but wanted to make sure these additional concerns would be shared with the C/CAG Board/Airport Land Use Commission.

Chair Ortiz asked for public comment. Senior Planner Billy Gross, SSF, clarified some points about the project, and noted he would convey the concerns voiced by the ALUC back to South San Francisco. Richard Newman voiced his support of having the ALUC forward its concerns to the C/CAG Board.

Motion: Member Davis moved, and member Oliva seconded, to approve staff’s recommendation, with further direction to staff to prepare a letter to the C/CAG Board, for the Chair’s signature, outlining the additional concerns noted. Motion carried unanimously (8-0).

5. Election of Officers for Calendar Year 2018

Chair Ortiz entertained nominations for Chair. Committee member Collins nominated Chair Ortiz as Committee Chair for 2018. No other nominations were submitted. Motion: Member Collins moved, and member O'Connell seconded, to elect Chair Ortiz as ALUC Chair for 2018. Motion carried unanimously (8-0).

Chair Ortiz entertained nominations for Vice-Chair. Chair Ortiz nominated Committee member Collins as Vice-Chair. No further nominations were submitted. Motion: Chair Ortiz moved, and member O'Connell seconded, to elect Committee member Collins as ALUC Vice-Chair for 2018. Motion carried unanimously (8-0).

6. 2018 ALUC Meeting Calendar

C/CAG staff presented the proposed meeting calendar for 2018. There was some discussion about switching to bimonthly meetings rather than monthly, but staff recommended retaining the monthly schedule noting there are State mandated processing deadlines for consistency reviews that would be difficult to meet with bimonthly meetings. Staff also noted that meetings will be cancelled if no agenda items are pending.

Motion Ortiz, second Masur, to approve the 2018 ALUC Meeting Calendar as proposed. Motion carried unanimously (8-0).

7. Adjournment

The meeting was adjourned at 4:32 pm.

2018 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Feb 2018				
Terry O'Connell	City of Brisbane	X				
Ricardo Ortiz	City of Burlingame	X				
Glenn Sylvester	City of Daly City					
Herb Perez	City of Foster City					
Harvey Rarback	City of Half Moon Bay					
Ann Oliva	City of Millbrae	X				
Shelly Masur	City of Redwood City	X				
Laura Davis	City of San Bruno	X				
Ron Collins	City of San Carlos	X				
Warren Slocum	County of San Mateo and Aviation Representative					
Liza Normandy	City of South San Francisco					
Vacant	Aviation Representative	Y				
Dave Williams	Half Moon Bay Airport Pilots Association	X				

X - Committee Member Attended
 Y – Designated Alternate Attended

Staff and guests in attendance for the February 22, 2018 meeting: Susy Kalkin, Sara Muse, Billy Gross (SSF Staff), John Bergener, Brian Branscomb, and Richard Newman.

C/CAG AGENDA REPORT

Date: March 22, 2018

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Residential Development Project at 1548 Maple Street, Redwood City, including establishment of a new Mixed Use Waterfront Zoning District and associated Rezoning.

(For further information or response to questions, contact Susy Kalkin at 650-599-1467 or kkalkin@smcgov.org)

RECOMMENDATION

That the 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 residential development Project at 1548 Maple Street, Redwood City, including establishment of a Mixed Use Waterfront Zoning District 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 Carlos Airport (San Carlos ALUCP).

BACKGROUND

California Government Code Section 65302.3 states that a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). The City of Redwood City has referred the subject project and amendments to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos ALUCP.

The Redwood City General Plan, adopted in 2010, designated several properties within the Bair Island and Inner Harbor areas east of US101 as Mixed Use Waterfront, but the City did not amend the Zoning Ordinance at that time to reflect the General Plan update. The City is now considering adoption of a Mixed Use Waterfront (MUW) district, together with a multi-family residential development project for property at 1548 Maple Street, which is the subject of this ALUCP review. The project would result in the redevelopment of the 7.88 acre project site at 1548 Maple Street, approximately 1.7 miles south of San Carlos Airport, with 131 three-story townhomes with associated open space, circulation, parking, and related improvements. In addition to residential use, the new mixed use zoning district would allow retail, personal service, restaurants, schools, hotels and child care centers. The height limit for new buildings would be a maximum of 55 feet.

DISCUSSION

I. ALUCP Consistency Evaluation

Three sets of airport/land use compatibility policies in the San Carlos ALUCP relate to the 1548 Maple Street project and related zoning amendments: (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

Pursuant to Noise Policy 1 of the San Carlos ALUCP, the projected 60dB CNEL contour defines the noise impact area for the San Carlos Airport. All land uses located outside this contour are deemed consistent with the noise compatibility policies of the ALUCP. As shown on Attachment 2, the Project Area is located well outside of the 60dB CNEL noise contour, and the project is therefore consistent with the noise compatibility policies of the San Carlos ALUCP.

Attached also is a letter from San Mateo County Public Works, as owner/operator of the San Carlos Airport, to the Mayor of Redwood City, objecting to residential development on the site due to noise concerns (Attachment 3). The letter notes the project site is directly below both the airport's noise abatement departure route and a visual approach route, and as a result, the site will be subject to a large number of overflights and associated significant aircraft noise.

(b) Safety Policy Consistency Analysis

Runway Safety Zones - The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on Attachment 4, a small sliver of the project site lies within Safety Zone 6, which it is proposed to be dedicated for street expansion (Blomquist St). Therefore, since the remainder of development site does not lie within a safety zone, the project would be consistent with the safety policies in the San Carlos ALUCP.

(c) Airspace Protection Policy Consistency Analysis

The San Carlos 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 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 the proposed construction or alteration of structures on the subject airspace.

The Project site is located within the outer reaches of the FAR Part 77 airspace protection surfaces for San Carlos Airport (see Attachment 5). However, both the proposed project building heights of 41 feet and the 55 foot maximum height allowed in the zone district are well below any heights of concern.

II. Airport Influence Area A – Real Estate Disclosure Area

The 1548 Maple Street Project area is located within both the Airport Influence Area (AIA) A & B boundaries for San Carlos Airport. Within an AIA, the real estate disclosure requirements of state law apply. The law requires a statement to be included in the property transfer documents that (1) indicates the subject property is located within an airport influence area (AIA) boundary and (2) that the property may be subject to certain impacts from airport/aircraft operations. The statement reads as follows:

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – Redwood City, MUW Zoning/1548 Maple St. Project

Date: March 22, 2018

Page 3

“Notice of Airport in Vicinity

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine if they are acceptable to you.”

Both the draft EIR (Initial Study) and the application materials acknowledge the Real Estate Transfer Disclosure requirements, and indicate the project will comply.

ATTACHMENTS

1. ALUCP application, together with related project description and exhibits.
2. San Carlos Future Conditions (2035) Aircraft Noise Contours
3. Letter dated Oct. 25, 2017 from San Mateo County Public Works Dept.
4. San Carlos Airport Safety Zones
5. 14 CFR Part 77 Airport Imaginary Surfaces for San Carlos Airport

September 28, 2017

February 22, 2018 updated

Susy Kalkin, Transportation Program Specialist
C/CAG – City/County Association of Governments of San Mateo County
555 County Center, 4th Floor
Redwood City, CA 94063
SENT VIA EMAIL

SUBJECT: 1. MIXED USE WATERFRONT ZONING DISTRICT
2. DEVELOPMENT PROJECT AT 1548 MAPLE STREET, REDWOOD CITY
(APNS: 052-532-010, 052-532-020, 052-532-030)

Dear Ms. Kalkin:

The City of Redwood City requests Airport Land Use Commission consistency review of the new Mixed Use Waterfront Zoning District and the development proposal at 1548 Maple Street in Redwood City.

Mixed Use Waterfront Zoning District

The Redwood City General Plan, adopted in 2010, includes a land use designation of Mixed Use Waterfront that covers several properties within the Bair Island and Inner Harbor areas of Redwood City east of Highway 101.



2010 General Plan Land Use Map

The Zoning Code and Zoning Map was not amended to include a Mixed Use Waterfront district consistent with the General Plan. Staff has prepared the attached Mixed Use Waterfront (MUW) zoning district that would apply to the 1548 Maple Street property and other properties as they are developed in the future, consistent with the General Plan.

The new zoning district allows residential, retail, personal service, restaurants, schools, hotels and child care centers. The height limit for new buildings is 40 feet with an ability to go up to 55 feet with the provision of community benefits. The proposed zoning district regulations are included as Attachment 1.

1548 Maple Street Development:

Attached are the proposed plans for the development of 131 three story for sale market rate townhomes with associated open space, circulation and parking, infrastructure and grading improvements (Attachment 2). The site is located at: Lat 37 deg 29' 40", Long 122 deg 13' 19".



Location map

Existing Conditions:

The project site is approximately 7.9 acres in area accessed by Maple Street and located adjacent to Redwood Creek, the existing Docketown Marina and US Highway 101. The project site is located within the Inner Harbor area of Redwood City. The site is generally level, contains three incidental structures and paved surface parking areas.

The existing General Plan land use designation is Mixed Use Waterfront. This land use designation allows for the creation of unique neighborhoods that take advantage of Redwood City's bay frontage. The mix of allowed uses includes housing. Public access and open space amenities are required along the waterfront, and internal pedestrian circulation of the

neighborhoods should link to waterfront amenities. The emphasis is on residential development, with commercial uses providing a clear supporting use. The General Plan development standards allow up to 40 residential units per acre with no height limit specified.

The existing Zoning designation for the site is Tidal Plain (TP). The purpose of the TP district is to create a district for the marsh lands adjacent to San Francisco Bay and to permit certain types of development therein of a relatively temporary nature. Permitted uses include agriculture and public parks with a maximum 30' building height limit. The existing zoning designation is not consistent with the site's General Plan land use designation. The proposed new Mixed Use Waterfront (MUW) zoning district would apply to this site and be consistent with the General Plan land use designation.

Proposal Summary:

The development proposes a total of 131 townhome units within 20 three-story buildings. Each unit includes between two and three bedrooms and ranges in size from 1,478 square feet to 1,980 square feet. Some of the units includes an optional roof deck. Building height is proposal at a maximum of 41 feet to the top of the roofline. The site will be raised three feet to address for future sea level rise. The buildings range in height from 55.3' to 56.6' AMSL. Site improvements includes new internal roadways, landscape improvements, construction of the Bay Trail along the perimeter of the site and extension of Blomquist Street from Maple Street to the project site.

The project will require a Zoning Map Amendment, Tentative Parcel Map, Architectural Permit, Condominium Permit, Planned Development Permit, Use Permit, Sign Permit, Development Agreement and Property exchange agreement.

The City has prepared a [Draft Environmental Impact Report](#) (EIR) to evaluate the potential impacts associated with the development. The Draft EIR and appendices are available on the City's website:

<http://www.redwoodcity.org/city-hall/current-projects/development-projects?id=63>

Consistency with San Carlos Airport Land Use Plan:

Staff has evaluated the proposed Mixed Use Waterfront zoning district regulations and the proposed 1548 Maple Street development with the San Carlos Airport Land Use Compatibility Plan (ALUCP). As outlined in the attached maps (Attachment 3). The project is consistent with the ALUCP. Specifically, the subject site is located outside of the Aircraft Noise Contours, outside of the Aircraft Safety Zones and under the height limit established in the Airspace Protection Surfaces. The project will comply with the Real Estate Transfer Disclosure requirement to notify purchasers that the property is located within the vicinity of an airport and that the property may be subject to some of the annoyances or inconveniences associated with proximately to airport operations (noise, vibration, or odors), etc.

If you have any questions or need additional information, please feel free to contact me at lcostasanders@redwoodcity.org or 650-780-7363.

Sincerely,

Lisa Costa Sanders

Lisa Costa Sanders
Contract Principal Planner

MAPLE STREET

REDWOOD CITY, CALIFORNIA
DECEMBER 21, 2017

AAC SUBMITTAL_2 REVISED

CIVIL SUBMIT SEPARATELY

SHEET INDEX

COVER SHEET

ARCHITECTURAL DRAWINGS

- A.01 SITE PLAN (FOR REFERENCE ONLY)
- A.02 UNIT A - FLOOR PLANS
- A.03 UNIT B - FLOOR PLANS
- A.04 UNIT C - FLOOR PLANS
- A.05 UNIT D - FLOOR PLANS
- A.06 UNIT E - FLOOR PLANS
- A.07 UNIT E - END - FLOOR PLANS
- A.08 BLDG A FLOOR PLANS
- A.09 BLDG A ELEVATIONS AND SECTIONS
- A.10 BLDG B FLOOR PLANS
- A.11 BLDG B ELEVATIONS AND SECTIONS
- A.12 BLDG C FLOOR PLANS
- A.13 BLDG C FLOOR PLANS
- A.14 BLDG C ELEVATIONS AND SECTIONS
- A.15 BLDG D FLOOR PLANS
- A.16 BLDG D FLOOR PLANS
- A.17 BLDG D ELEVATIONS AND SECTIONS
- A.18 BLDG E FLOOR PLANS (L SIMILAR)
- A.19 BLDG E ELEVATIONS AND SECTIONS (L SIMILAR)
- A.20 BLDG F FLOOR PLANS
- A.21 BLDG F ELEVATIONS AND SECTIONS
- A.22 BLDG G FLOOR PLANS (I & J SIMILAR)
- A.23 BLDG G ELEVATIONS AND SECTIONS (J SIMILAR)
- A.24 BLDG I ELEVATIONS AND SECTIONS
- A.25 BLDG H FLOOR PLANS
- A.26 BLDG H ELEVATIONS AND SECTIONS
- A.27 BLDG K FLOOR PLANS & ELEVATIONS
- A.28 BLDG M FLOOR PLANS
- A.29 BLDG M ELEVATIONS AND SECTIONS
- A.30 BLDG N FLOOR PLANS
- A.31 BLDG N ELEVATIONS AND SECTIONS
- A.32 BLDG O FLOOR PLANS (P & Q SIMILAR)
- A.33 BLDG O FLOOR PLANS (P & Q SIMILAR)
- A.34 BLDG O ELEVATIONS AND SECTIONS (Q SIMILAR)
- A.35 BLDG P ELEVATIONS AND SECTIONS
- A.36 BLDG R FLOOR PLANS
- A.37 BLDG R ELEVATIONS AND SECTIONS
- A.38 BLDG S FLOOR PLANS
- A.39 BLDG S ELEVATIONS AND SECTIONS
- A.40 BLDG T FLOOR PLANS
- A.41 BLDG T FLOOR PLANS
- A.42 BLDG T ELEVATIONS AND SECTIONS
- A.43 ARCHITECTURE DETAILS
- A.44 SOLAR STUDY - SUMMER SOLSTICE
- A.45 SOLAR STUDY - WINTER SOLSTICE
- A.46 COLOR SCHEMES

LANDSCAPE DRAWINGS

- L1.0 PROPOSED SITE PLAN
- L2.0 PROJECT ENTRY
- L3.0 CENTRAL DRIVE
- L4.0 CENTRAL DRIVE
- L5.0 COURTS
- L6.0 BAY TRAIL
- L7.0 BAY TRAIL
- L8.0 WATERFRONT PARK
- L9.0 OMITTED PAGE
- L10.0 PLANTING PALETTE
- L11.0 PLANTING PALETTE
- L12.0 SIGNAGE

58 TOTAL PAGES

PROJECT DATA:

- NUMBER OF UNITS: 131 CONDOMINIUM TOWNHOMES
- GROSS SITE AREA: 7.9± ACRE
- DENSITY: 16.6 DU / GROSS ACRE
- TYPE OF CONSTRUCTION: R3-VB/NFPA 13R SPRINKLERS
- NUMBER OF STORIES: 4
- EXISTING PARKING STALLS: 195
- PROPOSED GUEST PARKING STALLS: 37 (33 REQUIRED)
- PROPOSED PARKING OFF-SITE: 41
- GARAGE PARKING SPACE: 262 (262 REQUIRED)
- EV CHARGING SPACE: 131 (131 REQUIRED)
- BICYCLE PARKING SPACE: 20



1548 MAPLE STREET				
Unit Mix	SALEABLE S.F.	Bedrooms	Total Bed./Unit	Baths
Unit A	1,889	3	48	3.5
Unit A w/ Roof Deck	1,964	3	54	3.5
Unit B	1,439	2	32	2.5
Unit B w/ Roof Deck	1,533	2	36	2.5
Unit C	1,492	2	54	2.5
Unit C w/ Roof Deck	1,561	2	48	2.5
Unit D	1,446	2	4	2.5
Unit D w/ Roof Deck	1,575	2	2	2.5
Unit E	1,909	3	6	3.5
Unit E w/ Roof Deck	1,985	3	12	3.5
Unit E - END	1,909	3	6	3.5
Unit E - END w/ Roof Deck	1,985	3	3	3.5
TOTAL		131		305

°EINWILLER|RUEHL

LANDSCAPE ARCHITECTURE

STRADA

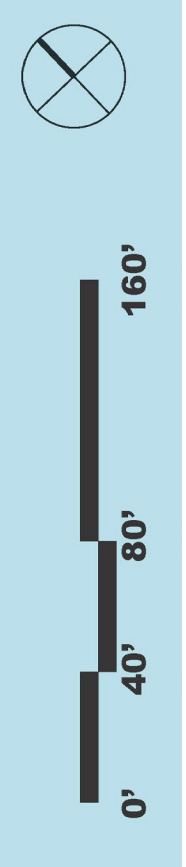
INVESTMENT GROUP

DAHLIN



LEGEND
 B Bike Parking

CS_1-COLOR SCHEME_SAUSALITO
 CS_2-COLOR SCHEME_MONTEREY
 CS_3-COLOR SCHEME_APTOS
 CS_4-COLOR SCHEME_TIBURON
 (SEE A.46 FOR COLOR SCHEMES)



Article 57 Mixed Use Waterfront (MUW) Zoning District

- 57.1 Purpose
- 57.2 Use Regulations
- 57.3 Specific Use Regulations
- 57.4 Development Standards
- 57.5 Design Standards
- 57.6 Vehicular and Bicycle Parking
- 57.7 Open Space and Public Access
- 57.8 New Streets and Pedestrian Walkways
- 57.9 Community Benefits
- 57.10 Measures Addressing Sea Level Rise

57.1 Purpose

- A. This waterfront zoning district provides for housing, marinas, and commercial and recreational uses that support residents and visitors to the waterfront.
- B. Public access, public viewing and habitat restoration along the waterfront are key goals of this district, including:
 - 1. Ensuring public access to the waterfront,
 - 2. Facilitating installation of the Bay Trail,
 - 3. Creating view corridors to the waterfront.
- C. The district shall provide for improved pedestrian, bicycle and water-based transportation options while minimizing the visual impacts of large paved parking lots and vehicular access to the waterfront.
- D. The district shall encourage community benefits that are weighted according to their desirability for waterfront areas and reflecting the limited public transit options in waterfront areas.
- E. The district shall plan for and accommodate a rise in sea level rise by the year 2100 by requiring adaptive capacity for future construction and long-term managed retreat.

57.2 Use Regulations

- A. Allowed Uses. Table 57.2 (Use Regulations for the MUW) indicates the uses permitted (P), conditionally permitted with a Use Permit (C), permitted as an accessory use (A), and not permitted (-) in the Mixed Use Waterfront District.

- B. Uses Not Allowed. Any use not specifically listed in Table 57.2 is prohibited unless the Community Development Director determines that it is compatible and meets the purpose of the district.
- C. Applicable Regulations. Where the last column in the table (Specific Use Regulations) includes a section number, the regulations in the referenced section apply to the use; however, provisions in other sections of the Zoning Ordinance may also apply.

Table 57.2 Use Regulations for the MUW

Land Use	MUW	Specific Use Regulations
RESIDENTIAL and SPECIALTY HOUSING		
Single Family Dwelling	C	
Two-Family Dwelling	C	
Multi-Family Dwelling	P	
Live/Work	C	
Mobile Home Parks	-	
Rooming House	C	
RETAIL and SERVICES		
Drive-Through Retail or Service	-	
Retail Sales, General	P	
Retail Sales, Bulk	-	
Financial Services	P	
Business, Wholesale	-	
Liquor Store	C	
Personal Services, General	P	
Personal Services, Studio	P	
Health/Fitness Club, Small	P	
Health/Fitness Club – Large	C	
Animal-Related Uses	C	
Check Cashing	-	
Vehicle/Equipment Service Repair	C	Limited to water-borne vessels and water-dependent uses.
Vehicle/Equipment Rental and Sales	C	Limited to water-borne vessels and water-dependent uses.
RESTAURANT AND ENTERTAINMENT		
Bars	C	

Entertainment Establishment	C	
Nightclub	C	
Marina	C	
Restaurant	P	
Restaurant with a Drive Through	-	
Recreation, Outdoor Commercial	C	
OFFICE		
Office	-	Accessory office is permitted with permitted and conditionally permitted uses
Research and Development	-	
Medical Office	-	
LODGING		
Hotels/Motels	C	
Long Term Extended Stay	C	
Bed and Breakfast	C	
CARE FACILITIES		
Child Care Centers	C	See Article 39 (Child Care Centers)
Housing for the Elderly	C	
Residential Care Facility, Small	P	
CIVIC		
Assembly/Meeting Facilities	C	
Cultural Institutions	C	
Emergency Shelters	-	
Funeral Homes	-	
Hospitals	-	
Schools	C	

57.3 Specific Use Requirements

- A. Marinas. The following requirements apply to marinas:
1. Water Coverage. At least 50 percent of the total water area within the marina shall be open water. Covered water areas are limited to watercraft, ramps, exitways, docks and piers.
 2. Parking. Only short-term loading areas may be located near the waterfront. Long-term parking areas shall be located away from the waterfront.

3. Public Access. Marinas providing more than 2,000 ft. of moorage space shall provide a public access easement consistent with 57.7(C) (Public Access Easements).
- B. Noise and Air Quality Impacts on Residential Uses. Applications for residential and specialty housing uses shall include an evaluation of the noise and air quality impacts.
1. Air Quality Impacts. The project applicant shall conduct a screening analysis to indicate whether the new receptors will be exposed to roadway Toxic Air Contaminant (TAC) emissions at concentrations exceeding the Bay Area Air Quality Management District (BAAQMD) threshold of significance. If the thresholds are exceeded, the City requires that the applicant incorporate measures into the project design that reduce these risks, consistent with adopted BAAQMD standards.
 2. Noise Impacts. Noise impacts shall be evaluated based on the thresholds established in the General Plan. If the property is located in an area with noise levels of 60 dB CNEL or higher, measures shall be incorporated into the project design to reduce outdoor activity area noise levels to acceptable level.
 3. Findings. The review authority must make an additional finding that the project design includes measures, if required after study and evaluation, that effectively mitigate air quality and noise impacts on the proposed residential uses.

57.4 Development Standards.

Required development standards are included in Table 57.4 (Development Standards for the MUW District).

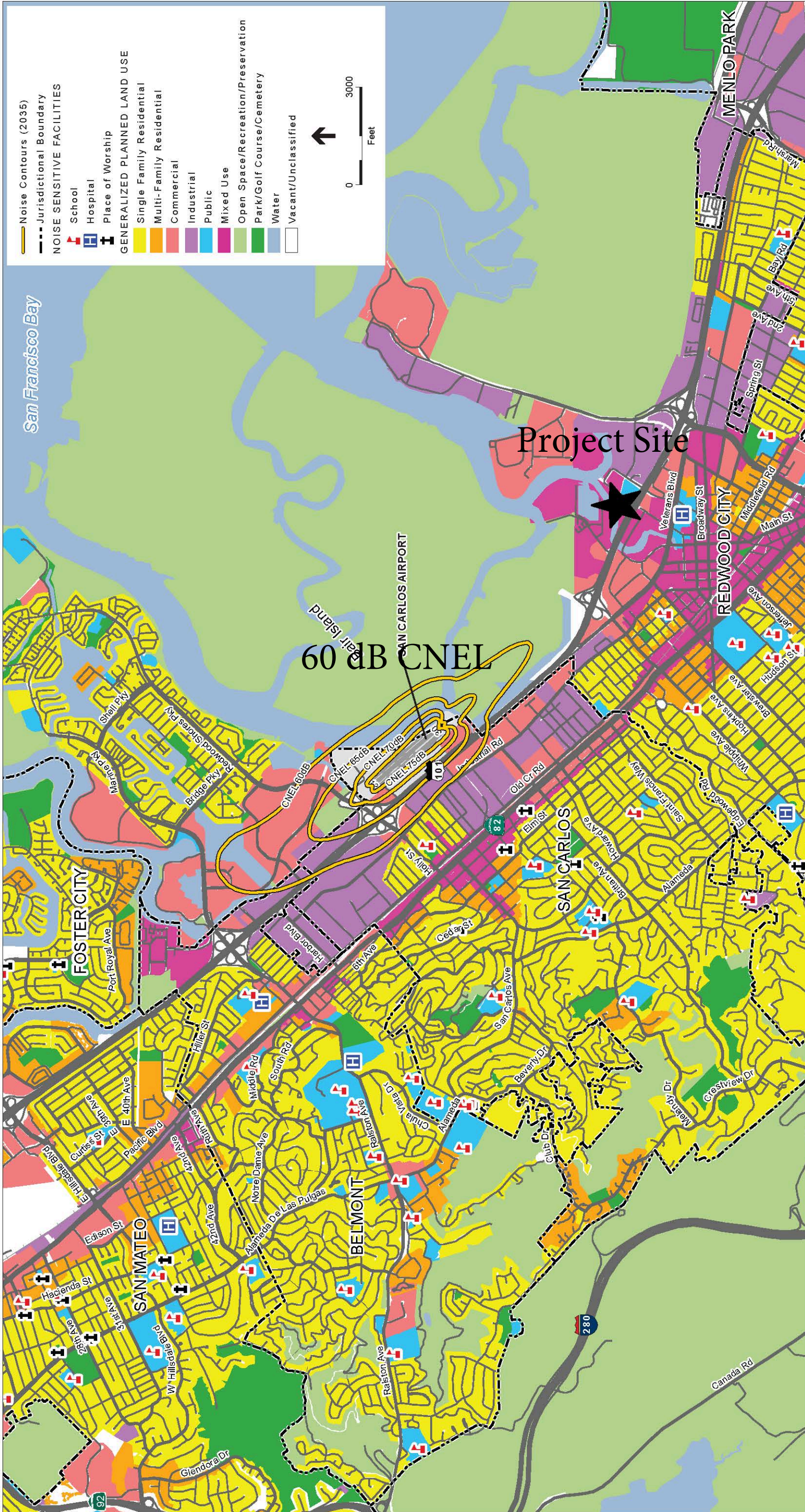
Table 57.4 Development Standards for the MUW District

Mixed Use Waterfront	Required Standards	Bonus Standard with Community Benefits	Additional Regulations
Lot Area	No minimum	-	-
Lot Width	No minimum	-	-
Lot Coverage	60% max.	-	-

Mixed Use Waterfront	Required Standards	Bonus Standard with Community Benefits	Additional Regulations
Floor Area Ratio (FAR)	40% max.	60% max.	Floor area is calculated for commercial uses only and is exclusive of residential square footage.
Residential Density	20 du/acre max.	40 du/acre max.	-
Height	40 ft. max.	55 ft. max.	Height is measured from top of finished grade.
Setbacks	No minimum	-	-
Creek or Waterway Setback	45 ft. min. 55 ft. average	35 ft. min. 40 ft. average	Setback is measured from top of bank at time of project approval.
Distance between Buildings	20 ft.	-	-
Building Length	200 ft. max.	-	Exception
Open Space Requirements	300 sq. ft./unit	-	See Section 57.8 (Open Space and Public Access) for additional requirements.
Pervious Area on the Lot	30% min.	-	-

57.5 Design Regulations

- A. Visual Relationship. Buildings shall be designed to create a strong visual relationship among the buildings and the waterfront, including architectural style and variety among the buildings.



SOURCE: Belmont, 1982; San Mateo County, 1986; Foster City, 1993; Menlo Park, 1994; San Carlos, 2009; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

October 25, 2017

Honorable Mayor Seybert
City of Redwood City
1017 Middlefield Road
Redwood City, CA 94063

Dear Mayor Seybert:

Re: Proposed City of Redwood City Planning Project – 1548 Maple Street

We understand that the City of Redwood City is in the process of reviewing a residential development plan at 1548 Maple Street. The proposed development includes a three-story townhome with 131 residential units, located 1.7 miles southeast from the runway at the busy San Carlos Airport (Airport). While all of Bair Island is significantly impacted by aircraft overflights from the Airport, we are extremely concerned about the proposed development at 1548 Maple Street, also known as "Strada".

The Strada site is directly below the Airport's noise abatement departure from Runway 12. Since the 1990's aircraft have made a 20 degree left turn after departure from Runway 12 to avoid flying over homes after departure (in the 1990's there were no homes under this noise abatement departure – however, Redwood City has since built homes in this area). Strada is also directly below the straight in visual approach to Runway 30, and the GPS approach to Runway 30. Aircraft routinely operate at or below 500 feet over the Strada site. For example, in a recent and typical one week period, the Airport had 1,675 takeoffs and landings. Of those takeoffs, 914 flew over the Strada site at or below an altitude of 500 feet while arriving or departing the Airport.

In July 2013, I sent a similar letter to the Planning Commission requesting that Avigation Easements be recorded on residential units constructed at Pete's Harbor in order to make future owners aware of the presence of aircraft overflights. Redwood City declined that request. Those residents are now enduring overflights and frequently contacting the Airport to complain. In fact, so far in 2017 the Airport has received over 1,942 noise complaints from Redwood City residents (excluding Redwood Shores). Many of these complainants are



TO: Mayor Seybert
RE: Proposed City of Redwood City Planning Project – 1548 Maple Street


DATE: October 25, 2017

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new residents. Avigation Easements would have alerted new owners about the proximity of the Airport and potential noise impacts.

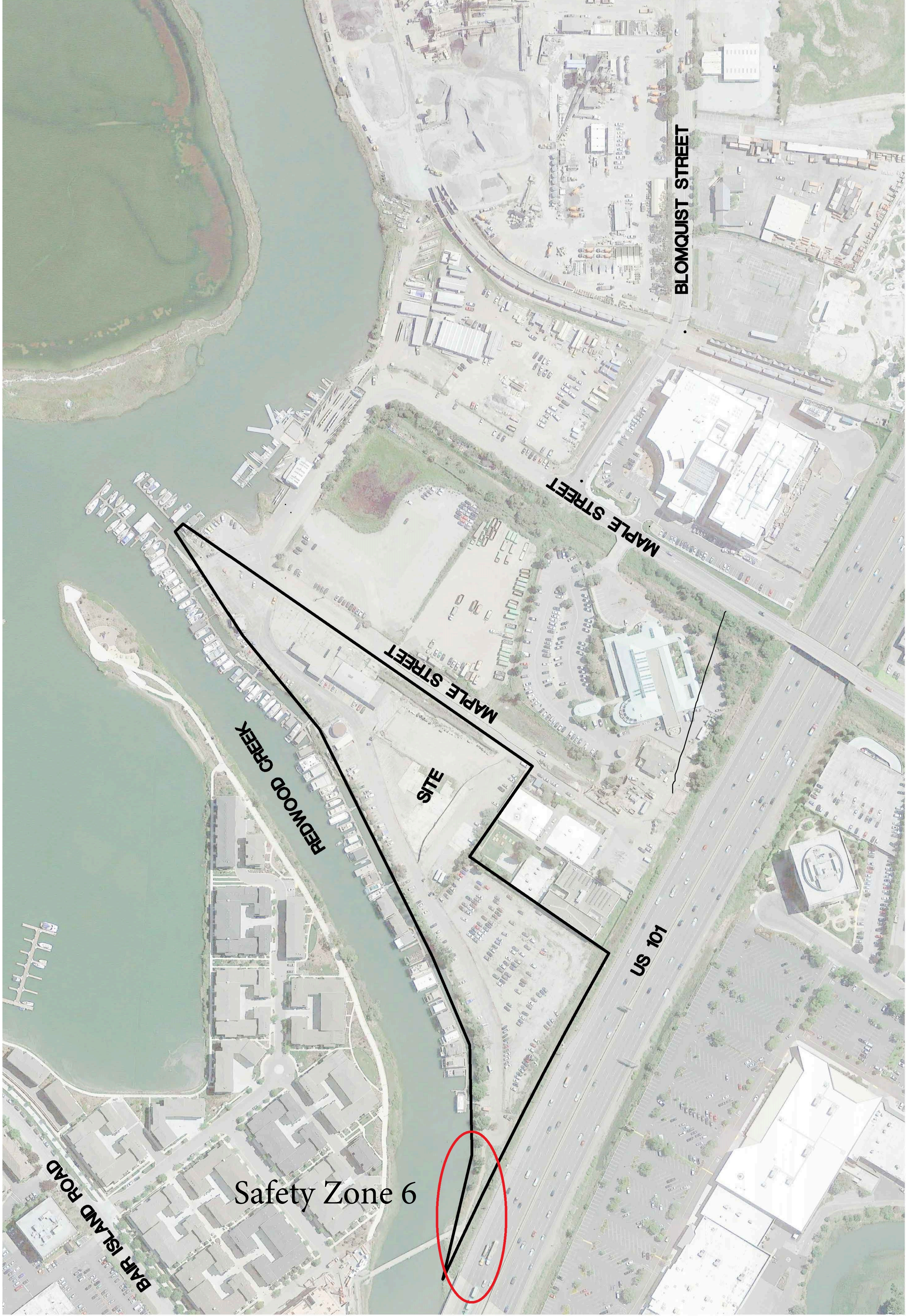
The San Mateo County Airports does not believe that this site is appropriate for residential use. If Strada is built in the proposed location, future residents will be subject to disturbance from aircraft overflights from the Airport. Aircraft disturbance is a significant issue facing our community. San Mateo County Airports urges the City of Redwood City to work towards reducing incompatible land uses near the Airport for residents living in our community.

Best Regards,



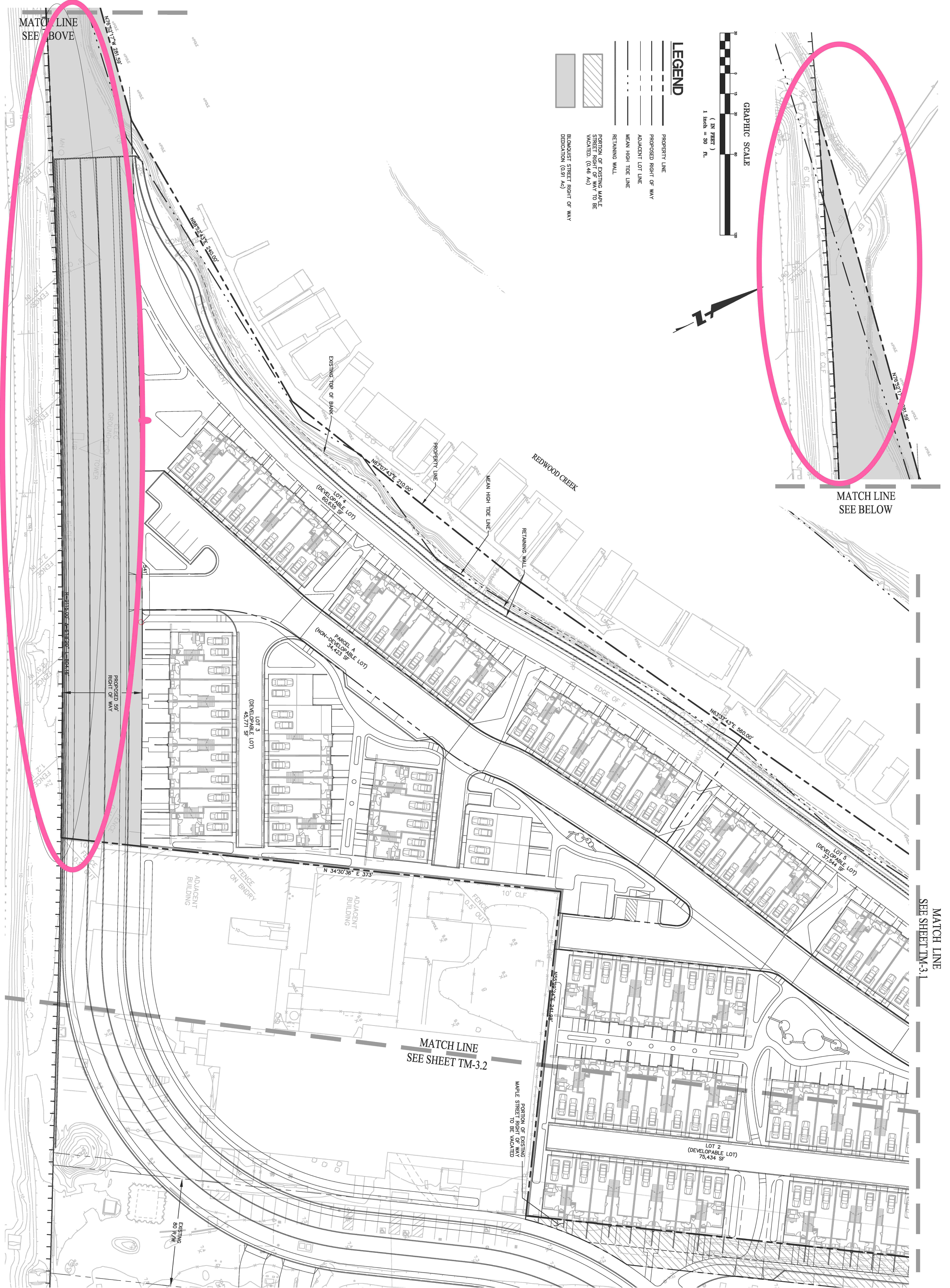
James C. Porter
Director of Public Works

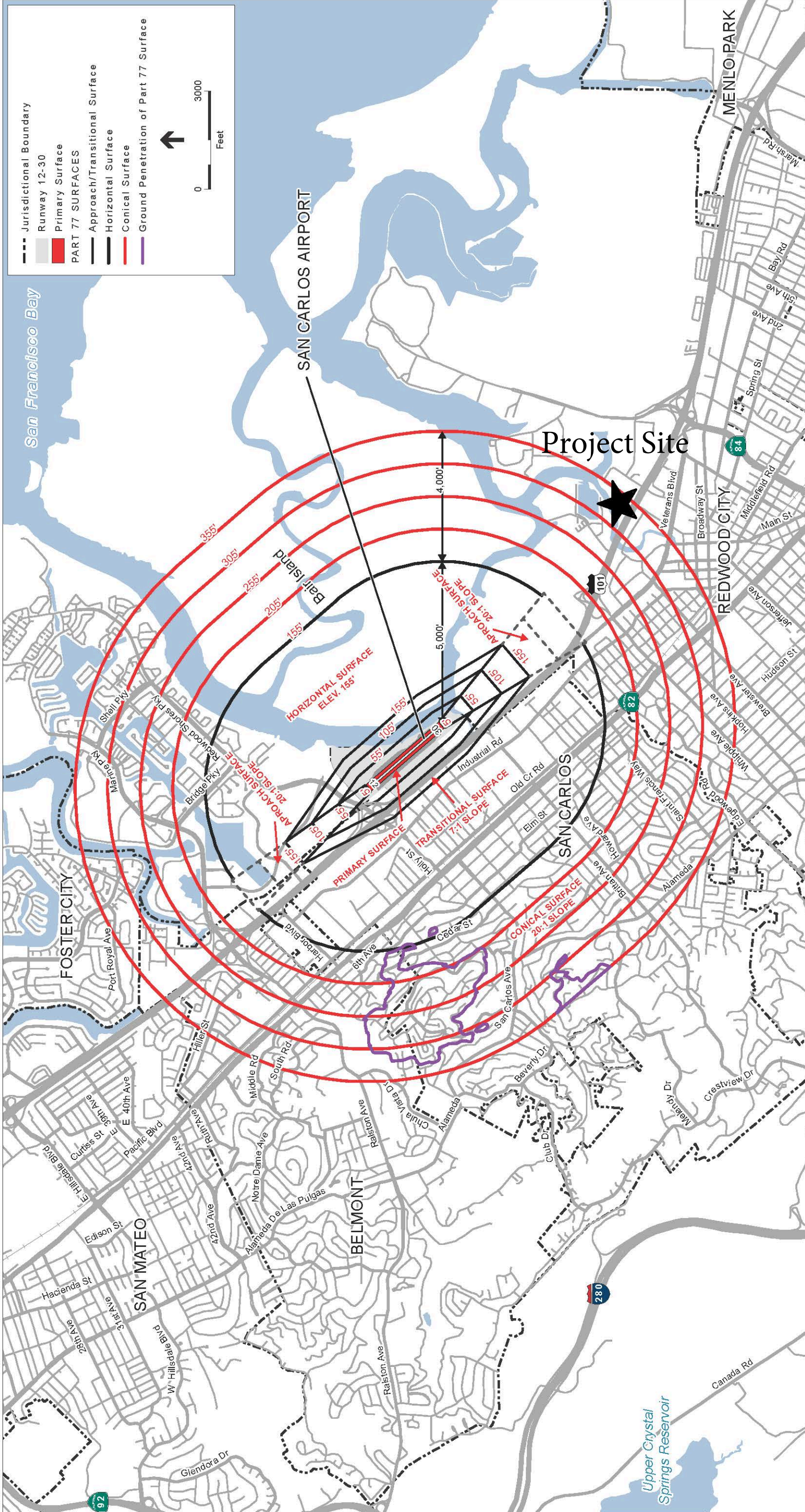
- cc: Nancy Radcliffe, Chair, Planning Commission – City of Redwood City
Don Horsley, San Mateo County Supervisor – District 3
Warren Slocum, San Mateo County Supervisor – District 4
Michael Callagy, Assistant County Manager
Kathleen Wentworth, Senior Advisor – Congresswoman Jackie Speier (CA-14)
Melissa Stevenson-Diaz, City Manager – City of Redwood City
Rochelle Kiner, Deputy Director of Public Works – Administration & Airports
Sandy Wong, C/CAG Executive Director
-
- Carol Ford, President – San Carlos Airport Pilots Association
Jeff Bass, Business Association San Carlos Airport
Gretchen Kelly, Airport Manager



SCALE: NOT TO SCALE

Right of Way Dedication - Blomquist





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