

# 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*

### BOARD MEETING NOTICE

Meeting No. 216

- DATE:** Thursday, September 10, 2009
- TIME:** 7:00 P.M. Board Meeting
- PLACE:** San Mateo County Transit District Office  
1250 San Carlos Avenue, Second Floor Auditorium  
San Carlos, CA
- PARKING:** Available adjacent to and behind building.  
Please note the underground parking garage is no longer open.
- PUBLIC TRANSIT:** SamTrans Bus: Lines 261, 295, 297, 390, 391, 397, PX, KX.  
CalTrain: San Carlos Station.  
Trip Planner: <http://transit.511.org>

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- |       |   |         |
|-------|---|---------|
| 1.0   | CALL TO ORDER/ ROLL CALL  | 7:00 pm |
| 2.0   | PLEDGE OF ALLEGIANCE  | 7:05 pm |
| 3.0   | PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA<br><i>Note: Public comment is limited to two minutes per speaker.</i>   | 7:10 pm |
| 4.0   | RESOLUTIONS OF APPRECIATION / PRESENTATIONS/ ANNOUNCEMENTS  | 7:15 pm |
| 4.1   | RESOLUTIONS OF APPRECIATION   |         |
| 4.1.1 | Review and approval of Resolution 09-45 expressing appreciation to William Dickenson, Councilmember City of Belmont, for his dedicated service on the Utilities and Sustainability Task Force (USTF). ACTION p. 1 |         |
| 4.1.2 | Review and approval of Resolution 09-46 expressing appreciation to Teri Nagel, Councilmember City of Burlingame, for her dedicated service on the Utilities and Sustainability Task Force (USTF). ACTION p. 5     |         |

4.2 PRESENTATION 7:20 pm

4.2.1 Scott Haggerty, Chair, Metropolitan Transportation Commission.

4.2.2 Presentation to William Dickenson, Councilmember City of Belmont, for his service to the Utilities and Sustainability Task Force (USTF).

4.2.3 Presentation to Teri Nagel, Councilmember City of Burlingame, for her service to the Utilities and Sustainability Task Force (USTF).

5.0 CONSENT AGENDA 7:45 pm

*Consent Agenda items are considered to be routine and will be enacted by one motion. There will be no separate discussion on these items unless members of the Board, staff or public request specific items to be removed for separate action*

5.1 Review and approval of the Minutes of Regular Business Meeting No. 215 dated August 13, 2009. ACTION p. 9

5.2 Status Report on the Hydrogen Shuttle for Fourth Quarter and Total FY 08-09. ACTION p. 15

5.3 Review and approval of Memorandum of Understanding between C/CAG, City of East Palo Alto, and City of Menlo Park for the Traffic Study to evaluate traffic operations on Willow Road and University Avenue. ACTION p. 23

5.4 Consideration/ Approval of a recommendation from the C/CAG Airport Land Use Committee (ALUC), Re: Referral from the City of Foster City, Re: Airport Land Use Compatibility Plan (CLUP) consistency review of a General Plan Amendment: *Draft Housing Element (2009)*. ACTION p. 33

5.5 Consideration/ Approval of a recommendation from the C/CAG Airport Land Use Committee (ALUC) Re: Referral from the City of San Carlos, Re: Airport Land Use Compatibility Plan (CLUP) consistency review of the *City of San Carlos 2030 Draft General Plan and Housing Element*. ACTION p. 65

5.6 Consideration/ Approval of a recommendation from the C/CAG Airport Land Use Committee (ALUC), Re: Referral from the City of Redwood City, Re: Airport Land Use Compatibility Plan (CLUP) consistency review of the *City of Redwood City New General Plan*. ACTION p. 93

5.7 Review and approval of Resolution 09-49 authorizing the C/CAG Chair to sign two letters, one to the County and one to the California Integrated Waste Management Board (CIWMB) staff expressing a need for review of the Countywide Integrated Waste Management Plan (CIWMP). ACTION p. 121

*NOTE: All items on the Consent Agenda are approved/accepted by a majority vote. A request must be made at the beginning of the meeting to move any item from the Consent Agenda to the Regular Agenda.*

- 6.0 REGULAR AGENDA
- 6.1 Review and approval of C/CAG Legislative priorities, positions and Legislative update.  
(A position may be taken on any legislation, including legislation not previously identified.) ACTION p. 129 8:00 pm
- 6.2 Review and approval of the starting time for the C/CAG Board Meeting, and the 2010 C/CAG Board Calendar. ACTION p. 131 8:05 pm
- 6.3 Review and approval of Resolution 09-47 authorizing the C/CAG Chair to execute the First Amendment to Memorandum of Understanding for the implementation of the Grand Boulevard Multimodal Transportation Corridor Plan. ACTION p. 135 8:15 pm
- 6.4 Status update and implementation of the San Mateo County Smart Corridors Project. INFORMATION p. 147 8:20 pm
- 6.5 Review and approve Study Item: FY09-10 Workplan for Activities Related to Addressing Housing Supply Shortfall Identified in C/CAG's Housing Needs Study. ACTION p. 149 8:30 pm
- 7.0 COMMITTEE REPORTS 8:45 pm
- 7.1 Committee Reports (oral reports).
- 7.2 Chairperson's Report.
- 8.0 EXECUTIVE DIRECTOR'S REPORT 8:50 pm
- 9.0 COMMUNICATIONS - Information Only 8:55 pm
- Copies of communications are included for C/CAG Board Members and Alternates only. To request a copy of the communications, contact Nancy Blair at 650 599-1406 or [nblair@co.sanmateo.ca.us](mailto:nblair@co.sanmateo.ca.us) or download a copy from C/CAG's website – [www.ccag.ca.gov](http://www.ccag.ca.gov).
- 9.1 Letter from Richard Napier, Executive Director C/CAG, to John L. Martin, Director, San Francisco International Airport, dated 8/11/09. Re: Airport Response to a C/CAG Request for Airport Funding Assistance to Prepare an Update of the Comprehensive Airport/Land Use Compatibility Plan (CLUP) for the Environs of San Francisco International Airport and for the San Mateo Smart Corridors Project. p. 153
- 9.2 Letter from Thomas M. Kasten, C/CAG Chair, to All Councilpersons of San Mateo County Cities and Members of the Board of Supervisors, dated 8/27/09. Re: Vacancy on the Resource Management and Climate Protection Committee. p. 155
- 9.3 Letters from Thomas M. Kasten, C/CAG Chair, to Mr. Paul D. Thayer, Executive Officer, California State Lands Commission, Mr. Bill Sandoval, Chief of Project Implementation - North, Division of Local Assistance, Mr. Bijan Sartipi, District Director, Caltrans District 4, and Mr. Bruce Wolfe, Executive Officer, San Francisco Bay Regional Water Quality Control Board, dated 8/31/09. Re: Thank You - City of Belmont Bicycle Pedestrian Bridge Project. p. 157

9.4 Statement from Mehdi Morshed, Executive Director, California High-Speed Rail Authority, dated 8/26/09. Re: Statement from High-Speed Rail Authority on Court Ruling on Environmental Analysis for San Jose to San Francisco Section. p. 161

10.0 MEMBER COMMUNICATIONS

9:00 pm

11.0 ADJOURN

Next scheduled meeting: October 8, 2009 Regular Board Meeting.

**PUBLIC NOTICING:** All notices of C/CAG Board and Committee meetings will be posted at San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA.

**PUBLIC RECORDS:** Public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the City/ County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making those public records available for inspection. The documents are also available on the C/CAG Internet Website, at the link for agendas for upcoming meetings. The website is located at: <http://www.ccag.ca.gov>.

*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.*

*If you have any questions about the C/CAG Board Agenda, please contact C/CAG Staff:*

*Executive Director: Richard Napier 650 599-1420    Administrative Assistant: Nancy Blair 650 599-1406*

## FUTURE MEETINGS

Sept. 10, 2009	Legislative Committee - SamTrans 2 <sup>nd</sup> Floor Auditorium - 5:30 pm
Sept. 10, 2009	C/CAG Board - SamTrans 2 <sup>nd</sup> Floor Auditorium - 7:00 p.m.
Sept. 15, 2009	NPDES Technical Advisory Committee - TBD - 10:00 a.m.
Sept. 17, 2009	CMP Technical Advisory Committee - SamTrans 2 <sup>nd</sup> Floor Auditorium - 1:15 pm
Sept. 21, 2009	CMEQ Committee - San Mateo City Hall - Conference Room C - 3:00 p.m.
Sept. 24, 2009	Bicycle and Pedestrian Advisory Committee (BPAC) - San Mateo City Hall - Conference Room C - 7:00 p.m.
Sept. 28, 2009	Administrators' Advisory Committee - 555 County Center, 5 <sup>th</sup> Fl, Redwood City - Noon

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Sept. 17, 2009    CMP Technical Advisory Committee - SamTrans 2<sup>nd</sup> Floor Auditorium - 1:15 pm  
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Sept. 28, 2009    Administrators' Advisory Committee - 555 County Center, 5<sup>th</sup> Fl, Redwood City - Noon



# C/CAG AGENDA REPORT

**Date:** September 10, 2009  
**To:** City/County Association of Governments Board of Directors  
**From:** Richard Napier, Executive Director  
**Subject:** Review and approval of Resolution 09-45 expressing appreciation to William Dickenson for his dedicated service to C/CAG on the Utilities and Sustainability Task Force.

(For further information please contact Kim Springer at 599-1412)

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## **RECOMMENDATION**

That the C/CAG Board review and adopt Resolution 09-45 expressing appreciation to William Dickenson for his dedicated service to C/CAG on the Utilities and Sustainability Task Force.

## **FISCAL IMPACT**

Not applicable.

## **SOURCE OF FUNDS**

Not applicable.

## **BACKGROUND/DISCUSSION**

William Dickenson served as an elected official committee member of the Utilities and Sustainability Task Force and gave important input on the development of the San Mateo County Energy Strategy and other energy and water related issues. William Dickenson has been highly appreciated by staff and he will be missed.

## **ATTACHMENTS**

Resolution 09-45

**ITEM 4.1.1**



# C/CAG

City/County Association of Governments  
OF SAN MATEO COUNTY

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## RESOLUTION 09-45

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A RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG)

### HONORING WILLIAM DICKENSON

FOR HIS SERVICE TO THE UTILITIES AND SUSTAINABILITY TASK FORCE (USTF)

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**Resolved**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that,

**Whereas**, William Dickenson has served with distinction as Councilmember of the City of Belmont for four years; and

**Whereas**, William Dickenson has made numerous contributions to the Utilities and Sustainability Task Force and the San Mateo County Energy Strategy, and to San Mateo County.

**Now, therefore**, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to William Dickenson for his service to the Utilities and Sustainability Task Force.

Passed, approved, and adopted this 10th day of September 2009.

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Thomas M. Kasten, C/CAG Chair



# C/CAG AGENDA REPORT

**Date:** September 10, 2009  
**To:** City/County Association of Governments Board of Directors  
**From:** Richard Napier, Executive Director  
**Subject:** Review and approval of Resolution 09-46 expressing appreciation to Terry Nagel for her dedicated service to C/CAG on the Utilities and Sustainability Task Force.

(For further information please contact Kim Springer at 599-1412)

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## **RECOMMENDATION**

That the C/CAG Board review and adopt Resolution 09-46 expressing appreciation to Terry Nagel for her dedicated service to C/CAG on the Utilities and Sustainability Task Force.

## **FISCAL IMPACT**

Not applicable.

## **SOURCE OF FUNDS**

Not applicable.

## **BACKGROUND/DISCUSSION**

Terry Nagel served as an elected official committee member of the Utilities and Sustainability Task Force and gave important input on the development of the San Mateo County Energy Strategy and other energy and water related issues. Terry Nagel has been highly appreciated by staff and she will be missed.

## **ATTACHMENTS**

Resolution 09-46

**ITEM 4.1.2**



# C/CAG

City/County Association of Governments  
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## RESOLUTION 09-46

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A RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG)

### HONORING TERI NAGEL

FOR HER SERVICE TO THE UTILITIES AND SUSTAINABILITY TASK FORCE (USTF)

\*\*\*\*\*

**Resolved**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that,

**Whereas**, Teri Nagel has served with distinction as the Mayor of the City of Burlingame in 2007 and as Councilperson for five years; and

**Whereas**, Teri Nagel has made numerous contributions to the Utilities and Sustainability Task Force and the development of the San Mateo County Energy Strategy, and to San Mateo County.

**Now, therefore**, the Board of Directors of C/CAG hereby resolves that C/CAG expresses its appreciation to Teri Nagel for her services to the Utilities and Sustainability Task Force.

Passed, approved, and adopted this 10th day of September 2009.

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Thomas M. Kasten, C/CAG Chair





# C/CAG

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

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Meeting No. 215  
August 13, 2009

### 1.0 CALL TO ORDER/ROLL CALL

Chair Kasten called the meeting to order at 7:10 p.m. Roll Call was taken.

Jerry Carlson - Atherton  
Sepi Richardson - Brisbane  
Rosalie O'Mahony - Burlingame, San Mateo County Transportation Authority  
David Canepa - Daly City  
Carlos Romero - East Palo Alto  
Linda Koelling - Foster City  
John Muller - Half Moon Bay  
Tom Kasten - Hillsborough  
Kelly Fergusson - Menlo Park  
Gina Papan - Millbrae  
Sue Digre - Pacifica  
Maryann Moise Derwin - Portola Valley  
Diane Howard - Redwood City  
Bob Grassilli - San Carlos  
Brandt Grotte - San Mateo  
Carole Groom - San Mateo County  
Karyl Matsumoto - South San Francisco, San Mateo County Transit District

#### Absent:

Belmont  
Colma  
San Bruno  
Woodside

#### Others:

Richard Napier, Executive Director - C/CAG  
Nancy Blair, C/CAG Staff  
Sandy Wong, Deputy Director - C/CAG  
Lee Thompson, C/CAG - Legal Counsel  
Tom Madalena, C/CAG Staff  
John Hoang, C/CAG Staff  
Jean Higaki, C/CAG Staff  
Joe Kott, C/CAG Staff  
Kim Springer, County of San Mateo

**ITEM 5.1**

Joe LaMariana, County of San Mateo  
Christine Maley-Grubl, Alliance  
Jim Bigelow, Redwood City/San Mateo County Chamber, CMEQ Member  
Jerry Grace, San Lorenzo, CA  
Chuck Cole, Advocation  
Gus F. Khouri, Legislative Advocate, Shaw/Yoder/Antwih, Inc.

2.0 PLEDGE OF ALLEGIANCE

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

*Note: Public comment is limited to two minutes per speaker.*

Jim Bigelow, Redwood City/San Mateo County Chamber, CMEQ Member

Christine Maley-Grubl, Alliance

Jerry Grace, Union City

4.0 RESOLUTIONS OF APPRECIATION / PRESENTATIONS/ ANNOUNCEMENTS

4.1 None.

5.0 CONSENT AGENDA

Board Member Richardson MOVED approval of Consent Items 5.1, 5.2, 5.3, 5.5, 5.7, and 5.8.  
Board Member Howard SECONDED. **MOTION CARRIED** 16-0 -1. Board Member Digre abstained.

5.1 Review and approval of the Minutes of Regular Business Meeting No. 214 dated June 11, 2009.  
APPROVED

5.2 Review and approval of Resolution 09-39 authorizing the C/CAG Chair to execute the Program Manager Funding Agreement with the Bay Area Air Quality Management District (BAAQMD) for the 2009/2010 Transportation Fund for Clean Air (TFCA) (40%) Program for San Mateo County for the receipt of an amount up to \$1,070,722.  
APPROVED

5.3 Review and approval of Resolution 09-40 authorizing the C/CAG Chair to execute a Funding Agreement between C/CAG and the Peninsula Traffic Congestion Relief Alliance (Alliance) in the amount of \$449,000 under the 2009/2010 Transportation Fund for Clean Air (TFCA) Program to provide the Countywide Voluntary Trip Reduction Program.  
APPROVED

5.5 Review and approval of Resolution 09-42 authorizing the C/CAG Chair to execute an agreement between the City/County Association of Governments (C/CAG) of San Mateo County and the Peninsula Traffic Congestion Relief Alliance in the amount of \$509,000 from the Congestion Relief Plan to provide the Countywide Voluntary Trip Reduction Program for FY 2009/2010.  
APPROVED

- 5.7 Second Quarter 2009 status report on the San Mateo County Energy Watch partnership with PG&E. APPROVED
- 5.8 Review and approval of Resolution 09-44 authorizing the C/CAG Chair to execute an agreement with the San Mateo County Transportation Authority (TA) to provide \$3,000,000 in local match for the Traffic Light Synchronization Program (1B State Transportation Bond fund) for the San Mateo County Smart Corridor Project. APPROVED

Items 5.4 and 5.6 were removed from the Consent Calendar.

- 5.4 Review and approval of Resolution 09-41 authorizing the C/CAG Chair to execute the Funding Agreement between C/CAG and the San Mateo County Transit District (SamTrans) in the amount of \$570,000 under the 2009/2010 Transportation Fund for Clean Air (TFCA) Program to provide shuttle services. APPROVED

Board Member Howard MOVED approval of Item 5.4. Board Member O'Mahony SECONDED. MOTION CARRIED 17-0.

- 5.6 Review and approval of Resolution 09-43 authorizing the C/CAG Chair to execute the agreement between C/CAG and the City of San Carlos to provide financial services to C/CAG for an amount not to exceed \$70,600 for FY 09-10. APPROVED

Staff is working with the Finance Committee to make changes to the Investment Strategy. A revised version of the Investment Strategy will be presented at the next Finance Committee meeting.

Staff was directed to provide to the Board:

- Resumes of San Carlos's investment personnel.
- A list of C/CAG's on-going service contracts.

Board Member O'Mahony MOVED approval of Item 5.4. Board Member Koelling SECONDED. MOTION CARRIED 17-0.

## 6.0 REGULAR AGENDA

- 6.1 Review and approval of C/CAG Legislative priorities, positions and Legislative update. (A position may be taken on any legislation, including legislation not previously identified.) ACTION

No action taken.

- 6.1.1 Presentation from Advocation on State Budget and Legislative Issues.

Chuck Cole, Advocation, and Gus F. Khouri, Legislative Advocate, gave an overview on the State Budget, legislative issues, and answered questions.

- 6.2 Review and approval of Resolution 09-37 authorizing the C/CAG Chair to execute an agreement with the County of San Mateo for staff time to provide professional support services for the Resource Management and Climate Protection Committee, Countywide Recycling Committee, Countywide Green Business Program and Countywide Green Building Ordinance Work for a not-to-exceed amount of \$90,000.

Staff was directed to come back, to a future C/CAG Board meeting, with specific information requested by the Board.

- 6.3 Review and approval of the Draft 2009 Congestion Management Program (CMP) and Monitoring Report and authorize its release for distribution for comments. APPROVED

After receiving comments from the cities, staff will provide an updated draft for the Board's approval. The Board requests the next draft be mailed, with enough time, that the Board has more than one week to review it.

Board Member Papan MOVED approval of Item 6.3. Board Member Koelling SECONDED. MOTION CARRIED 17-0.

- 6.4 Status Report on the American Recovery and Reinvestment Act (ARRA) funded transportation projects and authorize the Executive Director to program project cost APPROVED

Board Member Grotte MOVED approval of Item 6.4. Board Member Richardson SECONDED. MOTION CARRIED 17-0.

- 6.5 Executive Director Presentation on the C/CAG's FY 08-09 Performance. INFORMATION

C/CAG's Executive Director gave an overall view of C/CAG's accomplishments over FY 08-09, and acknowledged C/CAG staff for their contributions.

## 7.0 COMMITTEE REPORTS

- 7.1 Committee Reports (oral reports).

None.

- 7.2 Chairperson's Report.

None.

## 8.0 EXECUTIVE DIRECTOR'S REPORT

None.

## 9.0 COMMUNICATIONS - Information Only

Copies of communications are included for C/CAG Board Members and Alternates only. To request a copy of the communications, contact Nancy Blair at 650 5991406 or [nblair@co.sanmateo.ca.us](mailto:nblair@co.sanmateo.ca.us) or download a copy from C/CAG's website – [www.ccag.ca.gov](http://www.ccag.ca.gov).

- 9.1 Letter from Richard Napier, Executive Director C/CAG, to Cookab Hashemi, Chief of Staff, Office of Congresswoman Jackie Speier (CA-12), dated 6/08/09. Re: Thank you.
- 9.2 Letter from Assembly Member Noreen Evans, Vice Chair, Joint Budget Conference committee, dated 6/05/09. Re: Borrowing Gas Taxes to Close the budget Gap is Fiscally Reckless.
- 9.3 Letter from Thomas M. Kasten, C/CAG Chair, to Honorable Noreen Evans, Chair, Budget Conference Committee, California State Assembly, dated 6/11/09. Re: Opposition to Local Gas Tax Fund Diversion.
- 9.4 Letter from Thomas M. Kasten, C/CAG Chair, to Honorable Jackie Speier, California 12<sup>th</sup> Congressional District, dated 7/08/09. Re: Thank you - HPP for the 2009 Transportation Reauthorization.
- 9.5 Letter from Thomas M. Kasten, C/CAG Chair, to Honorable Anna Eshoo, U.S. House of Representatives, dated 6/08/09. Re: Thank you - HPP for the 2009 Transportation Reauthorization.
- 9.6 Letter from Thomas M. Kasten, C/CAG Chair, to Honorable Christine Krolik, Mayor, Town of Hillsborough, dated 6/23/09. Re: C/CAG Board Action: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral from the Town of Hillsborough. Re: General Plan Amendment: Housing Element 2007-2014 Final Administrative Draft March 27, 2009.
- 9.7 Letter from Thomas M. Kasten, C/CAG Chair, to Honorable Karyl Matsumoto, Mayor, City of South San Francisco, dated 6/23/09. Re: C/CAG Board Action: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral from the City of South San Francisco. Re: General Plan Amendment – *South El Camino Real Corridor*.
- 9.8 Letter from Thomas M. Kasten, C/CAG Chair, to Honorable Ann Keighran, Mayor, City of Burlingame, dated 7/07/09. Re: C/CAG Board Action: Comprehensive Airport land Use Compatibility Plan (CLUP) Consistency Review of a Referral from the City of Burlingame. Re: General Plan Amendment: *Draft Housing Element 2009-2014*.
- 9.9 Letter from Thomas M. Kasten, C/CAG Chair, to Honorable Karyl Matsumoto, Mayor, City of South San Francisco, dated 7/07/09. Re: C/CAG Board Action: Comprehensive Airport land Use Compatibility Plan (CLUP) Consistency Review of a Referral from the City of South San Francisco. Re: General Plan Amendment: *Draft Housing Element May 2009*.
- 9.10 Letter from Richard Napier, Executive Director C/CAG, to Adrienne Tissier, MTC Commissioner, Sue Lempert, MTC Commissioner, dated: 7/07/09. Re: Response to MTC Framework for STP/CMAQ Programming for the next Federal Transportation Act.
- 9.11 Letter from Richard Napier, Executive Director C/CAG, to Steve Heminger, Executive Director, Metropolitan Transportation Commission, dated 7/06/09. Subject: Support for US 101/Broadway Interchange project for TIGER Grant Funding.

- 9.12 Letters from Richard Napier for Bob Grassilli, to Honorable Jerry Hill, Member of the California State Assembly, 19<sup>th</sup> District, Honorable Fiona Ma, Member of the California State Assembly, 12<sup>th</sup> District, Honorable Ira Ruskin, Member of the California State Assembly, 21st District, Honorable Joe Simitian, Member of the California State Senate, 11th District, Honorable Leland Y. Yee, Member of the California State Senate, 8th District, dated 7/22/09. Re: Proposed State Budget.
- 9.13 Letter from John L. Martin, Airport Director, San Francisco International Airport, dated 7/16/09. Subject: C/CAG Funding Support.
- 9.14 Page from Miramarevents.com, dated 7/15/09. Re: C/CAG Ford E-450 H2ICE Shuttle Demonstration Project ... Riding into the Future.
- 9.15 Hinderliter de Llamas and Associates, dated 6/10/09. Re: San Mateo County Sales Tax Allocation Totals - First Quarter Comparison.

#### 10.0 MEMBER COMMUNICATIONS

Board Member Matsumoto requested staff to provide a detailed list of out-standing contracts, showing:

- The amount of the contract.
- What the contract is for.
- With whom the contract is with.
- The timeframe of the contract.

Board Member O'Mahony thanked the Executive Director for the amount of help he provided to the City of Burlingame's staff with respect to the infrastructure problems in Burlingame, and his help with the Auxiliary Lane project. At present project is under budget and is ahead of schedule.

#### 11.0 ADJOURN

The meeting adjourned at 9:37 p.m.

## C/CAG AGENDA REPORT

Date: September 10, 2009  
TO: C/CAG Board of Directors  
From: Richard Napier - C/CAG  
Subject: Status Report on the Hydrogen Shuttle for Fourth Quarter and Total FY 08-09

(For further information or response to question's, contact Richard Napier at 650 599-1420)

---

### Recommendation:

That the C/CAG Board of Directors receive the status report on the Hydrogen Shuttle for FY 08-09.

### Fiscal Impact:

Funding for the Hydrogen Shuttle comes from the Congestion Management program of the DMV Fee Program. The Transportation Authority provides matching funds.

### Revenue Source:

C/CAG Motor Vehicle Fee.

### Background/ Discussion:

The East Palo Alto Hydrogen Shuttle has met or exceeded expectations. The Hydrogen Shuttle was placed into service in December 2007 and has been operating continuously since, except for some minor servicing and when fuel was not available. It operates between downtown East Palo Alto and the Palo Alto Caltrain Station. The shuttle operates in the AM commute hours only. Typically the shuttle is near capacity of 8-10 riders per trip from the Caltrain station. Total ridership from April 09 to June 09 was 2,301. FY 08-09 ridership was 8,621. No major issues have been experienced. Out of hydrogen fuel for several months. Specific performance measures achieved include the following:

<u>Measure</u>	<u>Objective</u>	<u>Actual</u>
Cost for FY 08-09	\$170,000	\$85,000 Projected for Year
Ridership	75%	>75%
Total Ridership	N/A	2,301 4 <sup>th</sup> Qtr 8,621 FY 08-09
In Service	70%	86%
Mileage	5 miles per kg	8.2 miles per kg

ITEM 5.2

Total Miles

NA

2,983.6 4<sup>th</sup> Qtr  
10,000 Estimate for Yr)

Given that the Ford Hydrogen Shuttle is an experimental vehicle, the overall performance has been excellent. The ridership is down slightly over the prior year due to route changes. The cost to operate and maintain the Hydrogen Shuttle has been significantly less than projected and achieved very good ridership.

**Attachment:**

C/CAG - Hydrogen Demonstration Shuttle Report FY 2008-09





**C/CAG – Hydrogen Demonstration  
Shuttle Report  
FY 2008-2009  
Fourth Quarter  
April 2009 – June 2009**

**Report prepared by:**

Michael Stevenson  
Shuttle Program Manager  
Peninsula Traffic Congestion Relief Alliance  
1150 Bayhill Drive, Suite 107  
San Bruno, CA 94066

650.588.8170  
[mike@commute.org](mailto:mike@commute.org)



## C/CAG Hydrogen Demonstration Shuttle Report FY 08-09 Q4

### Hydrogen Demonstration Shuttle – Operating on East Palo Alto Community Caltrain – Morning Bus 1 Only

The Alliance has administrative responsibilities for the new Hydrogen Demonstration Shuttle (H2). The shuttle is provided by a grant from the California Air Resource Board and is subsidized locally by the City/County Association of Governments of San Mateo County as well as the San Mateo County Transportation Authority.

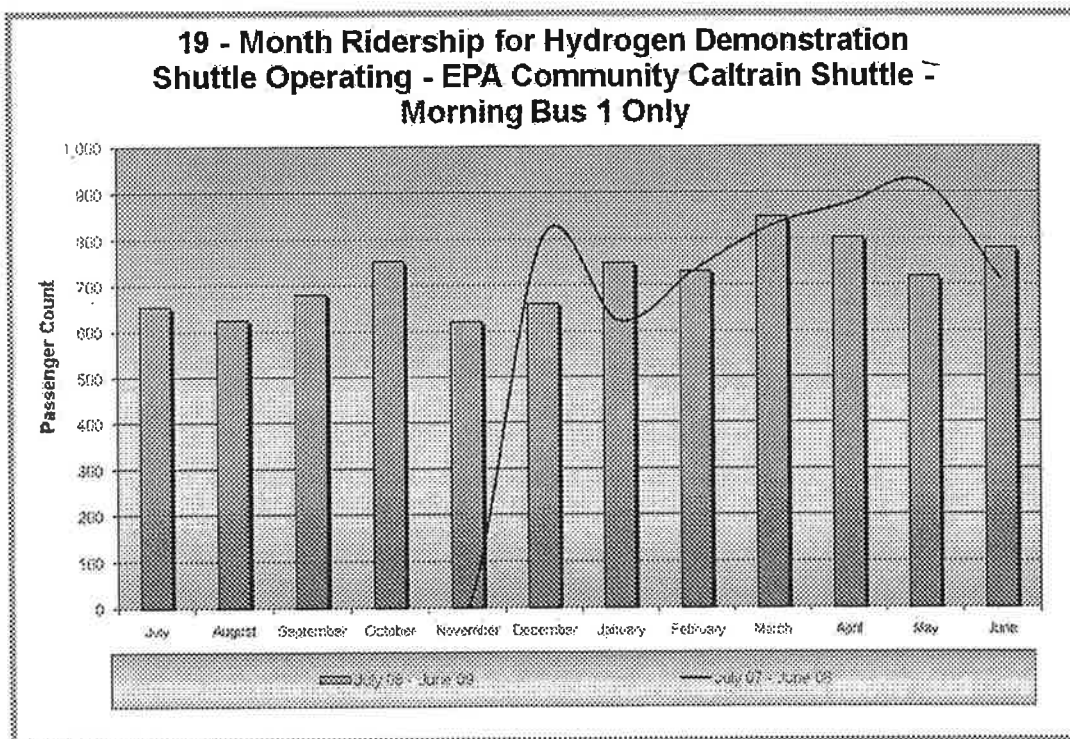


Figure 1

The service connects the Palo Alto Caltrain Station to the East Palo Alto community. The H2 seats eight passengers and has the ability to transport two wheelchair bound passengers. The vehicle is fueled by hydrogen at Santa Clara Valley Transportation Authority's (VTA) fueling facility in San Jose.

When the H2 is down for repairs, a wheelchair lift-equipped, 20-passenger gasoline or diesel shuttle with a particulate trap operates the four morning, weekday, commute hour trips with reduced vehicle emissions.



The vehicle began operating on the East Palo Alto Community Caltrain shuttle route as the first of two morning vehicles in December 2007. This shuttle only operates the morning shift, while fuel range and vehicle reliability are tested. The Alliance does not have management responsibilities for the shuttle route itself. The service is managed by the city of East Palo Alto.

The Hydrogen Demonstration shuttle (and/or its replacement) carried a total 2,301 quarterly (Figure 1) or 36 average weekday morning riders in Q4. This is a -8.4% change compared to the year ago period. The route (shift) transported 10.1 riders per service hour, while eliminating 2,045 SOV trips. The EFR and CPP averaged 11.9% and \$8.39 respectively. As the purpose of the demonstration project is to gain operating data from the test platform, cost statistics are not emphasized. The hydrogen fuel expense is not included in the above statistics.

Based on the vendor invoice, the H2 operated 54 of the available 64 service days (86% in service). The vehicle operated 2,983.6 miles during the quarter or 183 hours 52 minutes according to the telemetry. The vehicle also consumed 366.1 KG of hydrogen, while averaging 50.6 miles per in service day. This equates to an average 8.2 miles per kilogram of hydrogen fuel. At \$25 per kilogram of hydrogen, the fuel expense for the demonstration project is \$3.07 per mile.

In addition, the demonstration vehicle participated in four events in the months of April and May. It was at the Pacific Coast Dream Machines in Half Moon Bay, the Earth Day event in Belmont, a Green Transportation Fair in Redwood City and the SFO ribbon cutting event for the planned hydrogen fuel station.

Shuttle management regularly met with the vendor to discuss various shuttle related items.

## **Marketing**

- Staff attended the East Palo Alto Transportation meeting on 4/21/09 to discuss the Hydrogen Shuttle and other East Palo Alto Shuttles.

Peninsula Traffic Congestion Relief Alliance Shuttle Summary FY 08/09 Q4



<sup>1</sup> >25% EFR & <\$4 CPP  
<sup>2</sup> >20% EFR & <\$5 CPP  
<sup>3</sup> >10% EFR & <\$10 CPP  
<sup>4</sup> < \$6 CPP & >10 Riders/hr

<sup>5</sup> < \$15 CPP  
<sup>6</sup> 7-day service.

<sup>CC</sup> City/County Association of Governments of San Mateo County  
<sup>ST</sup> San Mateo Transit District

<sup>TA</sup> San Mateo County Transportation Authority  
<sup>TF</sup> Transportation Fund for Clean Air  
<sup>CY</sup> City Contributions  
<sup>P</sup> Participant Contributions

<sup>AC</sup> Alliance Contract or Lead Employer  
<sup>CC</sup> City Contract or Lead Employer  
<sup>JPB</sup> Peninsula Corridor Joint Powers Board Contract  
<sup>FS</sup> Fuel Surcharge Invoiced Route

Route	Service Category	Ridership (Qtr / Yr)	Yr Ago % Chg (Qtr / Yr)	ADR (Qtr / Yr)	Rider/Hr (Qtr / Yr)	Trip Cap. (Seated)	Avg. Trip Riders	Trips > 75% Cap.	Peak Cap %	Daily Rate (Actual) (Qtr / Yr)	Daily Rate (w/o Fuel) (Qtr / Yr)	EFR (Actual) (Qtr / Yr)	EFRw/o (w/o fuel) (Qtr / Yr)	CPP (Actual) (Qtr / Yr)	CPPw/o (w/o fuel) (Qtr / Yr)	SOV	Trips Elim.
Bris: Bayshore/Brisbane (Service began 5/08)	Caltrain	2,637 11,362	N/A N/A	41 45	7.0 0.0	20 21	5.9 6.4	0.0%	70.0%	\$ 338.71 \$ 338.71	\$ 338.71 \$ 338.71	12.1% 13.3%	12.1% 13.3%	\$ 8.26 \$ 7.53	\$ 8.26 \$ 7.53		2,469 11,194
Bris: Crocker Park (Service began 1994)	BART - Caltrain 3 Buses	17,076 76,034	-20.1% -10.6%	267 300	14.3 17.8	30 35	14.0 16.0	12.5%	125.7%	\$ 913.13 \$ 905.81	\$ 913.13 \$ 904.49	29.2% 33.1%	29.2% 33.2%	\$ 3.42 \$ 3.02	\$ 3.42 \$ 3.01		15,812 71,556
Bur: Bayside (Alliance Managed 2002)	BART - Caltrain	8,062 32,883	0.5% 6.6%	126 129	22.2 22.7	20 20	11.5 11.7	27.3%	100.0%	\$ 378.19 \$ 369.59	\$ 378.19 \$ 369.59	33.3% 34.9%	33.3% 34.9%	\$ 3.00 \$ 2.87	\$ 3.00 \$ 2.87		7,358 30,078
Bur: North Burlingame (Service began 2003)	BART - Caltrain	3,397 16,044	15.3% 16.7%	53 63	7.4 9.0	20 20	3.7 3.9	6.3%	180.0%	\$ 380.64 \$ 379.72	\$ 380.64 \$ 379.72	13.7% 16.6%	13.7% 16.6%	\$ 7.32 \$ 6.03	\$ 7.32 \$ 6.03		2,273 11,964
Bur: Trolley (Alliance managed 2002)	Community	8,854 41,415	-32.3% -12.3%	97 114	10.6 12.3	32 32	7.5 8.8	0.0%	78.1%	\$ 514.02 \$ 512.74	\$ 514.02 \$ 499.04	18.9% 22.2%	18.9% 22.2%	\$ 5.30 \$ 4.50	\$ 5.30 \$ 4.50		7,671 36,640
CCAG: Hydrogen (Service began 12/07)	Caltrain	2,301 8,621	-8.4% N/A	56 38	10.1 0.0	8 0	5.3 5.3	75.0%	225.0%	\$302.00 \$289.75	\$302.00 \$289.75	11.9% 11.7%	11.9% 11.7%	\$ 8.39 \$ 8.52	\$ 8.39 \$ 6.52		2,045 7,601
FC: Lincoln Centre (Alliance managed 2003)	Caltrain	8,305 38,688	-22.2% 9.5%	130 152	20.2 23.5	28 20	13.0 15.2	20.0%	121.4%	\$ 430.08 \$ 420.41	\$ 430.08 \$ 420.41	30.2% 36.2%	30.2% 36.2%	\$ 3.31 \$ 2.77	\$ 3.31 \$ 2.77		7,665 36,138
FC: North Foster City (Alliance managed 2003)	BART - Caltrain	3,892 19,904	-29.3% -4.5%	62 78	11.3 13.1	20 20	9.0 11.2	12.5%	105.0%	\$ 345.74 \$ 375.56	\$ 345.74 \$ 368.92	17.9% 20.8%	17.9% 21.1%	\$ 5.58 \$ 4.81	\$ 5.58 \$ 4.73		3,544 18,119
FC: Blue Line (Alliance managed 2003)	Community	4,743 23,182	-25.9% -13.6%	74 91	12.9 15.8	20 20	7.4 9.1	0.0%	120.0%	\$ 316.48 \$ 317.83	\$ 316.48 \$ 311.88	23.4% 28.6%	23.4% 29.2%	\$ 4.28 \$ 3.49	\$ 4.28 \$ 3.43		4,039 20,377
FC: Red Line (Alliance managed 2003)	Community 2 Buses 12/08	12,799 52,133	3.7% 8.2%	200 304	16.6 23.5	40 20	20.0 20.4	10.0%	137.5%	\$ 808.68 \$ 800.38	\$ 808.68 \$ 994.20	24.7% 34.0%	24.7% 34.3%	\$ 4.04 \$ 2.94	\$ 4.04 \$ 2.91		12,021 50,263
RWC: Mid Point (Service began 4/07)	Caltrain	4,792 14,672	40.7% 36.7%	75 58	12.8 9.8	20 20	5.8 4.4	7.7%	110.0%	\$ 366.99 \$ 370.70	\$ 366.99 \$ 364.32	20.4% 15.6%	20.4% 15.9%	\$ 4.89 \$ 6.39	\$ 4.89 \$ 6.28		3,960 11,293
RWC: Climate Best Express (Service began 5/06)	Community	1,620 5,656	N/A N/A	25 22	4.2 44.7	20 20	0.0 0.0	N/A	N/A	\$ 375.12 \$ 377.61	\$ 375.12 \$ 372.39	6.7% 5.8%	6.7% 5.9%	\$ 15.00 \$ 17.16	\$ 15.00 \$ 16.93		

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Peninsula Traffic Congestion Relief Alliance Shuttle Summary FY 08/09 Q4



<sup>1</sup> >25% EFR & <\$4 CPP  
<sup>2</sup> >20% EFR & <\$5 CPP  
<sup>3</sup> >10% EFR & <\$10 CPP  
<sup>4</sup> < \$6 CPP & >10 Riders/hr

<sup>5</sup> < \$15 CPP  
<sup>6</sup> 7-day service

<sup>CG</sup> City/County Association of Governments of San Mateo County  
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<sup>FS</sup> Fuel Surcharge Invoiced Route

Route	Service Category	Ridership (Qtr / Yr)	Yr Ago % Chg (Qtr / Yr)	ADR (Qtr / Yr)	Rider/Hr (Qtr / Yr)	Trip Cap. (Seated)	Avg. Trip Riders	Trips > 75% Cap.	Peak Cap %	Daily Rate (Actual) (Qtr / Yr)	Daily Rate (w/o Fuel) (Qtr / Yr)	EFR (Actual) (Qtr / Yr)	EFRw/o (w/o fuel) (Qtr / Yr)	CPP (Actual) (Qtr / Yr)	CPPw/o (w/o fuel) (Qtr / Yr)	SOV	Trips Elim.
SM: Campus Area <sup>1, TA, CV, P, JPB</sup> (Alliance managed 2002)	Caltrain	3,389 15,642	-24.7% -6.7%	53 61	8.8 10.2	24 24	5.9 6.8	0.0%	54.2%	\$ 401.69 \$ 392.56	\$ 401.69 \$ 392.56	13.2% 15.5%	13.2% 15.5%	\$ 7.58 \$ 6.44	\$ 7.58 \$ 6.44		2,749 13,092
SM: Marinert Island <sup>1, TA, P, JPB</sup> (Alliance managed 2005)	Caltrain	7,953 46,319	-48.9% -3.7%	124 182	17.8 25.7	28 20	11.3 18.5	18.2%	103.8%	\$ 470.66 \$ 459.96	\$ 470.66 \$ 459.96	26.3% 39.6%	26.3% 39.6%	\$ 3.80 \$ 2.53	\$ 3.80 \$ 2.53		7,248 43,518
SM: Norfolk Area <sup>1, TA, CV, JPB, CC</sup> (Alliance managed 2002)	Caltrain	2,420 11,575	-14.5% 6.7%	38 45	6.2 7.5	20 20	5.4 6.5	0.0%	65.0%	\$ 403.89 \$ 394.71	\$ 403.89 \$ 394.71	9.4% 11.4%	9.4% 11.4%	\$ 10.63 \$ 8.77	\$ 10.63 \$ 8.77		1,908 9,535
SSF: Oyster Point <sup>1, ST, P, AC, FS</sup> (Service began 1998)	BART 2 Buses	6,954 23,285	30.8% -14.7%	109 131	9.4 11.3	20 20	6.4 7.7	0.0%	65.0%	\$ 722.11 \$ 732.65	\$ 722.11 \$ 716.75	15.1% 17.9%	15.1% 18.3%	\$ 6.62 \$ 5.59	\$ 6.62 \$ 5.47		5,866 28,967
SSF: Oyster Point <sup>1, TA, P, AC, FS</sup> (Service began 2000)	Caltrain	4,089 20,018	-34.7% -17.8%	64 79	9.3 11.4	20 20	4.6 5.6	7.1%	100.0%	\$ 430.14 \$ 431.18	\$ 430.14 \$ 427.01	14.9% 18.3%	14.9% 18.5%	\$ 6.72 \$ 5.46	\$ 6.72 \$ 5.41		3,193 16,448
SSF: Utah-Grand <sup>1, ST, P, AC, FS</sup> (Service began 1998)	BART 2 Buses	8,795 27,992	-12.4% -4.2%	106 110	8.6 8.9	20 20	5.0 6.1	0.1%	80.0%	\$ 777.53 \$ 762.12	\$ 777.53 \$ 771.46	13.6% 14.3%	13.6% 14.3%	\$ 7.93 \$ 7.11	\$ 7.93 \$ 7.61		8,443 22,420
SSF: Utah-Grand <sup>1, TA, P, AC, FS</sup> (Service began 2000)	Caltrain	3,987 17,223	-6.8% 8.6%	62 68	7.9 8.6	20 20	4.4 4.5	6.7%	90.0%	\$ 490.78 \$ 492.74	\$ 490.78 \$ 487.21	12.6% 13.8%	12.6% 14.0%	\$ 7.92 \$ 7.25	\$ 7.92 \$ 7.16		3,027 13,398
SSF: Dasher Taxi <sup>1, P</sup> (Service began 2000)	Employer Taxi	225 818	20.2% -41.3%	4 3		4 4				\$ 17.66 \$ 18.04							
<b>Combined Totals</b>	<b>QTR 12-Mon.</b>	<b>114,281 513,466</b>	<b>-24.4% -6.4%</b>	<b>1,745 1,969</b>	<b>217.4 275.9</b>	<b>432 404</b>	<b>146.3 167.0</b>			<b>\$ 9,166.38 \$ 8,960.77</b>	<b>\$ 9,166.38 \$ 8,863.07</b>						<b>98,492 453,597</b>

Definitions:

CPP - Cost per Passenger

EFR - Equivalent Fare Box Ratio - If each rider paid \$1, ratio shows percentage of operating budget would be supported by fares only - in theory.

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# C/CAG AGENDA REPORT

**Date:** September 10, 2009  
**To:** City/County Association of Governments Board of Directors  
**From:** Richard Napier, Executive Director  
**Subject:** Review and approval a Memorandum of Understanding between C/CAG, City of East Palo Alto, and City of Menlo Park for the Traffic Study to evaluate traffic operations on Willow Road and University Avenue

(For further information contact John Hoang at 363-4105)

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## RECOMMENDATION

That the C/CAG Board review and approve a Memorandum of Understanding between C/CAG, City of East Palo Alto, and City of Menlo Park for the Traffic Study to evaluate traffic operations on Willow Road and University Avenue, in accordance with staff recommendation.

## FISCAL IMPACT

None

## SOURCE OF FUNDS

N/a

## BACKGROUND/DISCUSSION

The 2020 Gateway Study, completed in July 2008, evaluated potential traffic improvements and identified near, medium and long-term options for addressing congestion issues relating to the approaches to the Dumbarton Bridge and Highway 101 between Routes 84 and 85. A subsequent Action Plan was developed and presented to the cities involved with the Study (Menlo Park, Atherton, East Palo Alto, Redwood City, and Palo Alto City) in addition to the Santa Clara Valley Transportation Authority and the C/CAG Board (on 3/9/09).

Based on inputs received, staff developed a Work Plan that included a list of projects with the potential to be developed, constructed, and implemented in the near term (within 5 years). The following are proposed projects (all near-term) that have been identified for Phase 2 implementation:

- Traffic study/evaluate traffic operations on Willow Road and University Avenue (Menlo Park and East Palo Alto)
- Willow Road signal timing (Menlo Park)
- University Ave./Bell St. signal modification (East Palo Alto)
- Signage and pavement delineation along University Avenue (East Palo Alto)

**ITEM 5.3**

- Upgrade signal interconnect and traffic signal timing along East Bayshore Rd., and Donohue St., and University Ave. (East Palo Alto)
- Geometric improvements at University Ave./Bay Road (East Palo Alto)

One of the first projects to be implemented is the traffic study on the Willow Road and University Avenue segments located between US 101 and Bayfront Expressway. Staff from both East Palo Alto and Menlo Park supports undertaking this study. The study will specifically evaluate traffic operation improvement options such as restricting left turns during peak periods, installation of dedicated right-turn pockets, assessment of existing traffic affects on parallel local streets, and potential traffic impacts resulting from implementation of the preferred alternative.

The purpose of this Memorandum of Understanding (MOU) between C/CAG, East Palo Alto, and Menlo Park is to formalize the agencies' agreement on the project's goals and objectives and commit the agencies to work together in partnership to complete the study. The study will be fully funded by the Metropolitan Transportation Commission therefore the cities are not required to provide any matching funds.

C/CAG and cities staffs are in the process of selecting a consultant to perform the study (selection expected to be in September). Staff plans to present the consultant contract recommendations to the Board separately at the October Board Meeting.

Staff is currently coordinating with the cities to implement other near-term projects from the above list and as additional projects are advanced, separate MOUs and/or funding agreements between C/CAG and cities will be brought to the Board for review and approval, as applicable.

#### **ATTACHMENT**

- Memorandum of Understanding (including Scope of Work)



**MEMORANDUM OF UNDERSTANDING  
BETWEEN  
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY,  
CITY OF EAST PALO ALTO, AND CITY OF MENLO PARK  
FOR  
THE TRAFFIC STUDY TO EVALUATE TRAFFIC OPERATIONS  
ON WILLOW ROAD AND UNIVERSITY AVENUE**

This Memorandum of Understanding ("MOU"), dated September \_\_\_\_, 2009, is entered into by and between the City/County Association of Governments of San Mateo County ("C/CAG"), the City of East Palo Alto ("East Palo Alto"), and the City of Menlo Park ("Menlo Park").

**WHEREAS**, the 2020 Peninsula Gateway Corridor Study, completed in July 2008, identified near, medium, and long-term options for addressing congestion issues relating to the approaches to the Dumbarton Bridge and US 101 vicinity; and

**WHEREAS**, the subsequent Action Plan identified the Phase 2 "Near-term improvement" projects, which include a project to consider operational improvements to Willow Road and University Avenue; and

**WHEREAS**, the Traffic Study area is defined as the roadway segments of Willow Road and University Avenue including intersections between US 101 and Bayfront Expressway, located in the cities of Menlo Park and East Palo Alto; and

**WHEREAS**, C/CAG, East Palo Alto, and Menlo Park desire to conduct the traffic study on Willow Road and University Avenue together to evaluate traffic operations, address the congestion issues, and establish operational improvement strategies and recommendations; and

**WHEREAS**, C/CAG, East Palo Alto, and Menlo Park desire to enter into a formal agreement to specify each party's obligations and agree upon a cooperative agreement for work scope, planning, implementing, commitments and other general provisions to the Study.

NOW, THEREFORE, BE IT RESOLVED that C/CAG, East Palo Alto, and Menlo Park, agree as follows:

1. C/CAG shall serve as the contracting agency for consultant services to provide professional services required by the Study as identified in Attachment A, the "Scope of Work".
2. The Study will evaluate traffic operations on Willow Road and University Avenue and the results of the Study will include recommendations for traffic operation solutions to reduce congestion.
3. C/CAG, East Palo Alto, and Menlo Park shall perform the necessary activities to conduct the Study, including review work products by the consultant and provide input to the Study deliverables in a timely and satisfactory manner, including but not limited to the following key tasks:

- a. Participate in the consultant selection process.
  - b. Provide consultant existing traffic data, as available, to help facilitate consultant's work
  - c. Provide recommendations during the development of potential improvements and preferred alternative(s)
  - d. Assist in arranging for the public outreach meetings and City Council meetings for the respective cities
4. C/CAG has secured funds from the Metropolitan Transportation Commission (MTC) for planning assistance for the 2020 Peninsula Gateway Corridor Study – Phase 2 and these funds will be used for the Study. East Palo Alto and Menlo Park are not required to provide any matching funds.
  5. C/CAG, East Palo Alto, and Menlo Park will jointly determine the project development, findings, progress reports, and work product.
  6. This MOU is effective from the date the agreement is fully executed through December 30, 2010; provided, however, may be terminated by any party upon 30 days written notice to the other parties.





## **ATTACHMENT A**

### **City/County Association of Governments of San Mateo County Traffic Study/Evaluate Traffic Operations Willow Road and University Avenue**

#### **SCOPE OF WORK**

##### **BACKGROUND**

In July 2008, C/CAG completed the 2020 Peninsula Gateway Corridor Study, which addressed congestion issues relating to the approaches to the Dumbarton Bridge and US 101 between SR 84 and SR 85. The Study defined and evaluated potential projects to improve traffic including short, medium, and long-term solutions. An Action and Work Plan were developed, providing a framework for advancing short-term implementation (projects that can be developed, constructed, and/or implemented within 5 years) and long-term projects. One of the priority project selected for implementation is to perform a traffic study to evaluate traffic operations on the segment Willow Road and University Avenue located between US 101 and the Bayfront Expressway in the City of Menlo Park segment in the City of East Palo Alto.

##### **PROJECT PURPOSE AND DESCRIPTION**

The segment of Willow Road between US 101 and Bayfront Expressway, in the cities of Menlo Park and East Palo Alto, is a four-lane arterial, approximately 0.8 miles in length, with five intersections located at Newbridge Street, Albern Street, O'Brien Drive, Ivy Drive, and Hamilton Avenue. The segment of University Avenue between US 101 and Bayfront Expressway, located within the City of East Palo Alto, is approximately 1.7 miles in length with seven intersections located at Donohoe Street, Bell Street, Runnymede Street, Bay Road, Michigan Avenue, Notre Dame Avenue, and Purdue Avenue and include the intersection at Capital Avenue/Donohoe Street.

The primary purpose of the traffic study is to evaluate the potential traffic system management strategies for implementing turn restrictions such as prohibiting left turns during peak traffic periods and/or installation of dedicated right-turn pocket (taper) at intersections along Willow Road and University Avenue to improve traffic operations and efficiency (level of service) for vehicles as well as improve safety for pedestrian and bicycle traffic.

The Study will include an assessment of existing traffic affects on parallel streets (e.g., traffic patterns, traffic volumes, vehicle speeds) as a result of motorists using local streets to bypass peak period traffic on Willow Road and University Avenue. The Study will include recommendations for potential improvements on Willow Road and University Avenue as well as propose solutions to mitigate potential impacts on parallel streets and neighborhoods. The study will also evaluate potential impacts such as queuing, resulting delays, increase in traffic volumes for roadways, and affects on residents and neighborhoods of each proposed alternative.

C/CAG, contracting agency for the Traffic Study for Willow Road and University Avenue, will work closely together with the City of Menlo Park and City of East Palo Alto on the Study. City staff will provide the technical expertise, input and guidance for review and approval of project

deliverables. The City of East Palo Alto and Menlo Park will have the final authority and approval of the preferred alternatives. The decision to implement the preferred alternative will be up to each respective city.

## **SCOPE OF WORK**

The following is a recommended project outline intended to establish the general framework for this Study. The Consultant should use this outline as a guide and expand or modify each task to present the most comprehensive scope to perform the work. The Scope of Work for this contract is organized under the following main tasks.

### **Task 1. Project initiation, workplan, and management**

Consultant will meet with C/CAG Project Manager and City representatives to review project scope of work and refine project objectives, process, and deliverables (work product). Consultant will establish a project schedule and other related issues.

Deliverables:

- Refined workplan (including Scope, Schedule, and Budget)
- Regular project meetings
- Overall project management, including progress reports

### **Task 2. Data collection, Document existing conditions and needs**

Consultant shall gather field and traffic data such as vehicle and traffic information, traffic counts, traffic signal phasing and timing, roadway geometry and configuration, and existing bicycle facilities and review all existing relevant documents, plans, reports and study pertinent to the section of Willow Road and University Avenue located between US 101 and Bayfront Expressway. Consultant will review data and summarize the findings.

Deliverables:

- Technical Memorandum summarizing existing conditions and needs

### **Task 3. Development of potential improvements and identify impacts**

Based on the data collected from Task 2, Consultant will analyze results and identify potential improvements (e.g., no left turns during peak periods, right-turn pockets, others), and potential impacts of each alternative. Consultant will develop conceptual designs (plans/drawings) and cost estimates for design and construction. Consultant will test the potential improvements for beneficial impacts to vehicle traffic, transit, pedestrian and bicyclist. Consultant will seek input from the cities and C/CAG in developing performance measures.

Deliverables:

- Technical memorandum on the analysis summaries, potential traffic operational improvements and recommended alternative, performance measures, including applicable plans and drawings

#### **Task 4. Public Outreach Plan**

Consultant will present the recommended alternatives at four (4) public meetings, two (2) each to be held in the City of Menlo Park and City of East Palo Alto. The purpose of the first city meeting will be to describe the existing conditions of Willow Road and University Avenue, present potential improvements and receive feedback through a question and answer (Q&A) session. For the second meeting, to be held after completion of Task 5, Consultant will present the preferred alternatives.

Deliverables: - Communication/Outreach Plan and meeting materials

#### **Task 5. Development of preferred alternatives**

Based on the feedback received from the public meetings, Consultant will incorporate comments receive and recommend the preferred improvement alternative(s) for implementation, including estimated cost for design and construction.

Deliverables: - Technical memorandum on recommended alternative, including applicable plans and drawings.

#### **Task 6. Presentation to City Councils**

Present the final preferred alternative improvements to the Menlo Park and East Palo Alto City Councils for approval.

Deliverables:

- Menlo Park City Council presentations of the preferred improvements on Willow Road
- East Palo Alto City Council presentation of the preferred improvements on University Avenue

#### **Task 7. Draft and Final Report**

Consultant will incorporate all work into a report that includes summary of existing conditions, needs, process for developing potential improvements and preferred alternative, plans, drawings, and cost estimates. Consultant will develop a draft report (to be circulated among the stakeholders) for review/comment and a final report that incorporate comments received.

Deliverables: - Draft and Final Report for the Traffic Study for Willow Road and University Avenue.





## C/CAG AGENDA REPORT

**DATE:** August 31, 2009

**TO:** City/County Association of Governments of San Mateo County (C/CAG)  
Board of Directors

**FROM:** David F. Carbone, C/CAG Airport Land Use Committee (ALUC) Staff  
TEL: 650/36304417; email: [dcarbone@co.sanmateo.ca.us](mailto:dcarbone@co.sanmateo.ca.us)

**SUBJECT:** Consideration/Approval of a Recommendation from the C/CAG Airport Land Use Committee (ALUC), Regarding an Airport Land Use Compatibility Plan (CLUP) Consistency Review of a Referral from the City of Foster City, Re: General Plan Amendment: *Draft Housing Element (2009)*

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### RECOMMENDATION FROM THE C/CAG AIRPORT LAND USE COMMITTEE (ALUC)

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, take action to determine that the content of the City of Foster City General Plan Amendment: *Draft Housing Element (2009)* is consistent with and does not conflict with (1) the relevant recommended guidance from the *California Airport Land Use Planning Handbook January 2002*, (2) the text in the relevant Sections of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5 (Airport Land Use Commission), and (3) the applicable airport/land use compatibility policies and criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended, for the environs of San Carlos Airport, based on the following condition:

Include the following text in the Foster City City Council resolution to adopt the *Draft Housing Element (2009)* document:

“The goals, polices, and programs contained in the *Draft Housing Element (2009)* document are consistent with and do not conflict with (1) the recommended guidance from the *California Airport Land Use Planning Handbook January 2002*, (2) the text in the relevant Sections of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5 (Airport Land Use Commission), and (3) the applicable airport/land use compatibility policies and criteria for the environs of San Carlos Airport, as contained in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended.”

### FISCAL IMPACT

None.

### BACKGROUND

The City of Foster City has referred its *Draft Housing Element (2009)* document to the C/CAG Board of Directors, acting as the Airport Land Use Commission, for a determination of the consistency of the content of the document with the relevant airport/land use compatibility policies and criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended, for the environs of San Carlos Airport. The *Draft Housing Element (2009)* document is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b). The 60-day review period will expire on September 11, 2009.

**ITEM 5.4**

**C/CAG Agenda Report, Re: Consideration/Approval of a Recommendation from the C/CAG Airport Land Use Committee (ALUC), Regarding an Airport Land Use Compatibility Plan (CLUP) Consistency Review of a Referral from the City of Foster City, RE: General Plan Amendment: *Draft Housing Element (2009)***

August 31, 2009

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California Government Code Section 65302.3. (a) states the following:

“The general plan and any applicable specific plan...shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code.”  
(ref.: comprehensive airport land use compatibility plan (CLUP)).

To make the consistency connection, the Foster City City Council resolution to adopt the *Draft Housing Element (2009)* document should include appropriate text that indicates the goals, policies, and actions contained in the document are consistent with and do not conflict with the relevant airport/land use compatibility policies and criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan (CLUP)*, as amended, for San Carlos Airport.

The *California Airport Land Use Planning Handbook January 2002* provides guidance to the C/CAG Board, acting as the Airport Land Use Commission and to C/CAG Staff, regarding the concept of “consistency” between a proposed local agency land use policy action (i.e. general plan amendment) and the relevant content of an airport/land use compatibility plan (CLUP). The *Handbook* guidance states the following:

“As widely applied in airport land use planning, consistency does not require being identical. It means only that the concepts, standards, physical characteristics, and resulting consequences of a proposed action must not conflict with the intent of the law or the compatibility plan to which the comparison is being made.”

Source: *California Airport Land Use Planning Handbook January 2002*, p. 5-3

In addition to compliance with California Government Code Section 65302.3 (a), the C/CAG Board has expanded its consistency determination finding (action) to include consistency with (a) the relevant guidance from the *California Airport Land Use Planning Handbook January 2002* and (b) the text in the relevant sections of Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5, Airport Land Use Commission.

## **DISCUSSION**

### **I. Airport/Land Use Compatibility Issues**

Guidance from the *California Airport Land Use Planning Handbook January 2002* and the relevant sections of the California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5 (Airport Land Use Commissions) identify the scope and content of an airport/land use compatibility plan (CLUP) and the relevant compatibility issues to be addressed (height of structures/airspace protection; aircraft noise impacts; and safety criteria). Each of those issues, as it relates to the content of the City of Foster City General Plan Amendment: *Draft Housing Element (2009)* document is addressed in detail in the attached ALUC Staff Report, dated, August 20, 2009.

**C/CAG Agenda Report, Re: Consideration/Approval of a Recommendation from the C/CAG Airport Land Use Committee (ALUC), Regarding an Airport Land Use Compatibility Plan (CLUP) Consistency Review of a Referral from the City of Foster City, RE: General Plan Amendment: *Draft Housing Element (2009)***

August 31, 2009

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**II. C/CAG Airport Land Use Committee (ALUC) Review/Action**

The C/CAG Airport Land Use Committee (ALUC) reviewed the City of Foster City General Plan Amendment: *Draft Housing Element (2009)* document at its Regular Meeting on August 27, 2009. The Committee unanimously approved the recommendation shown on p. 1 of this Agenda Report and directed ALUC Staff to forward the recommendation to the CCAG Board for official action, acting as the Airport Land Use Commission. There were no comments from the Committee Members on this item. A member of the Foster City Planning staff was present at the meeting and had no comment on the Committee recommendation. The C/CAG Board action on this CLUP consistency review will be forwarded to the City of Foster City.

**ATTACHMENT:** C/CAG Airport Land Use Committee (ALUC) Staff Report,  
Re: Comprehensive Airport Land Use Plan (CLUP) Consistency  
Review of a Referral From the City of Foster City, Re: General Plan  
Amendment: *Draft Housing Element (2009)*, with five attachments.)



## 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

### C/CAG AIRPORT LAND USE COMMITTEE (ALUC)

### STAFF REPORT

**Please Reply To :** Dave Carbone, ALUC Staff, 455 County Center, Second Floor, Redwood City, CA 94063; TEL: 650-363-4417; FAX: 650-363-4849; email: [dcarbone@co.sanmateo.ca.us](mailto:dcarbone@co.sanmateo.ca.us)

**TO:** C/CAG Airport Land Use Committee (ALUC) Representatives and Alternates

**FROM:** David F. Carbone, ALUC Staff *D.F.C.*

**DATE:** August 20, 2009

**RE:** **Agenda Item No. 3** for August 27, 2009: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Foster City, Re: General Plan Amendment: *Draft Housing Element (2009)*

#### STAFF RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that C/CAG, acting as the Airport Land Use Commission, determine that the content of the City of Foster City proposed general plan amendment, *Draft Housing Element (2009)*, is consistent with (1) the relevant recommended guidance from the *California Airport Land Use Planning Handbook January 2002*, (2) the text in the relevant Sections of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5, and (3) the applicable airport/land use compatibility policies and criteria, as contained in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended, for the environs of San Carlos Airport, based on the following condition:

## Airport Land Use Committee

**ALUC Chairperson:**  
Richard Newman  
Aviation Representative

**ALUC Vice Chairperson:**  
Mark Church, Supervisor  
County of San Mateo

**Airport Land Use Committee (ALUC) Staff:**  
David F. Carbone, Transportation Systems Coordinator/Airport  
Environs Planning, Co. of San Mateo Planning & Bldg. Dept.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Foster City, Re: General Plan Amendment: *Draft Housing Element (2009)***  
August 20, 2009

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**California Government Code 65302.3, Re: General Plan Consistency With Comprehensive Airport Land Use Compatibility Plan (CLUP).** Include the following text in the City Council resolution to adopt the *Draft Housing Element (2009)* document, to address state-mandated consistency with the relevant airport/land use compatibility criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan (CLUP)*, as amended, for the environs of San Carlos Airport (SQL):

"The goals, polices, and other relevant content contained herein are consistent with and do not conflict with the applicable airport/land use compatibility criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended, for San Carlos Airport (SQL)."

## **BACKGROUND**

### **I. Housing Element Overview**

The State of California requires each city, county, or city and county, to adopt a comprehensive, long-term General Plan for the physical development of the community. The Housing Element is one of seven mandated elements of a local General Plan (the General Plan also includes a Land Use Element and a Noise Element). Housing Element law mandates that local governments adequately plan to meet the existing and projected housing needs for all economic segments of the community. As a result, housing policy in the State of California rests largely upon the effective implementation of local General Plans and, in particular, local Housing Elements.

The City of Foster City has referred its *Draft Housing Element (2009)* document to the C/CAG Board of Directors, acting as the Airport Land Use Commission, for a determination of the consistency of the content of the document with the relevant airport/land use compatibility criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended for the environs of San Carlos Airport (SQL) (see Attachment No. 1). The concept of "consistency" is described in the Discussion section on p. 3 of this Staff Report. The *Draft Housing Element (2009)* document is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b). The 60-day review period will expire on September 11, 2009.

The City of Foster City *Draft Housing Element (2009)* is a policy document that identifies goals, policies, programs, and other city actions to address existing and projected housing needs in the city. The Association of Bay Area Governments (ABAG) projected regional housing needs allocation (RHNA) requires the City of Foster City to plan for the construction 486 new dwelling units between 2009 and 2014.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Foster City, Re: General Plan Amendment: Draft Housing Element (2009)**  
August 20, 2009

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The City of Foster City *Draft Housing Element (2009)* document identifies two proposed developments in the City that will provide additional housing units in the planning period. The Mirabella project, adjacent to the Civic Center, will include 440 new multi-family dwelling units. The Pilgrim-Triton project, adjacent to Highway 92, will include 730 new multi-family dwelling units, of which 579 can be counted toward the RHNA requirement. The remaining 133 units were assigned to the RHNA count for the 2001 Housing Element update. The anticipated total number of new dwelling units to be built in Foster City within the planning period (2007-2014) is 1,037. This amount is more than sufficient to meet the RHNA requirement for the City (see Attachment No. 2).

**II. General Plan Consistency With Relevant Airport Land Use Compatibility Policies and Criteria**

**A. California Government Code Section 65302.3. (a)** This Code Section states the following:

"The general plan and any applicable specific plan...shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code."  
(ref.: comprehensive airport land use compatibility plan (CLUP)).

To make the consistency connection, the City of Foster City City Council resolution to adopt the *Draft Housing Element (2009)* document should include appropriate text that indicates the goals, policies, and actions contained in the document are consistent with and do not conflict with the relevant airport/land use compatibility policies and criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan (CLUP)*, as amended, for San Carlos Airport.

**B. The Concept of Consistency.** The *California Airport Land Use Planning Handbook January 2002* provides guidance to the C/CAG Board, acting as the Airport Land Use Commission and to C/CAG Staff, regarding the concept of "consistency" between a proposed local agency land use policy action (i.e. general plan amendment) and the relevant content of an airport/land use compatibility plan (CLUP). The *Handbook* guidance states the following:

"As widely applied in airport land use planning, consistency does not require being identical. It means only that the concepts, standards, physical characteristics, and resulting consequences of a proposed action must not conflict with the intent of the law or the compatibility plan to which the comparison is being made."

Source: *California Airport Land Use Planning Handbook January 2002*, p. 5-3

The C/CAG Board has expanded its consistency determination finding (action) to also include consistency with (a) the relevant guidance from the *California Airport Land Use Planning Handbook January 2002* and (b) the text in the relevant sections of Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5, Airport Land Use Commission.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Foster City, Re: General Plan Amendment: *Draft Housing Element (2009)***  
August 20, 2009

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**III. Airport Influence Area (AIA) Boundaries**

State law (PUC Section 21675(c)) requires airport land use commissions to adopt planning area boundaries, also known as airport influence area (AIA) boundaries. The AIA boundary defines the geographic area within which relevant airport/land use compatibility policies and criteria apply to proposed local agency land use policy actions and related development.

The C/CAG Board, acting as the Airport Land Use Commission, has adopted the concept of a two-part AIA boundary. Area A defines a geographic area within which state-mandated real estate disclosure of potential airport/aircraft impacts is required (Chapter 496 Statutes of 2002; formerly AB 2776 (Simitian)) as part of the sale of real property within the boundary. Area B defines a geographic area within which (1) real estate disclosure, per Chapter 496 Statutes 2002, is required and (2) proposed local agency land use policy actions, that affect land within Area B, must be referred to the ALUC/C/CAG for a formal review to determine the consistency of the proposed action(s) with (a) the relevant recommended guidance from the *California Airport Land Use Planning Handbook January 2002* edition, (b) the text in the relevant Sections of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5, and (c) the applicable airport/land use compatibility criteria for the subject airport.

The City of Foster City is located between San Francisco International Airport (SFO) and San Carlos Airport (SQL), along the western shore of San Francisco Bay. The AIA boundaries for SFO are currently being developed, as part of an update of the comprehensive airport land use compatibility plan (CLUP) for the environs of SFO. The configuration of the preliminary AIA boundaries for SFO indicate the City of Foster City is located within Area A of the AIA boundary for SFO (state-mandated real estate disclosure only) but not within Area B of the preliminary AIA boundary for SFO (see Attachment No. 3).

The adopted AIA boundary for San Carlos Airport indicates the City of Foster City is located within AIA Area A (state-mandated real estate disclosure) (see Attachment No. 4) and a small portion of AIA Area B (state-mandated real estate disclosure and referral of local agency land use policy actions to ALUC/C/CAG) (see Attachment No. 5). Based on this last criterion (a portion of Foster City within Area B for SQL), the ALUC and C/CAG have an opportunity to review the City of Foster City *Draft Housing Element (2009)* document.

**DISCUSSION**

**I. Airport/Land Use Compatibility Issues**

There are three airport/land use compatibility issues addressed in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended, for San Carlos Airport, that relate to the proposed general plan amendment. These include: (a.) Height of Structures/Airspace Protection, (b.) Aircraft Noise Impacts, and (c.) Safety Criteria. The following sections address each issue.



**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Foster City, Re: General Plan Amendment: Draft Housing Element (2009)**  
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**A. Height of Structures/Airspace Protection.** The Airport Land Use Commission (C/CAG Board) has adopted the provisions in Federal Aviation Regulations FAR Part 77, "Objects Affecting Navigable Airspace," as amended, to establish height restrictions and federal notification requirements related to proposed development within the FAR Part 77 airspace boundaries for San Carlos Airport. The regulations contain the following 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 FAA of certain proposed construction or alteration of structures, via a formal notification process, and (3.) initiation of aeronautical studies, by FAA staff, to determine the potential effect(s), if any, of proposed construction or alteration of structures on the safe and efficient use of the subject airspace.

The Foster City *Draft Housing Element (2009)* is a policy document that does not specify proposed housing development in the City. Therefore, the height of structures/airspace protection issue for new housing is not addressed here but would be addressed in future ALUC/C/CAG reviews of proposed land use actions that include housing and require a land use and/or zoning change, or as part of a specific plan within AIA Area B boundary.

**B. Aircraft Noise Impacts.** The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the federal threshold for aircraft noise impacts and the boundary on which noise mitigation actions are based. This contour boundary is also used by the State to define airport/land use compatibility for noise-sensitive land uses. However, airport land use commissions can set a lower CNEL threshold for compatibility based on local conditions (aircraft type, airport traffic pattern, runway length, etc.)

The aircraft noise threshold for San Francisco International Airport (SFO) is defined by the 65 dB CNEL aircraft noise contour. The City of Foster City is located outside of the most recent FAA-accepted 65 dB CNEL aircraft noise contour (2001) for SFO (see Attachment Nos. 6A. and 6B.). The 55 dB CNEL aircraft noise contour defines the aircraft noise threshold for aircraft operations at San Carlos Airport (SQL). The City of Foster City is also located outside of the most recent (2002) 55 dB CNEL aircraft noise contour for SQL (see Attachment No. 7.)

**C. Safety Criteria. (1) Safety Zones.** The *California Airport/Land Use Planning Handbook January 2002* requires comprehensive airport land use compatibility plans (CLUPs) to include safety zones for each runway end and related safety policies and criteria. The current CLUPs for SQL and SFO do not include the safety zones and related compatibility policies and criteria. They will be addressed in future updates of the CLUPs for those airports. However, if the CLUPs did include the required safety zones, none of Foster City would be affected by those zones. **(2) Land Uses.** Certain types of land uses are recognized by the Airport Land Use Commission (C/CAG Board) as hazards to air navigation in the vicinity of San Francisco International Airport. These land uses are listed in the CLUP for San Carlos Airport (SQL) and include the following:

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Foster City, Re: General Plan Amendment: *Draft Housing Element (2009)***  
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- \* Any use that would direct a steady or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a final approach for landing, other than an FAA-approved navigational lights.
- \* Any use that would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a final approach for landing.
- \* Any use that would attract concentrations of birds within approach/climbout areas
- \* Any use that would generate electrical interference that may affect aircraft communications or aircraft instrumentation.

It is highly unlikely that any future housing development in Foster City would include any of the above-referenced parameters that would be a safety issue for aircraft in flight. Such land use characteristics should be addressed in the Land Use Element an/or in the Safety Element of the Foster City General Plan. These parameters would be considered in a formal FAA airspace impact review and as part of a CLUP consistency review by the ALUC and C/CAG, if necessary.

## **II. Disclosure of Potential Airport/Aircraft Impacts**

**A. State-Mandated Real Estate Disclosure.** Real estate disclosure of potential airport/aircraft related impacts on real property on California is mandated, per Chapter 496 Statutes of 2002. Furthermore, California Public Utilities Code Section 21674.7 indicates airport land use commissions "...shall be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation." The *California Airport Land Use Planning Handbook (January 2002)* states "ALUCs are encouraged to adopt policies defining the area within which information regarding airport noise impacts should be disclosed as part of real estate transactions." Both AIA Area A and AIA Area B require real estate disclosure.

**B. San Carlos Airport Avigation Easement Review Area (AERA).** The current CLUP for the environs of San Carlos Airport includes polices and criteria for the grant of avigation easements, including an Avigation Easement Review Area (AERA) boundary. An avigation easement is a form of disclosure, usually focused on aircraft noise impacts. The avigation easement document used by the County of San Mateo addresses noise and height issues. A very small portion of Foster City, near Highway 101 adjacent to the Belmont border is located within the AERA boundary for San Carlos Airport.

The issue of real estate disclosure would be appropriately addressed as part of a future ALUC/C/CAG review of a specific housing development proposal within the AIA Area B boundary and the AERA boundary, if applicable.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Foster City, Re: General Plan Amendment: *Draft Housing Element (2009)***  
August 20, 2009

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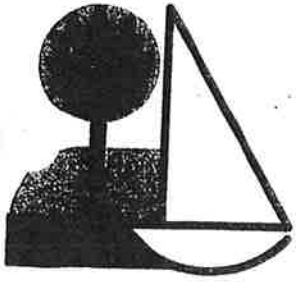
**III. Guidance From the *California Airport Land Use Planning Handbook January 2002***

ALUC Staff reviewed the relevant content of the *California Airport Land Use Planning Handbook January 2002* to prepare this report. The staff analysis and recommendation contained herein are consistent with and guided by the relevant recommendations and guidelines contained in the *Handbook*.

**ATTACHMENTS**

- Attachment No. 1:** Letter to David Carbone, CCAG ALUC Staff, from Matthew Feske, Associate Planner, City of Foster City, dated June 16, 2009, re submittal of *Draft Housing Element (2009)* for ALUC/C/CAG review.
- Attachment No. 2:** Selected pages from the City of Foster City *Draft Housing Element (2009)* document: pp. 4-36 – 4-39, re: potential sites for new housing development
- Attachment No. 3:** Graphic: Preliminary Airport Influence Area (AIA) boundary for San Francisco International Airport (SFO)
- Attachment No. 4:** Graphic: Adopted Airport Influence Area (AIA) boundary for San Carlos Airport (SQL): Area A and Area B
- Attachment No. 5:** Graphic: Adopted AIA boundary for San Carlos Airport (SQL): Area B
- Attachment No. 6A.:** Graphic: San Francisco International Airport (SFO) 2002 Noise Exposure Map (NEM)
- Attachment No. 6B.:** Graphic: Enlargement of San Francisco International Airport (SFO) 2002 Noise Exposure Map (NEM), re: vicinity of Foster City
- Attachment No. 7:** San Carlos Airport Noise Contour Map, source: *San Carlos Airport Master Plan Update Airport Modernization Draft Environmental Impact Report June 2002*





*City of Foster City*

**ATTACHMENT NO. 1**

**ESTERO MUNICIPAL IMPROVEMENT DISTRICT**

610 FOSTER CITY BOULEVARD  
FOSTER CITY, CA 94404-2222  
(650) 286-3200  
FAX (650) 574-3483

June 16, 2009 .

Mr. David Carbone  
Transportation Systems Coordinator / Airport Environs Planning  
C/CAG  
455 County Centers  
2nd Floor  
Redwood City, CA 94063

Subject: Draft Housing Element (2009) for the City of Foster City

Dear Mr. Carbone:

Please find enclosed a copy of the Draft Housing Element (2009) for the City of Foster City. The Draft Housing Element (2009) has also been submitted to HCD for their review.

Thank you for taking the time to review our Draft Housing Element (2009). Please feel free to contact me at (650) 286-3242 or [mfeske@fostercity.org](mailto:mfeske@fostercity.org) with any questions.

Sincerely,

Matthew Feske  
Associate Planner

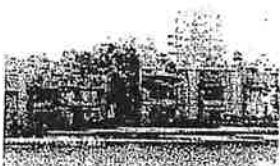
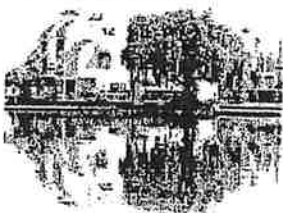
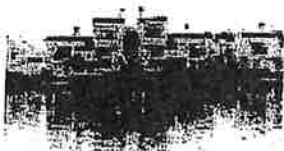
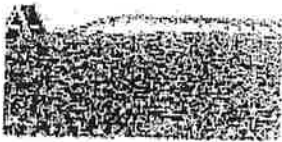
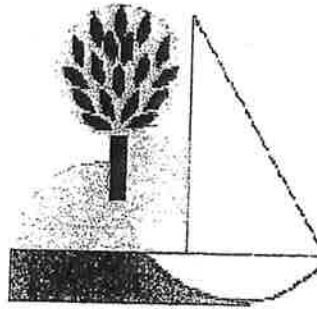
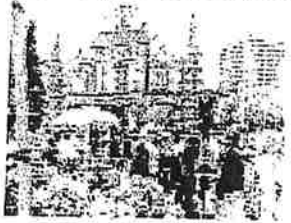
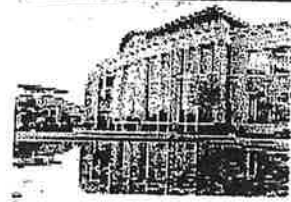
Attachments:

Cover Letter to HCD  
Draft Housing Element

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City of Foster City  
**Draft Housing  
Element**

*2007 – 2014  
Planning Period*

June 3, 2009





As shown above, approximately 39 percent of all housing is required to be affordable to low- and very low-income households. The percentage of affordable housing being required is significantly higher than required for the last Housing Element.

San Mateo County Regional Housing Needs Allocation (RHNA) for 2007 - 2014

Jurisdiction	Extremely Low Income (ELI)**	Very Low Income	Low Income	Subtotal Lower Income	Moderate Income	Above Moderate Income	Total Units
Atherton	10	19	14	33	16	34	83
Belmont	46	91	65	156	77	166	399
Brisbane	46	91	66	157	77	167	401
Burlingame	74	148	107	255	125	270	650
Colma	8	15	11	26	13	26	65
Daly City	138	275	198	473	233	501	1,207
East Palo Alto	72	144	103	247	122	261	630
Foster City	56	111	80	191	94	201	486
	11.4%	22.8%	16.5%	39.3%	19.3%	41.4%	100.0%
Half Moon Bay	32	63	45	108	53	115	276
Hillsborough	10	20	14	34	17	35	86
Menlo Park	113	226	163	389	192	412	993
Millbrae	52	103	74	177	87	188	452
Pacifica	32	63	45	108	53	114	275
Portola Valley	9	17	12	29	14	31	74
Redwood City	211	422	304	726	358	772	1,856
San Bruno	111	222	160	382	188	403	973
San Carlos	69	137	98	235	116	248	599
San Mateo	348	695	500	1,195	589	1,267	3,051
South San Francisco	187	373	268	641	315	679	1,635
Woodside	5	10	7	17	8	16	41
Unincorporated	172	343	247	590	291	625	1,506
<b>Countywide Total</b>	<b>1,794</b>	<b>3,588</b>	<b>2,581</b>	<b>6,169</b>	<b>3,038</b>	<b>6,531</b>	<b>15,739</b>
<b>Countywide Percent</b>	<b>11.4%</b>	<b>22.8%</b>	<b>16.4%</b>	<b>39.2%</b>	<b>19.3%</b>	<b>41.5%</b>	<b>100.0%</b>

\*\*Unless other data are used, Extremely Low Income (ELI) need equals 50% of Very Low Income Need

Source: Association of Bay Area Governments (May, 2008)  
[http://www.abag.ca.gov/planning/housingneeds/pdfs/Final\\_RHNA.pdf](http://www.abag.ca.gov/planning/housingneeds/pdfs/Final_RHNA.pdf)

In addition, it is estimated that 50% of the City's Very Low Income housing need for the 2007-2014 time period will be for households earning less than 30% of median income (considered "Extremely Low Income" per the definitions). Thus, the number of extremely low income households needing housing for the 2007-2014 planning period, is estimated at 56 units. Housing types available and suitable for Extremely Low Income households include apartments, emergency shelters, supportive housing and transitional housing. The Housing Element includes several programs to address Extremely Low Income housing needs — including rental assistance programs, Permanent Supportive/Transitional Housing, the Existing Unit Purchase Program, the Homeshare Program and the Policy H-F-1-b to consider adoption of an Anti-Discrimination Ordinance.

### New Housing (Available Land Inventory)

State law requires that the Housing Element identify housing opportunities for each jurisdiction's share of the region's housing needs. Given the pipeline of projects under review, staff believes that the City will have the capacity to meet the 486 units required of Foster City. The Mirabella project is proposed to have 440 units and Pilgrim-Triton can have a total of 730 units, of which 597 units can be counted toward the RHNA for the 2007-2014 planning period (the remaining 133 units were assigned RHNA for the 2001 Housing Element). This creates a total capacity for the 2007-2014 planning period of 1,037 units, which is more than sufficient to accommodate Foster City's housing allocation.

The City is also required to demonstrate how units will be provided according to income level (e.g., very low, low, and moderate). Housing Element Program H-E-2-a requires twenty percent of units developed in the City to be affordable to very low-, low- or moderate-income households. Based on 1,037 units, and anticipated through implementation of Housing Element programs, the City can expect at least 285 units to be affordable to these households. The RHNA requires that Foster City plan for 285 units for these income groups. Thus, the City's RHNA, including affordable units, can be provided on Mirabella and Pilgrim-Triton sites.

Below is a summary of the sites available for new housing.

Site	APN/ Location	Zone	Allowable Density	GP Designation	Acres	Realistic Unit Capacity	Existing Use	Infrastructure Capacity	Eviron Constraints
1	094-010-680 094-010-520 094-010-560 094-010-570	Commercial Mix-Planned Development	Approved @ 38 du/ac		20.75	794 Units (approved)	Office, Warehouse, Light Industrial, non-retail commercial, storage, showroom	Sufficient to serve proposed land use change with mitigation identified in EIR	Mitigated
2	094-471-100	Public Facilities	Approved @ 40 du/ac	Public and Semi-Public	11	440	Vacant	Sufficient to serve proposed land use change with mitigation identified in EIR	Can be mitigated

Site 1 is Pilgrim-Triton and Site 2 is Mirabella

The table on the following page provides a breakdown of units according to income level from the Mirab and Pilgrim-Triton projects.

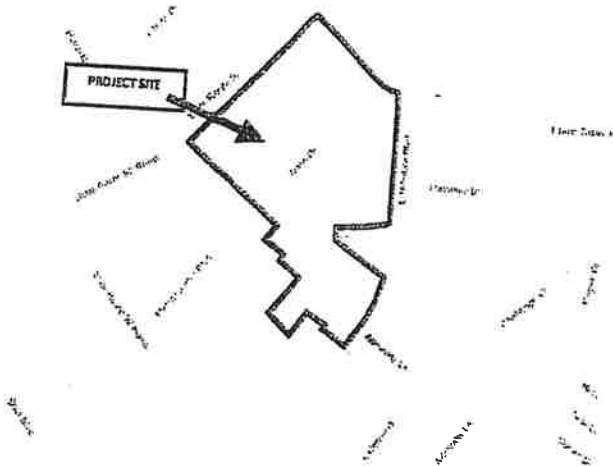
Project Units by Income Level

	Very Low	Low	Moderate	Above-Moderate	TOTAL
Units projected:					
Mirabella	70			370	440
Pilgrim-Triton*	41	80	25	451	597
<b>TOTAL</b>	<b>111</b>	<b>80</b>	<b>25</b>	<b>821</b>	<b>1037</b>
ABAG Housing Needs	111	80	94	201	486
Percent of Need Met	100%	100%	27%	408%	174%

\* The breakdown of affordable units in the Pilgrim-Triton development has not been determined and will be negotiated with each phase.

As shown above, expected below market rate units from the Mirabella and Pilgrim-Triton developments should satisfy the very low- and low-income requirements. Based on the table above, there is a shortage of moderate income units. However, it is anticipated some of the market rate units in the Pilgrim-Triton project will be affordable to moderate income households. The first phase of the project consists of 300 rental units. Market rate rental units in Foster City are close to meeting affordability requirements for moderate income households.

**(1) PILGRIM-TRITON SPECIFIC DEVELOPMENT PLAN**

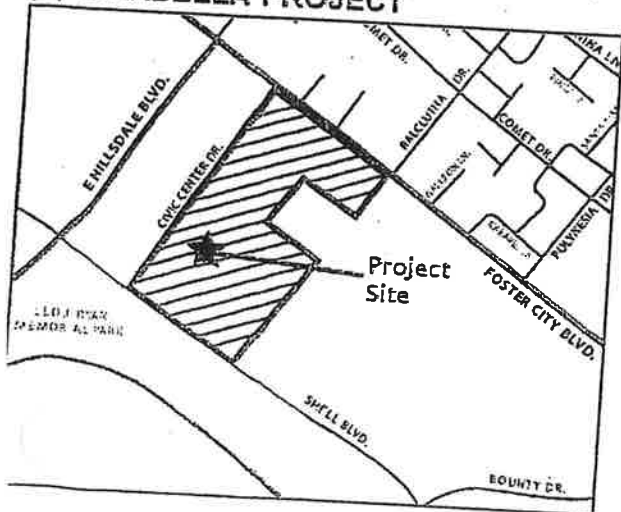


The Pilgrim-Triton area includes applications for redeveloping the area with a combination of retail, office and residential uses. The 20.75 acre site includes properties east of the intersection of Pilgrim Drive and Triton Drive between S.R. 92 and East Hillsdale Boulevard as well as the Foster City Executive Park on the west side of Pilgrim Drive. The existing buildings, including 289,000 sq. ft. of industrial, commercial and office uses, would be removed and replaced with 296,000 sq. ft. of commercial and office space, an approximately one acre park and up to 597 units of housing. The 597 residential units would incorporate up to 64 live-work units.

Location: 550, 558 Pilgrim Drive; 551 Foster City Boulevard; 1125 E. Hillsdale Boulevard; 551, 553, 557, 559, 565 Pilgrim Drive; 1151, 1153, 1155, 1157, 1159, 1163, 1164, 1165, 1166 Triton Drive. Existing Use: 289,000 sq. ft. of industrial, commercial and office uses.

Status: In 2008, the City approved a General Plan Amendment (GP-06-001) and Rezoning application (RZ-06-002) to change the General Plan Designation from Service Commercial to a mix of Service Commercial with Housing and the Zoning designation from CM/PD (Commercial Mix/Planned Development) to CM/PD with a General Development Plan to allow mixed commercial, industrial, and residential uses on 20.75 gross acres.

**(2) MIRABELLA PROJECT**



The Mirabella of San Francisco/Parkview Plaza project is situated on 11 of 15 acres of vacant public property south of the Foster City Government Center. The property is owned by the City of Foster City (City). The proposed developer, Pacific Retirement Services, Inc. (PRS), is a non-profit corporation which develops, constructs and manages housing for seniors and Sares-Regis Group of Northern California (SR), a privately held commercial real estate development, project management, investment, and property management firm. Proposed uses include:

<p><b>Continuing Care Retirement Community (CCRC)</b></p> <ul style="list-style-type: none"> <li>• 350 independent living apartments</li> <li>• 20 assisted living apartments</li> <li>• 20-bed memory care unit</li> <li>• 30-bed skilled nursing facility</li> </ul>	<p><b>Parkview Plaza</b></p> <ul style="list-style-type: none"> <li>• Approximately 1.3 acre public plaza</li> <li>• Designed to host various public and private events, outdoor seating for restaurant patrons, a farmers market, art displays and entertainment areas</li> </ul>
<p><b>Retail and Restaurant Area</b></p> <ul style="list-style-type: none"> <li>• 31,300 square feet of retail / restaurant space in first phase of the project</li> <li>• Potential for 19,000 square feet of retail / restaurant space in a future phase</li> </ul>	<p><b>Affordable Housing</b></p> <ul style="list-style-type: none"> <li>• 70 affordable one-bedroom rental apartments for seniors</li> </ul>

The Foster City Community Development Agency (CDA), the City's redevelopment agency, has offered financial assistance from the CDA Housing Set Aside Fund monies to help build the 70 affordable apartments for seniors. Funding these types of projects is the purpose of the CDA Housing Fund, which can be used only to produce affordable housing.

The Use Permit, with a detailed set of project requirements, will be considered by the Planning Commission in early spring 2009. These detailed project requirements, contained in a Development Agreement for the project and the Conditions of Approval, will ensure the project is built and operated in accordance with relevant codes, regulations, and technical standards.

### Potential Non-Governmental Constraints to Housing

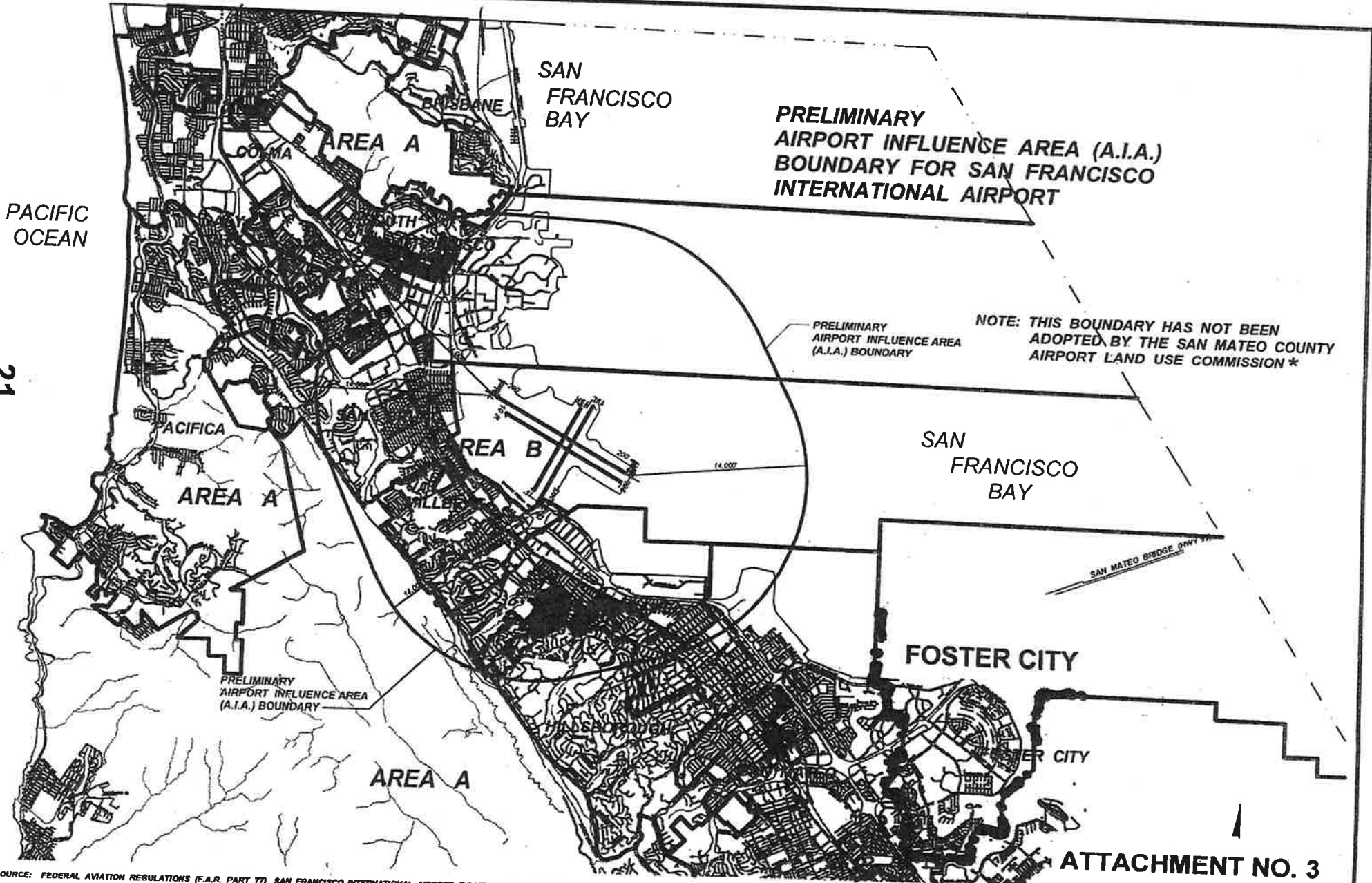
#### Cost of Financing

Until mid-2008, home mortgage financing was readily available at attractive rates throughout San Mateo County and California. Rates vary, but ranged around 6.25 percent to seven percent from 2006-2008 for a 30 year fixed rate loan (HSH Associates Financial Publishers). However, rates have been as high as ten or 12 percent in the last decade.

Small changes in the interest rate for home purchases dramatically affect affordability. A 30 year home loan for the median priced condominium in Foster City (\$680,000) at five percent interest has monthly payments of roughly \$3,102. A similar home loan at seven percent interest has payments of roughly 24 percent more, or \$3,845. The table below shows the costs at various interest rates.

**Home Loan Analysis — Monthly Payments at Various Interest Rates**  
 Median Sales Price of Condominium in Foster City — 2008

	30-Year	30-Year	30-Year	30-Year	30-Year	30-Year
Total Price	\$680,000	\$680,000	\$680,000	\$680,000	\$680,000	\$680,000
Down Payment (15%)	\$102,000	\$102,000	\$102,000	\$102,000	\$102,000	\$102,000
Interest Rate	5.00%	6.00%	7.00%	8.00%	9.00%	10.00%
Monthly Payment	\$3,102	\$3,465	\$3,845	\$4,241	\$4,650	\$5,072



DATA SOURCE: FEDERAL AVIATION REGULATIONS (F.A.R. PART 77) SAN FRANCISCO INTERNATIONAL AIRPORT (DRAFT-DECEMBER 2007)  
 NOISE CONTOURS: SAN FRANCISCO INTERNATIONAL AIRPORT (OCTOBER 2008)  
 BASE MAP: SAN MATEO COUNTY PUBLIC WORKS (2007)

**ATTACHMENT NO. 3**

\* CITY/COUNTY ASSOCIATION OF GOVERNMENT OF SAN MATEO COUNTY (C/CAG)



SANTA CLARA COUNTY

CCAG LANDUSE COMMITTEE RECOMMENDATION  
REVISED AIRPORT INFLUENCE AREA BOUNDARY ATTACHMENT NO. 4  
FOR SAN CARLOS AIRPORT - AREAS A & B (OCTOBER 2004)

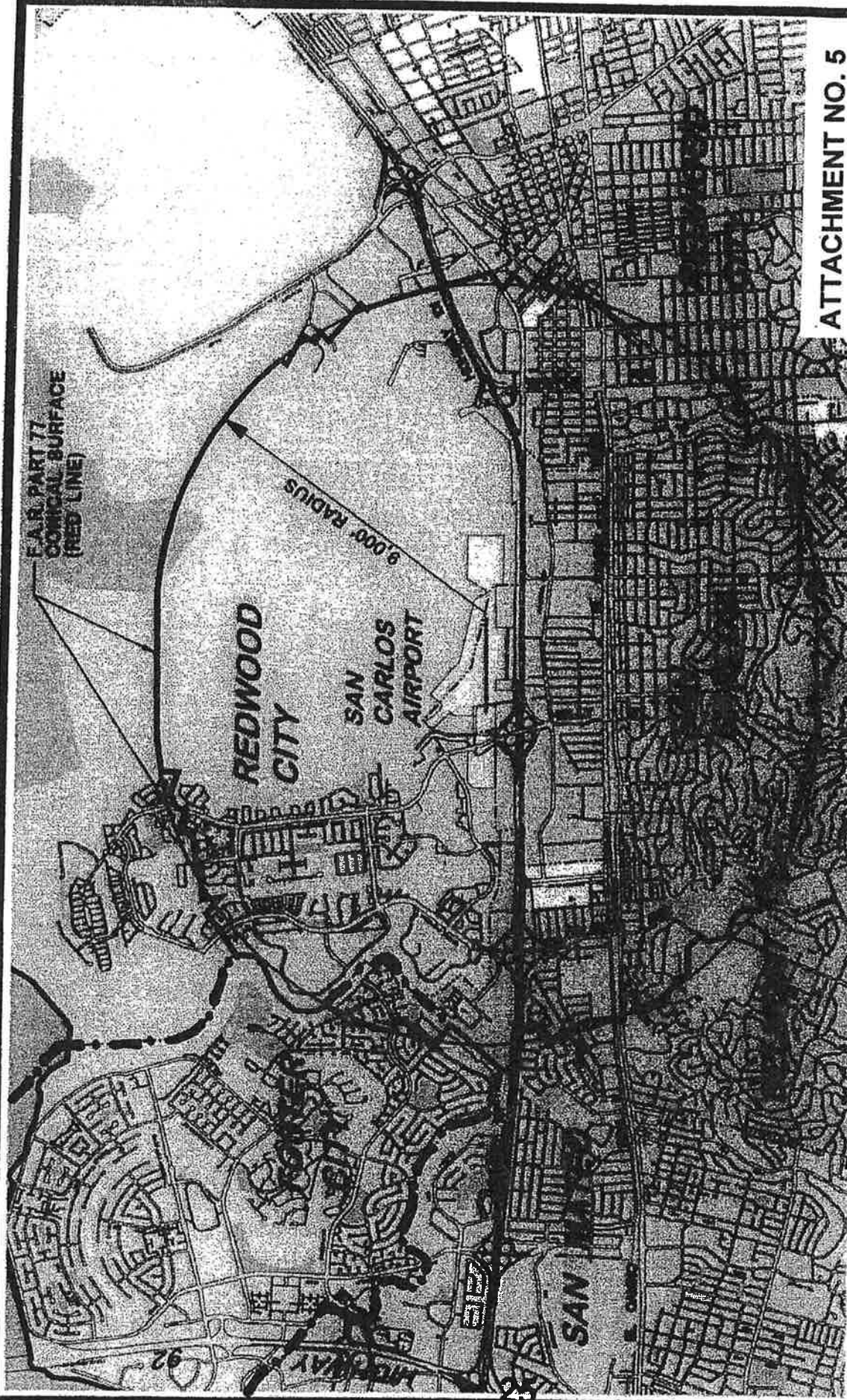
AREA A: PROPOSED REVISED AIRPORT INFLUENCE AREA (AIA) BOUNDARY (real estate disclosure only)  
AREA B: PROPOSED CCAG/ALUC REVIEW AREA BOUNDARY (real estate disclosure and former CCAG/ALUC review)

\* This boundary is a refinement of the current CCAG/ALUC review boundary.









ATTACHMENT NO. 5

**REVISED AIRPORT INFLUENCE AREA BOUNDARY  
FOR SAN CARLOS AIRPORT - AREA B  
(APPROVED BY C.C.A.G. BOARD OCTOBER 14, 2004)**

AREA B PROPOSED COAG/ALUC REVIEW AREA BOUNDARY.  
Grid cells - contours and formal COAG/ALUC review

• This boundary is a refinement of the current COAG/ALUC review boundary.



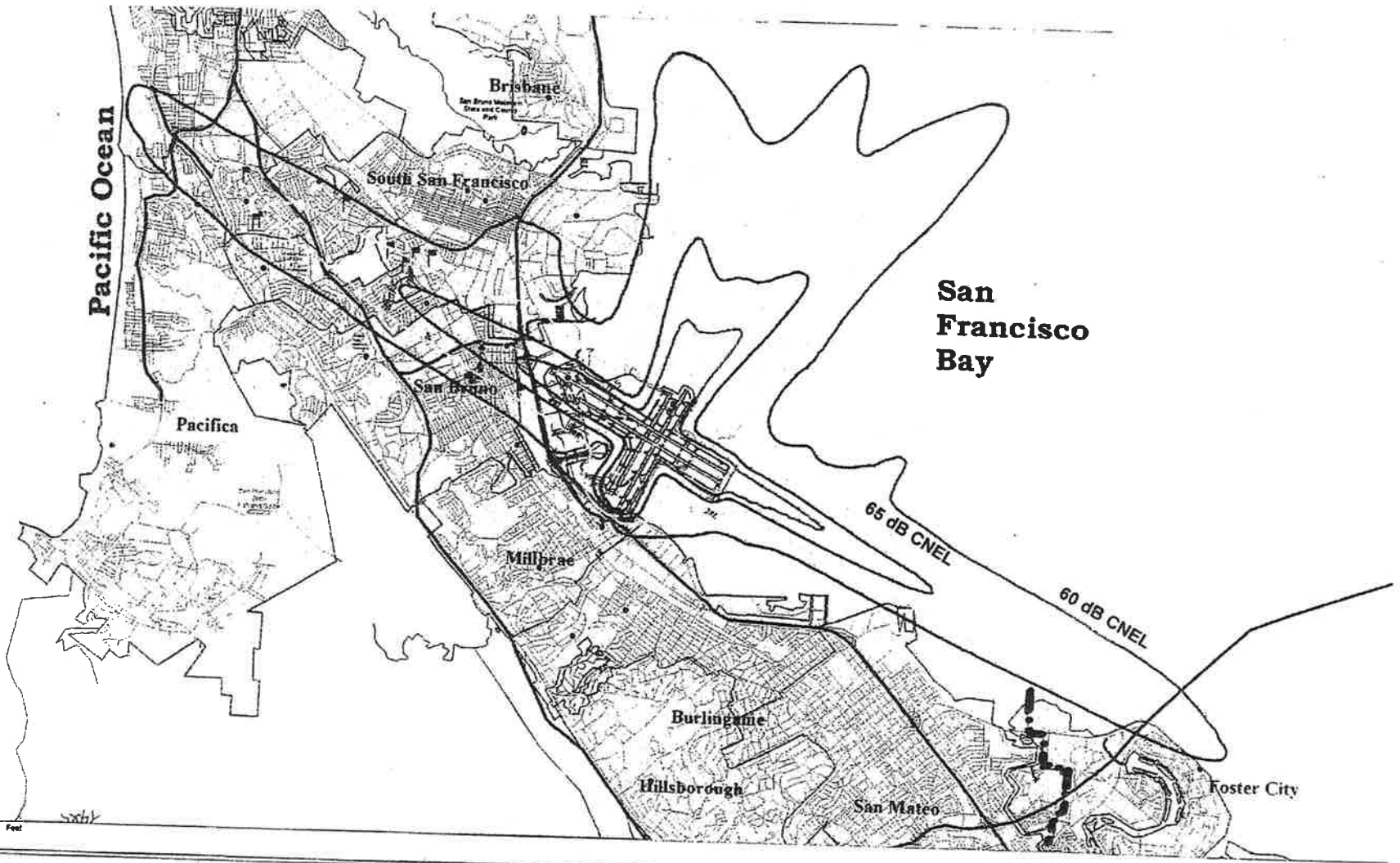


Figure 5 Existing Noise Exposure, 2001

- Water Department
- 65 dB CNEL, Noise Contour
- 60 dB CNEL, Noise Contour
- 55 dB CNEL, Noise Contour
- 50 dB CNEL, Noise Contour
- 45 dB CNEL, Noise Contour
- Station
- Church
- Health Care Facility
- City Boundary Line

### 2001 Noise Exposure Map

Signed \_\_\_\_\_  
Dated \_\_\_\_\_

Far Part 150 Noise Exposure &  
Land Use Compatibility Program

ATTACHMENT NO. 6A.



# San Francisco Bay

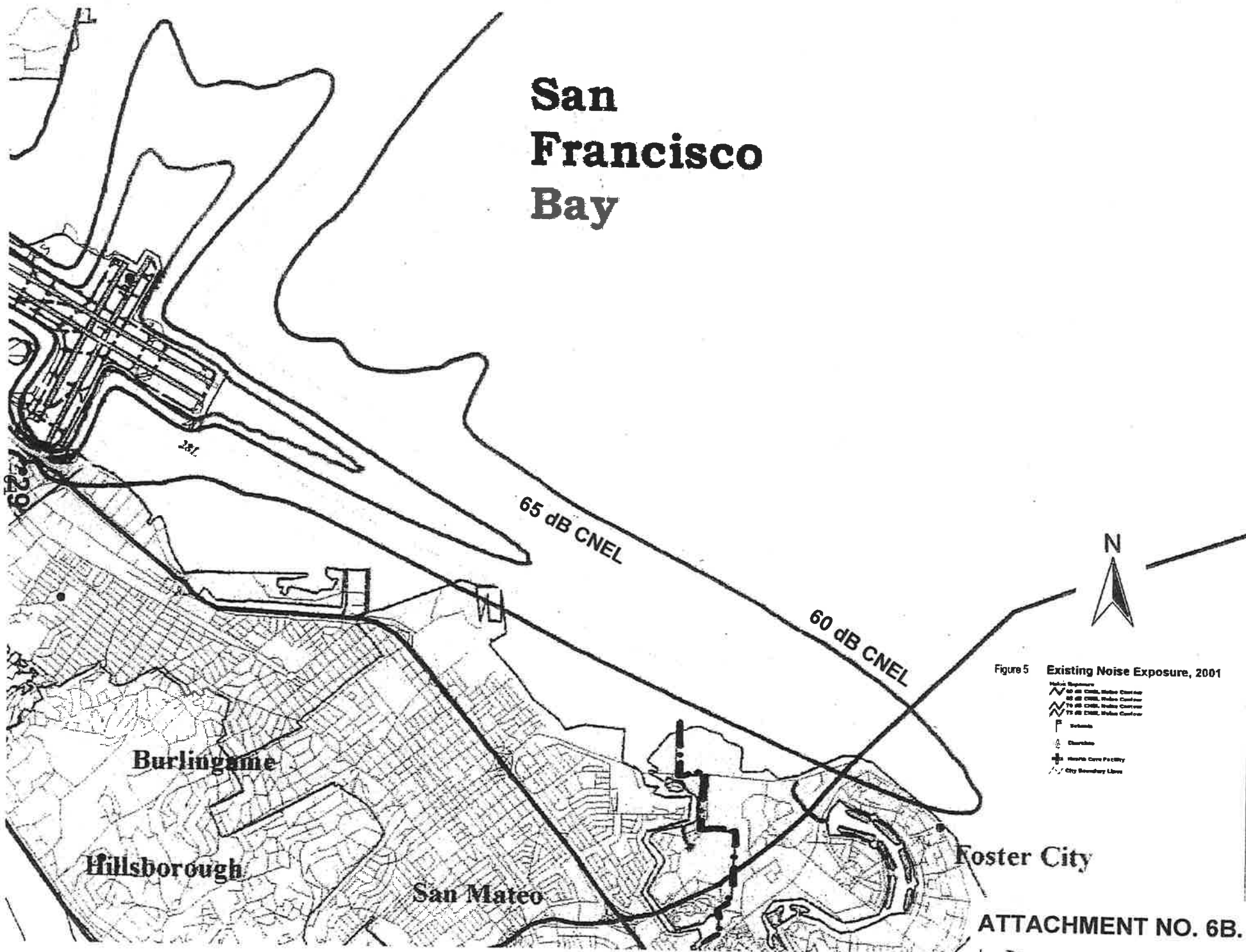
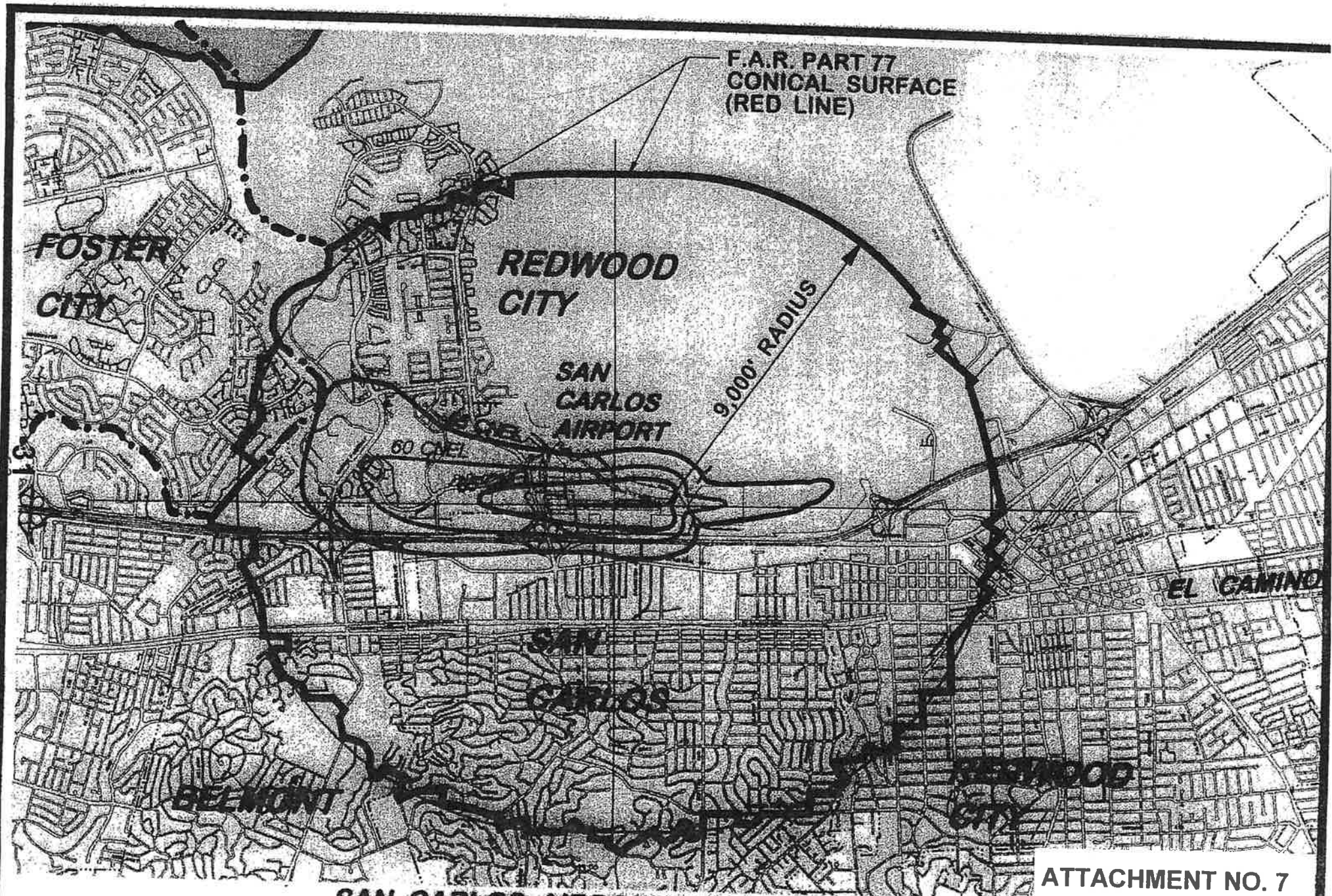


Figure 5 Existing Noise Exposure, 2001

- 65 dB CNEL, Noise Contour
- 60 dB CNEL, Noise Contour
- 55 dB CNEL, Noise Contour
- 50 dB CNEL, Noise Contour
- Roads
- Schools
- Health Care Facility
- City Boundary Lines





**SAN CARLOS AIRPORT NOISE CONTOURS**  
San Carlos Airport Master Plan Update Airport Modernization  
Draft Environmental Impact Report (June 2002)

ATTACHMENT NO. 7





## C/CAG AGENDA REPORT

**DATE:** August 31, 2009

**TO:** City/County Association of Governments of San Mateo County (C/CAG)  
Board of Directors

**FROM:** David F. Carbone, C/CAG Airport Land Use Committee (ALUC) Staff  
TEL: 650/36304417; email: [dcarbone@co.sanmateo.ca.us](mailto:dcarbone@co.sanmateo.ca.us)

**SUBJECT:** Consideration/Approval of a Recommendation from the C/CAG Airport Land Use Committee (ALUC), Regarding an Airport Land Use Compatibility Plan (CLUP) Consistency Review of a Referral from the City of San Carlos, Re: *City of San Carlos 2030 Draft General Plan and Housing Element*

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### RECOMMENDATION FROM THE C/CAG AIRPORT LAND USE COMMITTEE (ALUC)

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, take action to determine that the content of the *City of San Carlos 2030 Draft General Plan*, including the *Housing Element*, is consistent with and does not conflict with (1) the relevant recommended guidance from the *California Airport Land Use Planning Handbook January 2002*, (2) the text in the relevant Sections of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5 (Airport Land Use Commissions), and (3) the applicable airport/land use compatibility policies and criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended, for the environs of San Carlos Airport, based on the following condition:

Include the following text in the City of San Carlos City Council resolution to adopt the *City of San Carlos 2030 Draft General Plan* document:

“The goals, polices, and programs contained in the *2030 Draft General Plan* document, including the *Housing Element* are consistent with and do not conflict with (1) the recommended guidance from the *California Airport Land Use Planning Handbook January 2002*, (2) the text in the relevant Sections of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5 (Airport Land Use Commission), and (3) the applicable airport/land use compatibility criteria for the environs of San Carlos Airport, as contained in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended.”

In addition to the condition stated above, the Committee approved and directed revisions to specific draft Noise Element policies, as explained herein.

### FISCAL IMPACT

None.

### BACKGROUND

The City of San Carlos has referred its *City of San Carlos 2030 Draft General Plan* document, including the *Housing Element*, to the C/CAG Board of Directors, acting as the Airport Land Use Commission, for a determination of the consistency of the content of the document with the relevant

**ITEM 5.5**

**C/CAG Agenda Report, Re: Consideration/Approval of a Recommendation from the C/CAG Airport Land Use Committee (ALUC), Regarding an Airport Land Use Compatibility Plan (CLUP) Consistency Review of a Referral from the City of San Carlos, RE: *City of San Carlos 2030 Draft General Plan (Includes the Housing Element)***

August 31, 2009

Page 2 of 3

airport/land use compatibility policies and criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended, for the environs of San Carlos Airport. The *2030 Draft General Plan* document is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b). The 60-day review period will expire on September 11, 2009.

California Government Code Section 65302.3. (a) states the following:

“The general plan and any applicable specific plan...shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code.”  
(ref.: comprehensive airport land use compatibility plan (CLUP)).

To make the consistency connection, the San Carlos City Council resolution to adopt the *2030 Draft General Plan* document (including the *Housing Element*) should include appropriate text that indicates the goals, policies, and actions contained in the document are consistent with and do not conflict with the relevant airport/land use compatibility policies and criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan (CLUP)*, as amended, for San Carlos Airport.

The *California Airport Land Use Planning Handbook January 2002* provides guidance to the C/CAG Board, acting as the Airport Land Use Commission and to C/CAG Staff, regarding the concept of “consistency” between a proposed local agency land use policy action (i.e. general plan amendment) and the relevant content of an airport/land use compatibility plan (CLUP). The *Handbook* guidance states the following:

“As widely applied in airport land use planning, consistency does not require being identical. It means only that the concepts, standards, physical characteristics, and resulting consequences of a proposed action must not conflict with the intent of the law or the compatibility plan to which the comparison is being made.”

Source: *California Airport Land Use Planning Handbook January 2002*, p. 5-3

In addition to compliance with California Government Code Section 65302.3 (a), the C/CAG Board has expanded its consistency determination finding (action) to include consistency with (a) the relevant guidance from the *California Airport Land Use Planning Handbook January 2002* and (b) the text in the relevant sections of Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5, Airport Land Use Commission.

## **DISCUSSION**

### **I. Airport/Land Use Compatibility Issues**

Guidance from the *California Airport Land Use Planning Handbook January 2002* and the relevant sections of the California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5 (Airport Land Use Commissions) identify the scope and content of an airport/land use compatibility plan

**C/CAG Agenda Report, Re: Consideration/Approval of a Recommendation from the C/CAG Airport Land Use Committee (ALUC), Regarding an Airport Land Use Compatibility Plan (CLUP) Consistency Review of a Referral from the City of San Carlos, RE: *City of San Carlos 2030 Draft General Plan* document (including the *Housing Element*)**

August 31, 2009

Page 3 of 3

(CLUP) and the relevant compatibility issues to be addressed (height of structures/airspace protection; aircraft noise impacts; and safety criteria). Each of those issues, as it relates to the content of the *City of San Carlos 2030 Draft General Plan* document (including the *Housing Element*) is addressed in detail in the attached ALUC Staff Report, dated, August 20, 2009.

**II. C/CAG Airport Land Use Committee (ALUC) Review/Action**

The C/CAG Airport Land Use Committee (ALUC) reviewed the *City of San Carlos 2030 Draft General Plan* document (including the *Housing Element*), at its Regular Meeting on August 27, 2009. The Committee unanimously approved the recommendation shown on p. 1 of this Agenda Report. The Committee also approved the ALUC Staff recommended edits to Noise Element Policy NOI.-1.12, to read as follows (Note: Strikeout text to be deleted; bold italic text to be added.):

POLICY NOI.-1.12 Ensure consistency with the noise ~~limitations~~ ***compatibility policies and criteria*** contained in the San Carlos Airport Land Use Plan.”

The Committee also noted that the draft wording in Noise Element Policy NOI. - 1.11 suggests that the City of San Carlos has the authority to ensure that San Carlos Airport does not generate excessive noise levels for nearby land uses. Since the City does not have such authority, the Committee approval action also directed D. Carbone, ALUC Staff, to work with D. Nelson, San Carlos Planning Manager, to revise the wording in Policy NOI.-1.11 to focus on noise mitigation related to proposed land uses rather than noise levels generated from airport/aircraft operations. D. Carbone and D. Nelson jointly crafted the following version of Noise Policy NOI.-1.11, to read as follows (Note: Strikeout text to be deleted; bold italic text to be added.):

POLICY NOI.-1.11 ~~Ensure that San Carlos Airport does not generate excessive noise levels for nearby land uses. Should noise levels exceed the standards established in this Element, mitigation measures shall be required at the source to reduce noise impacts to acceptable levels.~~ ***Ensure that proposed noise-sensitive land uses include appropriate mitigation to reduce noise impacts from aircraft operations at San Carlos Airport.*** Work with the San Carlos Airport Pilots Association and San Mateo County to continue to refine and implement the Airport’s noise abatement procedures.”

San Carlos Planning Staff will forward the revisions to both Noise Element policies, as shown above, to the San Carlos Planning Commission and City Council. The C/CAG Board will also notify the City of San Carlos of its action on this CLUP consistency review.

**ATTACHMENT:** C/CAG Airport Land Use Committee (ALUC) Staff Report, dated, August 20, 2009, with five attachments.



## 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

### C/CAG AIRPORT LAND USE COMMITTEE (ALUC)

### STAFF REPORT

**Please Reply To :** Dave Carbone, ALUC Staff, 455 County Center, Second Floor, Redwood City, CA 94063; TEL: 650-363-4417; FAX: 650-363-4849; email: [dcarbone@co.sanmateo.ca.us](mailto:dcarbone@co.sanmateo.ca.us)

**TO:** C/CAG Airport Land Use Committee (ALUC) Representatives and Alternates

**FROM:** David F. Carbone, ALUC Staff

**DATE:** August 20, 2009

**RE:** **Agenda Item No. 4** for August 27, 2009: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of San Carlos, Re: *San Carlos 2030 General Plan Public Review Draft (June 25, 2009)*

#### STAFF RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that C/CAG, acting as the Airport Land Use Commission, determine that the relevant content of the *San Carlos 2030 General Plan Public Review Draft (June 25, 2009)*, is consistent with (1) the recommended guidance from the *California Airport Land Use Planning Handbook January 2002*, (2) the text in the relevant Sections of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5, Airport Land Use Commission, and (3) the applicable airport/land use compatibility policies and criteria, as contained in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended, for the environs of San Carlos Airport, based on the following condition:

## Airport Land Use Committee

**ALUC Chairperson:**  
Richard Newman  
Aviation Representative

**ALUC Vice Chairperson:**  
Mark Church, Supervisor  
County of San Mateo

**Airport Land Use Committee (ALUC) Staff:**  
David F. Carbone, Transportation Systems Coordinator/Airport  
Environs Planning, Co. of San Mateo Planning & Bldg. Dept.

**California Government Code 65302.3. (a), Re: General Plan Consistency With Comprehensive Airport Land Use Compatibility Plan (CLUP).** Include text in the City Council resolution to adopt the *San Carlos 2030 General Plan* document, to address state-mandated consistency with the relevant airport/land use compatibility criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan (CLUP)*, as amended, for the environs of San Carlos Airport (SQL), as follows:

"The goals, polices, and other relevant content contained herein are consistent with and do not conflict with the applicable airport/land use compatibility policies and criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended, for the environs of San Carlos Airport "

Although not a recommended condition to determine consistency with the relevant content of the CLUP for the environs of San Carlos Airport (SQL), ALUC Staff recommends that San Carlos City Staff make the following clarification/accuracy edits to the text of the *Draft General Plan* document, as follows:

*Chapter 8 Community Safety and Services Element*

p. 207: Revise the text in the last sentence in the last paragraph on this page to read as follows: "The CLUP is a State-mandated document that addresses airport/land use compatibility related to proposed land policy actions within the environs of San Carlos Airport."

*Chapter 9 Noise Element*

p. 242: Revise the text in POLICY NOI-1.11 to read as follows: "Ensure that San Carlos Airport does not generate excessive noise levels for nearby land uses. Work with the San Carlos Airport Pilots Association and San Mateo County to continue to refine and implement the Airport's noise abatement procedures."

p. 242: Revise the text in POLICY NOI-1.12 read as follows: " Ensure consistency with the noise compatibility policies and criteria contained in the San Carlos Airport Land Use Plan."

## **BACKGROUND**

### **I. General Plan Overview**

The State of California requires each city, county, or city and county, to adopt a comprehensive, long-term General Plan for the physical development of the community. The Plan must contain seven elements to address all aspects of development, including land use, environmental management and sustainability, traffic and circulation, housing, parks and recreation, and other topics. The *Plan* contains polices and actions to guide future development in the jurisdiction over a 20-year planning horizon.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of San Carlos, Re: San Carlos 2030 General Plan Public Review Draft (June 25, 2009)**  
August 20, 2009

Page 3 of 7

The City of San Carlos has referred its *San Carlos 2030 General Plan Public Review Draft (June 25, 2009)* document to the C/CAG Board of Directors, acting as the Airport Land Use Commission, for a determination of the consistency of the content of the document with the relevant airport/land use compatibility policies and criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended for the environs of San Carlos Airport (see Attachment No. 1). The concept of "consistency" is described in the Section II below. The *San Carlos 2030 General Plan Public Review Draft (June 25, 2009)* document is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b). The 60-day review period will expire on September 11, 2009.

The attached referral letter to ALUC Staff from Deborah Nelson, City of San Carlos Planning Manager, dated July 23, 2009, notes the City of San Carlos is referring the *San Carlos 2030 General Plan Public Review Draft (June 25, 2009)* document and the *Housing Element* document for ALUC/C/CAG review. The *Housing Element* is one of the seven state-mandated elements of a General Plan. Therefore, for ALUC/C/CAG review purposes, this ALUC Staff Report consists of one review of the entire *San Carlos 2030 Draft General Plan* document, which includes the *Housing Element*.

**II. General Plan Consistency With Relevant Airport Land Use Compatibility Policies and Criteria**

**A. California Government Code Section 65302.3. (a)** This Code Section states the following:

"The general plan and any applicable specific plan... shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code."  
(ref.: comprehensive airport land use compatibility plan (CLUP)).

To make the consistency connection, the City of San Carlos City Council resolution to adopt the *San Carlos 2030 General* document should include appropriate text that indicates the goals, policies, and actions contained in the document are consistent with and do not conflict with the relevant airport/land use compatibility policies and criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan (CLUP)*, as amended, for San Carlos Airport.

**B. The Concept of Consistency.** The *California Airport Land Use Planning Handbook January 2002* provides guidance to the C/CAG Board, acting as the Airport Land Use Commission and to C/CAG Staff, regarding the concept of "consistency" between a proposed local agency land use policy action (i.e. general plan amendment) and the relevant content of an airport/land use compatibility plan (CLUP). The *Handbook* guidance states the following:

"As widely applied in airport land use planning, consistency does not require being identical. It means only that the concepts, standards, physical characteristics, and resulting consequences of a proposed action must not conflict with the intent of the law or the compatibility plan to which the comparison is being made."

Source: *California Airport Land Use Planning Handbook January 2002*, p. 5-3

The C/CAG Board has expanded its consistency determination finding (action) to also include consistency with (a) the relevant guidance from the *California Airport Land Use Planning Handbook January 2002* and (b) the text in the relevant sections of Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5, Airport Land Use Commission.

### **III. Airport Influence Area (AIA) Boundaries**

State law (PUC Section 21675(c)) requires airport land use commissions to adopt planning area boundaries, also known as airport influence area (AIA) boundaries. The AIA boundary defines the geographic area within which relevant airport/land use compatibility policies and criteria apply to proposed local agency land use policy actions and related development.

The C/CAG Board of Directors, acting as the Airport Land Use Commission, has adopted the concept of a two-part AIA boundary that includes an Area A and an Area B for the environs of San Carlos Airport. Area A defines a geographic area within which state-mandated real estate disclosure of potential airport/aircraft impacts is required, per Chapter 496 Statutes of 2002 (formerly AB 2776 (Simitian)), as part of the sale of real property within the boundary. Area B defines a geographic area within which (1) real estate disclosure, per Chapter 496 Statutes 2002, is required and (2) proposed local agency land use policy actions, that affect land within Area B, must be referred to the ALUC/C/CAG for formal review. The review process determines the consistency of the proposed action(s) with (a) the relevant recommended guidance from the *California Airport Land Use Planning Handbook January 2002* edition, (b) the text in the relevant Sections of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5, and (c) the applicable airport/land use compatibility policies and criteria for the environs of the airport.

The adopted AIA Area A boundary for San Carlos Airport includes the entire city boundary of San Carlos. It appears that over half of the city is located within AIA Area B (see Attachment No. 2A and 2B.).

## **DISCUSSION**

### **I. Airport/Land Use Compatibility Issues**

There are three airport/land use compatibility issues addressed in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended, for San Carlos Airport (SQL), that relate to the draft general plan document. These include: (a.) Height of Structures/Airspace Protection, (b.) Aircraft Noise Impacts, and (c.) Safety Criteria. The following sections address each issue.



**A. Height of Structures/Airspace Protection.** The Airport Land Use Commission (C/CAG Board) has adopted the provisions in Federal Aviation Regulations FAR Part 77, "Objects Affecting Navigable Airspace," as amended, to establish restrictions for height of structures and federal notification requirements related to proposed development within the FAR Part 77 airspace boundaries for San Carlos Airport. The regulations contain the following 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 FAA of certain proposed construction or alteration of structures in the airport environs and (3.) initiation of aeronautical studies by FAA staff, to determine the potential effect(s), if any, of proposed construction or alteration of structures on the safe and efficient use of the subject airspace.

The *San Carlos 2030 General Plan* is a policy document that does not change or affect the maximum structure height limits that are specified in the current San Carlos Zoning Ordinance. However, any future proposed amendments to the Zoning Ordinance that would include changes to maximum structure heights and/or other zoning issues that affect property within the AIA Area B boundary in San Carlos would be submitted to the ALUC/C/CAG for formal review.

*Chapter 8 Community Safety and Services Element* of the *San Carlos 2030 General Plan* document contains one policy (POLICY CSS-5.1) that addresses height of structures and the submittal of proposed land use policy actions that affect property in AIA Area B to the ALUC/C/CAG for review (see Attachment No.3).

**B. Aircraft Noise Impacts.** The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the federal threshold for aircraft noise impacts and the boundary on which noise mitigation actions and related federal funding are based. This contour boundary is also used by the State as the threshold for airport/land use compatibility for noise-sensitive land uses. However, airport land use commissions can set a lower CNEL threshold for aircraft noise compatibility based on local conditions (aircraft type, airport traffic pattern, runway length, etc.).

The 55 dB CNEL aircraft noise contour defines the aircraft noise compatibility threshold for aircraft operations at San Carlos Airport (SQL), as established many years ago by the Airport Land Use Commission. *Chapter 9 Noise Element* of the *San Carlos 2030 General Plan Public Review Draft (June 25, 2009)* document includes narrative text, a map of the aircraft noise contours for San Carlos Airport, three policies that address noise issues related to aircraft operations at San Carlos Airport, and 11 policies related to noise-sensitive land uses (see Attachment No.4).

**C. Safety Criteria. (1) Safety Zones.** The *California Airport/Land Use Planning Handbook January 2002* requires comprehensive airport land use compatibility plans (CLUPs) to include safety zones for each runway end and related safety policies and criteria. The current CLUP for the environs of San Carlos Airport (SQL), however, does not include safety zones and related compatibility policies and criteria. They will be addressed in a future CLUP amendment; **(2) Land Uses.** Certain types of land uses are recognized by the Airport Land Use Commission (C/CAG Board) as hazards to air navigation in the vicinity of San Carlos Airport (SQL). These land uses are listed in the CLUP for the environs of San Carlos Airport and include the following:

- \* Any use that would direct a steady or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a final approach for landing, other than an FAA-approved navigational lights.
- \* Any use that would attract concentrations of birds within approach/climbout areas
- \* Any use that would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a final approach for landing.
- \* Any use that would generate electrical interference that may affect aircraft communications or aircraft instrumentation.

These parameters would be considered in a formal FAA airspace impact review, via the FAA Form 7460-1 notification process and as part of a formal CLUP consistency review by the ALUC and C/CAG. In addition to the airport-related content in *Chapter 9 Noise Element, Chapter 8 Community Safety and Services Element* contains one policy (POLICY CSS-5.1) that addresses safety (see Attachment No. 3).

## **II. Disclosure of Potential Airport/Aircraft Impacts**

**A. State-Mandated Real Estate Disclosure.** Real estate disclosure of potential airport/aircraft related impacts on real property in California is mandated, per Chapter 496 Statutes of 2002 (formerly AB 2776 (Simitian)). Furthermore, California Public Utilities Code Section 21674.7 states airport land use commissions "...shall be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation." The *California Airport Land Use Planning Handbook (January 2002)* states "ALUCs are encouraged to adopt policies defining the area within which information regarding airport noise impacts should be disclosed as part of real estate transactions." Both AIA Area A and AIA Area B require real estate disclosure.

**B. San Carlos Airport Avigation Easement Review Area (AERA).** The CLUP for the environs of San Carlos Airport (SQL) includes polices and criteria for the grant of avigation easements to the County of San Mateo, as the airport proprietor. It also includes a map that illustrates an Avigation Easement Review Area (AERA) boundary. An avigation easement is a form of disclosure, usually focused on aircraft noise impacts, that grants certain rights to the airport proprietor to ensure the safe and efficient operation of aircraft in the airspace above the Grantor's property. The avigation easement document used by the County of San Mateo addresses noise and height issues.

Real estate disclosure per Chapter 496 Statutes of 2002 (formerly AB 2776 (Simitian)) and the request for the grant of an avigation easement would be part of a future ALUC/C/CAG review of noise-sensitive land use proposals within the AIA Area B boundary and in the AERA boundary, if applicable. *Chapter 8 Community Safety and Services Element* contains one policy (POLICY CSS-5.1) that addresses avigation easements (see Attachment No. 3).

**III. Guidance From the *California Airport Land Use Planning Handbook January 2002***

ALUC Staff reviewed the relevant content of the *California Airport Land Use Planning Handbook January 2002* to prepare this Report. The staff analysis and recommendation contained herein are consistent with and guided by the relevant recommendations and guidelines contained in the *Handbook*.

**ATTACHMENTS**

- Attachment No. 1:** Letter to David Carbone, ALUC Staff, from Deborah Nelson, Planning Manager, City of San Carlos, dated July 23, 2009, re: ALUC and C/CAG review of City of San Carlos 2030 Draft General Plan and Housing Element
- Attachment No. 2A:** Revised Airport Influence Area Boundary for San Carlos Airport Areas A and B (October 2004) (Approved by the CCAG Board on October 14, 2004)
- Attachment No. 2B:** Revised Airport Influence Area Boundary for San Carlos Airport (Area B) (Approved by the CCAG Board on October 14, 2004)
- Attachment No. 3:** *San Carlos 2030 General Plan Public Review Draft (June 25, 2009), Chapter 8 Community Safety and Services*, p. 208, re: POLICY CSS-5.1
- Attachment No. 4:** Selected pages from *San Carlos 2030 General Plan Public Review Draft (June 25, 2009), Chapter 9 Noise Element*: p 235, Figure 9-2 San Carlos Airport Noise Contour Map, and pp. 239-243



**ATTACHMENT NO. 1**

**CITY HALL**  
600 ELM STREET  
SAN CARLOS, CA 94070-1309



**Planning Department**  
TELEPHONE (650) 802-4263  
FAX (650) 595-6763  
WEB: <http://www.cityofsancarlos.org>

July 23, 2009

David Carbone, Transportation Systems Coordinator/Airport Environs Planning  
City and County Association of Governments  
Airport Land Use Committee  
555 County Center, 5th Floor  
Redwood City, CA 94063  
(650) 599-1406  
[dcarbone@co.sanmateo.ca.us](mailto:dcarbone@co.sanmateo.ca.us)

RE: ALUC and C/CAG Review of the City of San Carlos 2030 Draft General Plan and Housing Element

Dear Mr. Carbone:

The City of San Carlos released the San Carlos 2030 General Plan and Housing Element – Public Review Draft, and a Draft Environmental Impact Report in June 2009. These draft documents are currently being reviewed at Study Sessions of the Planning Commission (July 6 and 20, 2009) and City Council (August 10, 2009.) Additionally, the Draft Housing Element has been circulated to State HCD and the Draft EIR is being circulated for a 45 day review period. Following the Study Sessions, the General Plan, Housing Element and EIR will return to formal hearings before the Planning Commission September 8 and 21, 2009 and the City Council on October 12, 2009.

At this juncture, it is requested that the drafts of the General Plan and Housing Element be scheduled for ALUC review for consistency with the Comprehensive Airport Land Use Plan. It is requested that this be placed on the next ALUC meeting tentatively planned for August 27, 2009 and the C/CAG meeting scheduled for September 10, 2009.

The June 2009 drafts of the General Plan, Housing Element and EIR may be found at the following website:

[http://www.cityofsancarlos.org/generalplanupdate/whats\\_new/default.asp](http://www.cityofsancarlos.org/generalplanupdate/whats_new/default.asp)

The Planning Commission Study Session documents may be found at the following websites:

[http://www.epackets.net/meeting.aspx?cabinet=PUBLISHED\\_MEETINGS&ftr=0&docid=7362197](http://www.epackets.net/meeting.aspx?cabinet=PUBLISHED_MEETINGS&ftr=0&docid=7362197)

[http://www.epackets.net/meeting.aspx?cabinet=PUBLISHED\\_MEETINGS&ftr=0&docid=7362542](http://www.epackets.net/meeting.aspx?cabinet=PUBLISHED_MEETINGS&ftr=0&docid=7362542)

The City Council Agenda and supporting materials for the August 10, 2009 Study Session will be available on e-packets <http://www.epackets.net/> on August 6, 2009.

As additional documents are prepared and available for the formal hearings, these are also posted on e-packets, the Thursday preceding the meeting.

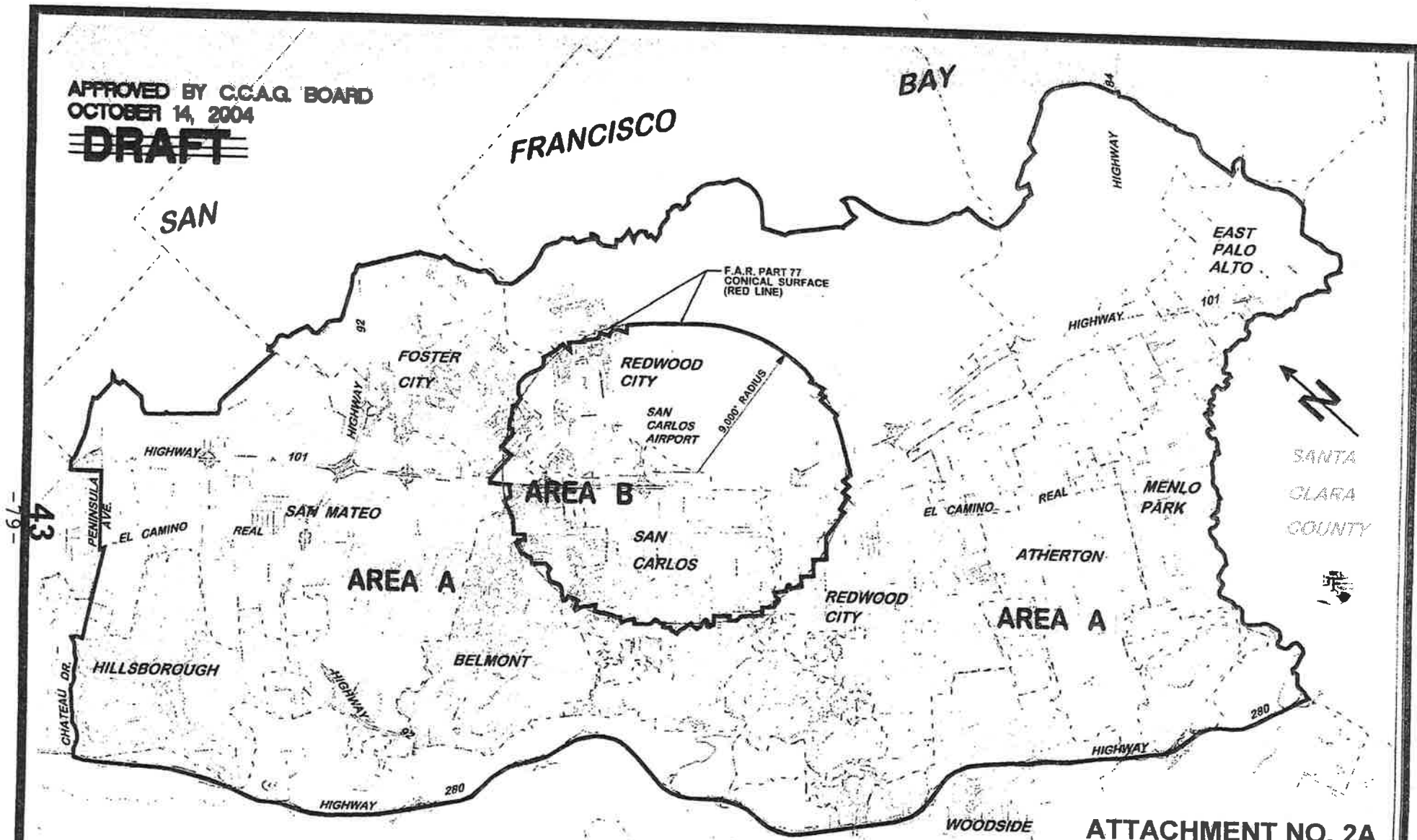
Thank you for your assistance and please feel free to contact me directly either by email [dnelson@cityofsancarlos.org](mailto:dnelson@cityofsancarlos.org) or phone 650 802-4264.

Sincerely,

Deborah Nelson, Planning Manager

APPROVED BY C.C.A.G. BOARD  
OCTOBER 14, 2004

~~DRAFT~~



**CCAG LANDUSE COMMITTEE RECOMMENDATION  
REVISED AIRPORT INFLUENCE AREA BOUNDARY  
FOR SAN CARLOS AIRPORT -- AREAS A & B (OCTOBER 2004)**

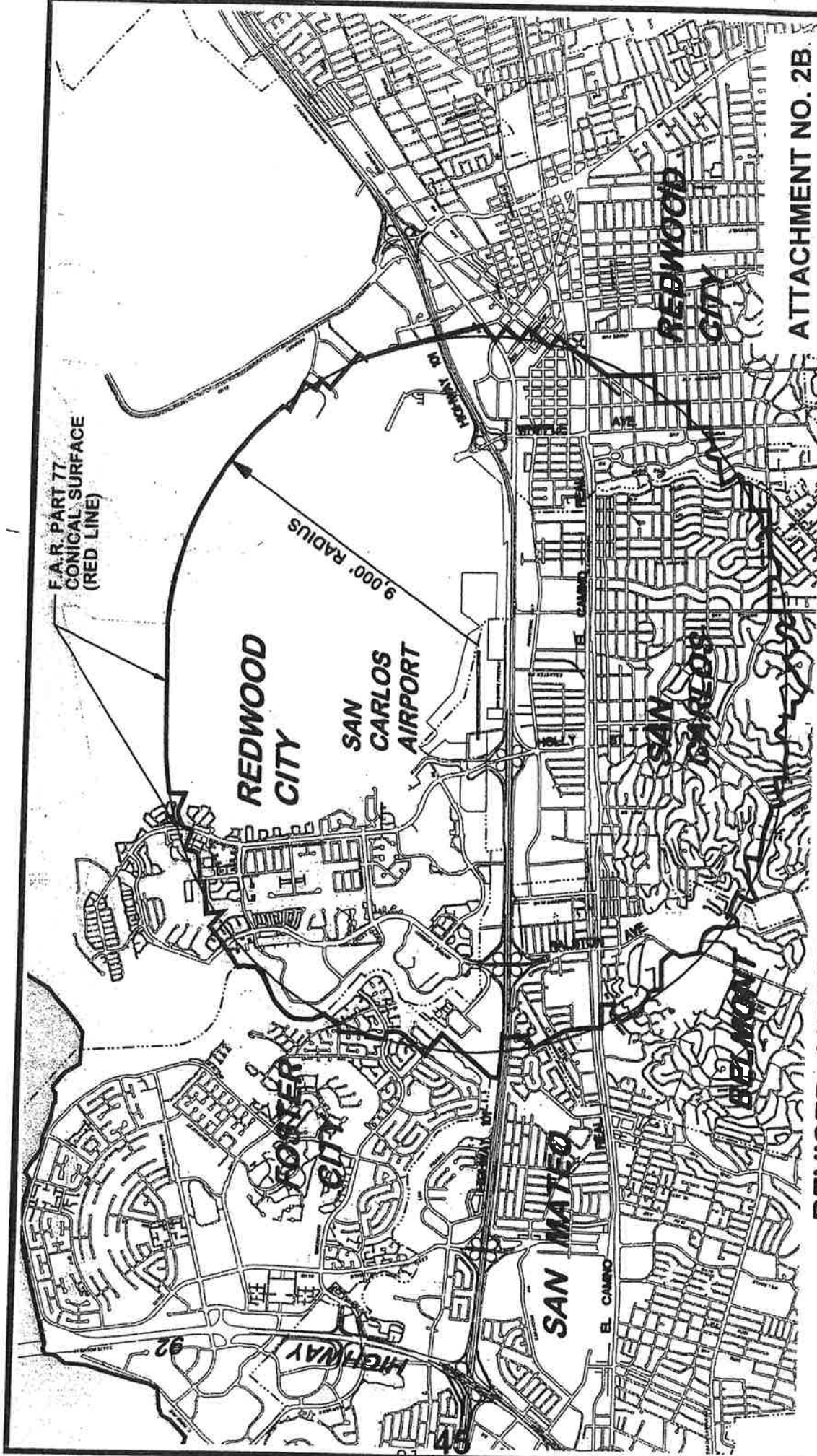
**AREA A: PROPOSED REVISED AIRPORT INFLUENCE AREA  
(AIA) BOUNDARY (real estate disclosure only)**

**AREA B: PROPOSED CCAQ/ALUC REVIEW AREA BOUNDARY  
(real estate disclosure and formal CCAQ/ALUC review)**

• This boundary is a refinement of the current CCAQ/ALUC review boundary.







F.A.R. PART 77  
CONICAL SURFACE  
(RED LINE)

REDWOOD  
CITY

SAN  
CARLOS  
AIRPORT

SAN MATEO

EL CAMINO

SAN  
CARLOS

REDWOOD  
CITY

ATTACHMENT NO. 2B.

REVISED AIRPORT INFLUENCE AREA (AIA) BOUNDARY  
FOR SAN CARLOS AIRPORT (AREA B)

(APPROVED OCTOBER 14, 2004)



COMMUNITY SAFETY AND  
SERVICES ELEMENT

8



ATTACHMENT NO. 3

*Goals, Policies, and Actions*



**POLICY CSS-5.1** Maintain land use and development in the vicinity of San Carlos Airport that are consistent with the relevant airport/land use compatibility criteria and guidelines contained in the adopted Airport/Land Use Compatibility Plan (CLUP) for the environs of San Carlos Airport, including noise, safety, height and aviation easement requirements.

Bold denotes new policies.

**ACTION CSS-5.1** Submit proposed land use policy actions (general plans/amendments, specific plans/amendments, rezonings, etc.) and related development plans, if any, that affect property located within the Area B portion of the Airport Influence Area (AIA) boundary for San Carlos Airport, to the San Mateo County Airport Land Use Commission for review/action, pursuant to California Public Utilities Code Section 21676(b), prior to final action by the City.

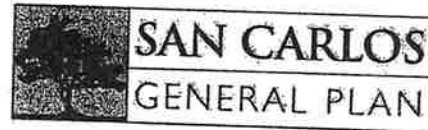
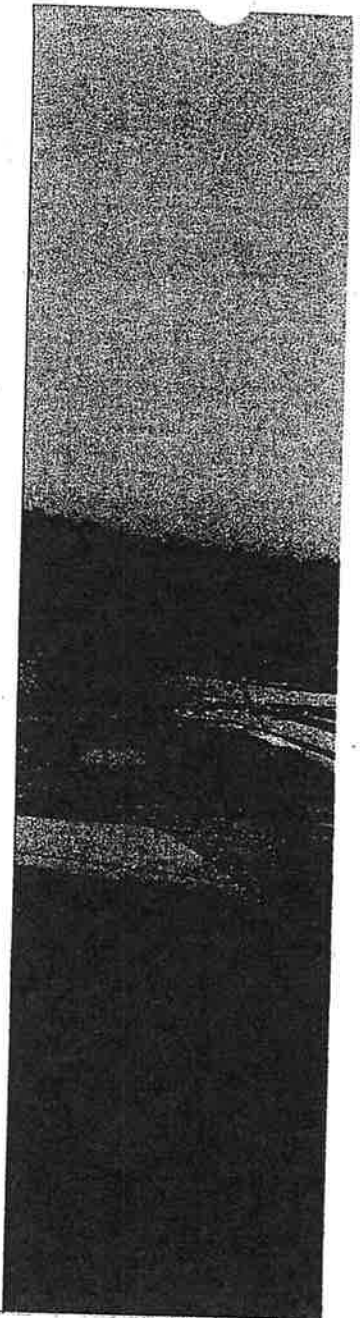
**Emergency and Disaster Preparedness**

This section addresses disaster preparedness and emergency response plans in San Carlos.

*Disaster Preparedness and Emergency Response*

As required by State law, the City of San Carlos has established emergency preparedness procedures to respond to a variety of natural and man-made disasters

# NOISE ELEMENT 9



the center of the near railroad track for typical train passbys.

### *Airport*

Aircraft using San Carlos Airport intermittently contribute to ambient noise levels in the city. This general aviation airport is located in the northeast portion of the City of San Carlos east of Highway 101. The airport averages about 425 aircraft operations per day. Approximately 49 percent of aircraft operations are local general aviation, 48 percent are transient general aviation, 2 percent are air taxi operations, and less than 1 percent are military operations. San Mateo County and the San Carlos Airport Pilot's Association promote noise reduction practices by airport users, including avoiding flying over sensitive areas. Existing noise contours for the San Carlos Airport are shown on Figure 9-2. Noise compatibility is regulated by the City/County Association of Governments of San Mateo County (C/CAG) Airport Land Use Commission for the County's airports. The San Mateo County Comprehensive Airport/Land Use Plan (CLUP), adopted by C/CAG in 1996, is a State-mandated document that promotes airport/land use compatibil-

ity. Table IV-2 of this document includes noise compatibility standards.

Aircraft noise in California is described in terms of the CNEL. The noise levels measured in CNEL are approximately equivalent to noise measured with the day/night average noise level (Ldn) but include an additional 5 dB weighting factor for the evening hours (7:00 p.m. to 10:00 p.m.).






Jet aircraft to and from the Mineta, San José and San Francisco International Airports generate intermittent noise when passing over the City of San Carlos. Noise generated by these over-flights, although audible and noticeable in quiet areas above other ambient noise sources, do not contribute to daily average noise levels in the city.

### *Non-Vehicular*

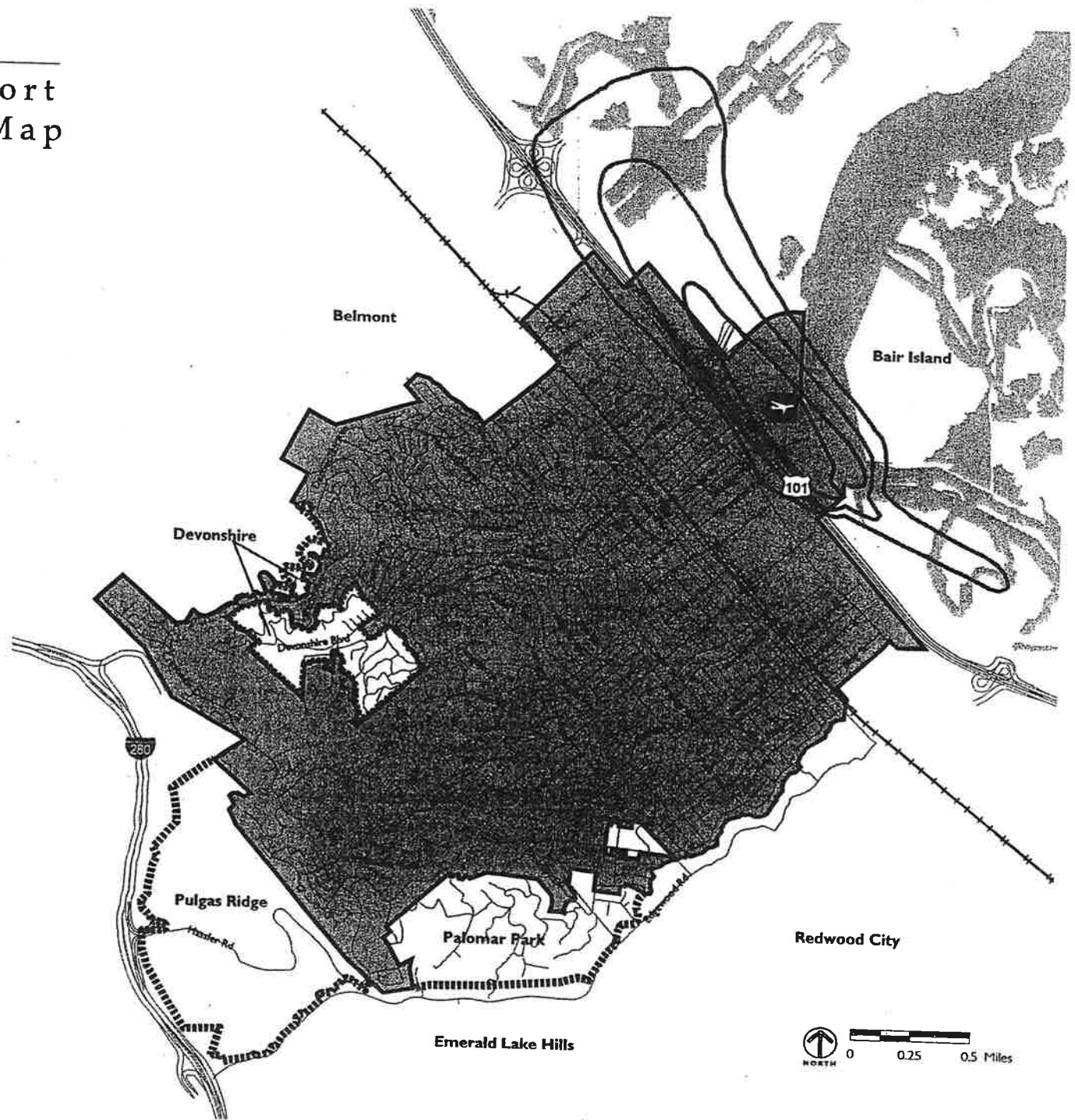
There are no known stationary noise sources that make a significant contribution to the community's noise environment. The majority of commercial and industrial land uses within San Carlos are located east-northeast of El Camino Real and may be minor contributors to

FIGURE 9-2

# San Carlos Airport Noise Contour Map

-  City Limit
-  Sphere of Influence Areas
- Airport Noise Contours**
  -  55 CNEL
  -  60 CNEL
  -  65 CNEL

Source: San Carlos Airport Master Plan Update  
Airport Modernization Draft EIR (June 2002).

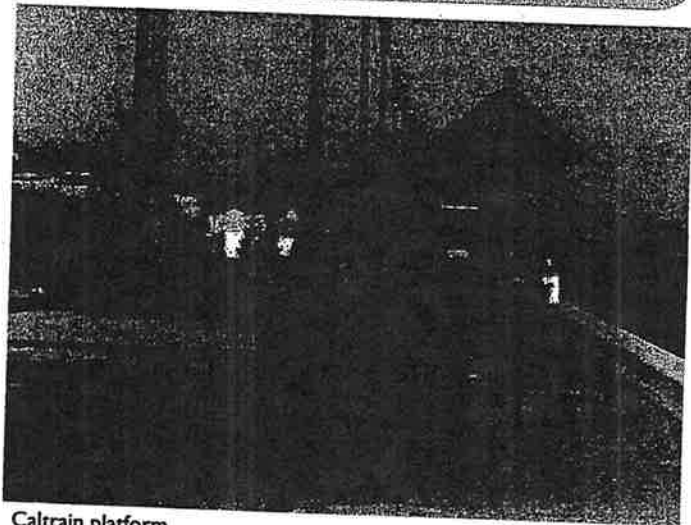




### Guiding Principles

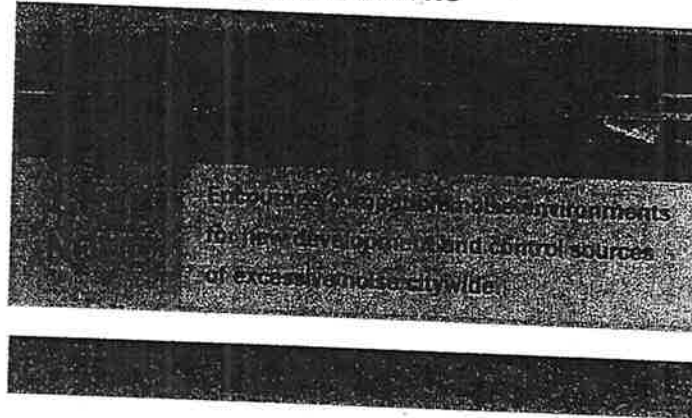
The Guiding Principles are a set of key objectives that articulate San Carlos' core values relating to noise. The following Guiding Principle establishes a framework for the basic intent of this Element and is a broad statement of overall community value relating to noise in San Carlos:

- Maintain a community with a noise environment that supports a high quality of life



Caltrain platform

### Goals, Policies, and Actions



**POLICY NOI-1.1** Use the Noise and Land Compatibility Standards shown in Figure 9-1, the noise level performance standards in Table 9-1 and the projected future noise contours for the General Plan shown in Figure 9-3 and detailed in Table 9-2, as a guide for future planning and development decisions.

**POLICY NOI-1.2** Minimize noise impacts on noise-sensitive land uses. Noise-sensitive land uses include residential uses, retirement homes, hotel/motels, schools, libraries, community centers, places of



public assembly, daycare facilities, churches, and hospitals.

**POLICY NOI-1.3** Limit noise impacts on noise-sensitive uses to noise level standards as indicated in Table 9-1.

**POLICY NOI-1.4** Require a detailed acoustic report in all cases where noise-sensitive land uses are proposed in areas exposed to exterior noise levels of 60 CNEL Ldn or greater. If recommended in the report, mitigation measures shall be required as conditions of project approval.

**POLICY NOI-1.5** New development of noise-sensitive land uses proposed in noise-impacted areas shall incorporate effective mitigation measures into the project design to reduce exterior and interior noise levels to the following acceptable levels:

a. For new single-family residential development, maintain a standard of 60 Ldn (day/night average noise

level) for exterior noise in private use areas.

b. For new multi-family residential development maintain a standard of 65 Ldn in community outdoor recreation areas. Noise standards are not applied to private decks and balconies and shall be considered on a case-by-case basis in the downtown core.

c. Interior noise levels shall not exceed 45 Ldn in all new residential units (single- and multi-family). Development sites exposed to noise levels exceeding 60 Ldn shall be analyzed following protocols in Appendix Chapter 12, Section 1208, A, Sound Transmission Control, 2001 Building Code Chapter 12, Appendix Section 1207.11.2 of the 2007 California Building Code (or the latest revision).

d. Where new residential units (single- and multi-family) would be ex-

posed to intermittent noise levels generated during train operations, maximum railroad noise levels inside homes shall not exceed 50 dBA in bedrooms or 55 dBA in other occupied spaces. These single event limits are only applicable where there are normally four or more train operations per day.

**POLICY NOI-1.6** Where noise mitigation measures are required to achieve the noise level standards, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered after practical design-related noise mitigation measures have been integrated into the project.

**POLICY NOI-1.7** The City shall seek to reduce impacts from ground-borne vibration associated with rail operations by requiring that vibration-sensitive buildings (e.g., residences) are sited at least 100 feet from the centerline of the railroad

tracks whenever feasible. The development of vibration-sensitive buildings within 100 feet from the centerline of the rail-road tracks would require a study demonstrating that ground borne vibration issues associated with rail operations have been adequately addressed (i.e. through building sitting, foundation design, and construction techniques).

**POLICY NOI-1.8** During all phases of construction activity, reasonable noise reduction measures shall be utilized to minimize the exposure of neighboring properties to excessive noise levels.

a. Construction activities shall comply with the City's noise ordinance.

**POLICY NOI-1.9** Minimize potential transportation-related noise through the use of setbacks, street circulation design, coordination of routing and other traffic control measures and the construction of noise barriers and consider use of

"quiet" pavement surfaces when resurfacing roadways.


**POLICY NOI-1.10** Ensure that mixed-use development projects are designed to minimize noise impacts on residential units.

**POLICY NOI-1.11** Ensure that San Carlos Airport does not generate excessive noise levels for nearby land uses. Should noise levels exceed the standards established in this Element, mitigation measures shall be required at the source to reduce noise impacts to acceptable levels. Work with the San Carlos Airport Association to continue to refine and implement the Airport's Noise Abatement Procedures.

**POLICY NOI-1.12** Ensure consistency with noise limitations contained in the San Carlos Airport Land Use Plan.

**POLICY NOI-1.13** Require a noise analysis for new residential uses located within the 55 CNEL impact area of the San Carlos Airport. If recommended in the report, mitigation measures shall be required as conditions of project approval.

**POLICY NOI-1.14** The Federal Transit Administration vibration impact criteria and assessment methods shall be used to evaluate the compatibility of train vibration with proposed land uses adjoining the UPRR (Caltrain) corridor. Site specific vibration studies shall be completed for vibration-sensitive uses proposed within 100 feet of active railroad tracks.



**ACTION NOI-1.1** Establish a noise abatement protocol for existing sensitive land uses located in areas anticipated to experience significant noise increases with the implementation of the General Plan. Cumulative traffic noise impacts on existing noise-sensitive uses could be reduced

through the inclusion of exterior and/or interior sound-reduction measures such as set-backs, noise barriers, forced-air mechanical ventilation and sound rated window construction. The City should research sources of funding for these actions.

**ACTION NOI-1.2** Revise the City's Noise Ordinance to be consistent with this Element.

**ACTION NOI-1.3** Require residents of new mixed-use developments to be informed of potential noise from refuse collection and other activities typically associated with commercial activity.

**ACTION NOI-1.4** Require the evaluation of mitigation measures for projects that would cause the following criteria to be exceeded or would cause a significant adverse community response:

- a. Cause the Ldn at noise-sensitive uses to increase by 3 dB or more and exceed the "normally acceptable" level.

- b. Cause the Ldn at noise-sensitive uses to increase 5 dB or more and remain "normally acceptable."

- c. Cause noise levels to exceed the limits in Table 9-1.

**ACTION NOI-1.5** Enforce Section 27007 of the California Motor Vehicle Code that prohibits amplified sound that can be heard 50 or more feet from a vehicle.

**ACTION NOI-1.6** Enforce Section 27150 of the California Motor Vehicle Code that addresses excessive exhaust noise.

**ACTION NOI-1.7** Update and review procedures for dealing with noise complaints in the community.

**ACTION NOI-1.8** Evaluate the necessity of requesting Caltrain to establish a Quiet Zone designation for San Carlos.

## C/CAG AGENDA REPORT

**DATE:** August 31, 2009

**TO:** City/County Association of Governments of San Mateo County (C/CAG)  
Board of Directors

**FROM:** David F. Carbone, C/CAG Airport Land Use Committee (ALUC) Staff  
TEL: 650/36304417; email: [dcarbone@co.sanmateo.ca.us](mailto:dcarbone@co.sanmateo.ca.us)

**SUBJECT:** Consideration/Approval of a Recommendation from the C/CAG Airport Land Use Committee (ALUC), Regarding an Airport Land Use Compatibility Plan (CLUP) Consistency Review of a Referral from the City of Redwood City, Re: *City of Redwood City New General Plan*

---

### RECOMMENDATION FROM THE C/CAG AIRPORT LAND USE COMMITTEE (ALUC)

That the C/CAG Board of Directors, acting as the Airport Land Use Commission, take action to determine that the relevant content of the *City of Redwood City New General Plan* document is consistent with and does not conflict with (1) the recommended guidance from the *California Airport Land Use Planning Handbook January 2002*, (2) the text in the relevant Sections of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5 (Airport Land Use Commissions), and (3) the applicable airport/land use compatibility criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended, for the environs of San Carlos Airport.

### FISCAL IMPACT

None.

### BACKGROUND

The City of Redwood City has referred its *City of Redwood City New General Plan* document to the C/CAG Board of Directors, acting as the Airport Land Use Commission, for a determination of the consistency of the content of the document with the relevant airport/land use compatibility policies and criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended, for the environs of San Carlos Airport. The *New General Plan* document is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b). The 60-day review period will expire on September 11, 2009.

California Government Code Section 65302.3. (a) states the following:

“The general plan and any applicable specific plan...shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code.”  
(ref.: comprehensive airport land use compatibility plan (CLUP)).

**ITEM 5.6**

**C/CAG Agenda Report, Re: Consideration/Approval of a Recommendation from the C/CAG Airport Land Use Committee (ALUC), Regarding an Airport Land Use Compatibility Plan (CLUP) Consistency Review of a Referral from the City of Redwood City, RE: *City of Redwood City New General Plan***  
August 31, 2009

Page 2 of 4

The City of Redwood City *Draft New General Plan* contains the following text on p. PS - 38 of the *Public Safety Element* to address the state-mandated general plan consistency requirement with the relevant airport land use plan:

“California Government Code Section 65302.3 requires that a local general plan be consistent with the applicable airport/land use compatibility criteria in the relevant adopted airport land use plan. This General Plan ensures that all the goals, guidelines, and plan implementation programs contained herein are consistent with the relevant airport/land use compatibility criteria contained in the 1996 San Mateo County Comprehensive Airport Land Use Plan, as amended for San Carlos Airport.”

The *California Airport Land Use Planning Handbook January 2002* provides guidance to the C/CAG Board, acting as the Airport Land Use Commission and to C/CAG Staff, regarding the concept of “consistency” between a proposed local agency land use policy action (i.e. general plan amendment) and the relevant content of an airport/land use compatibility plan (CLUP). The *Handbook* guidance states the following:

“As widely applied in airport land use planning, consistency does not require being identical. It means only that the concepts, standards, physical characteristics, and resulting consequences of a proposed action must not conflict with the intent of the law or the compatibility plan to which the comparison is being made.”

Source: *California Airport Land Use Planning Handbook January 2002*, p. 5-3

In addition to compliance with California Government Code Section 65302.3 (a), the C/CAG Board has expanded its consistency determination finding (action) to include consistency with (a) the relevant guidance from the *California Airport Land Use Planning Handbook January 2002* and (b) the text in the relevant sections of Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5, Airport Land Use Commission.

## **DISCUSSION**

### **I. Airport/Land Use Compatibility Issues**

Guidance from the *California Airport Land Use Planning Handbook January 2002* and the relevant sections of the California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5 (Airport Land Use Commissions) identify the scope and content of an airport/land use compatibility plan (CLUP) and the relevant compatibility issues to be addressed (height of structures/airspace protection; aircraft noise impacts; and safety criteria). Each of those issues, as it relates to the content of the *City of Redwood City New General Plan* is addressed in detail in the attached ALUC Staff Report, dated, August 20, 2009.

**C/CAG Agenda Report, Re: Consideration/Approval of a Recommendation from the C/CAG Airport Land Use Committee (ALUC), Regarding an Airport Land Use Compatibility Plan (CLUP) Consistency Review of a Referral from the City of Redwood City, RE: *City of Redwood City New General Plan***  
August 31, 2009

Page 3 of 4

**II. C/CAG Airport Land Use Committee (ALUC) Review/Action**

The C/CAG Airport Land Use Committee (ALUC) reviewed the *City of Redwood City New General Plan* at its Regular Meeting on August 27, 2009. The Committee unanimously approved the recommendation shown on p. 1 of this Agenda Report.

Although not part of its CLUP consistency recommendation, the Committee also approved the following clarification/accuracy edits to the document, as proposed by ALUC Staff (Note: Strikeout text is to be deleted; new text to be added is in bold italic.):

Built Environment Chapter, pp. BE-2 and BE-3: Revise the draft text under *San Carlos Airport Land Use Plan* to read as follows:

***“San Carlos Airport is located within the City of San Carlos and is owned and operated by the County of San Mateo. San Carlos-The Airport lies north of Whipple Road and east of U.S. Highway 101 and divides Redwood Shores from the rest of the City. The City/County Association of Governments of San Mateo County (C/CAG) Board of Directors serves as the state-mandated airport land use commission for the county. The C/CAG Board developed an established the C/CAG Airport Land Use Committee (ALUC) to review proposed land use changes and actions policy actions and related development in cities jurisdictions surrounding San Mateo County Airports the three airports in the county. The Committee makes recommendations to the Board, regarding land use within the airport influence zones the consistency of the proposed land use policy actions and related development with the relevant airport/land use compatibility polices and criteria within defined airport influence area (AIA) boundaries for each airport. The City of Redwood City is a member of the C/CAG Airport Land Use Committee (ALUC) and the C/CAG Board of Directors.*”**

~~The San Carlos Airport has adopted a planning boundary, also known as an airport influence area boundary. The boundary consists of two parts. The adopted airport influence area (AIA) boundary for San Carlos Airport consists of two parts: Area A and Area B. Area A defines a geographic area that is subject to state-mandated real estate disclosure provisions of potential airport/aircraft impacts. All of Redwood City is located within Area A. Area B defines an area within which, in addition to the real estate disclosure provisions, affected jurisdictions must refer their proposed land use policy actions (including General Plan land use amendments) to the ALUC and to the C/CAG Board for formal airport/land use compatibility review. Area B includes most of Redwood Shores, the Inner Bayfront area, a portion of the Veterans Boulevard Corridor, Centennial neighborhood, and a portion of Downtown. For more information, refer to the Airport Influence Area and Height Restriction Maps on file with Redwood City and in the Public Safety Element of the New General Plan.”~~

**C/CAG Agenda Report, Re: Consideration/Approval of a Recommendation from the C/CAG Airport Land Use Committee (ALUC), Regarding an Airport Land Use Compatibility Plan (CLUP) Consistency Review of a Referral from the City of Redwood City, RE: *City of Redwood City New General Plan***  
August 31, 2009

Page 4 of 4

In addition to the edits shown on p. 3, the Committee approved the following revisions to two policies in the Public Safety Element, related to noise from aircraft operations at San Carlos Airport. ALUC Staff has added some additional wording, shown as underlined, for clarification and accuracy. The additional wording does not change the intent of the proposed policy language.

**Policy PS-14.2**

Revise to read as follows:

“Require that proposed land uses within the identified aircraft noise ~~impact zones~~ contours ~~for~~ of San Carlos Airport be reviewed by the Airport Land Use Commission (C/CAG Board) and that potential noise impacts be mitigated, as appropriate, by the project sponsor – to be consistent with the Aircraft Noise/land Use Compatibility Standards in the San Mateo County Airport Land Use Plan for the environs of San Carlos Airport.”

**Policy PS-14.3**

Revise to read as follows:

“Continue to consult with the San Mateo County ALUC Department of Public Works Airports Division and the appropriate FAA officials to promote “fly neighborly” programs that minimize the noise impacts from aircraft take-offs and other low altitude aircraft operations associated with San Carlos Airport.”

Redwood City Planning Staff (T. Passanisi) attended the ALUC meeting and noted the ALUC text edits and policy language revisions were acceptable to the City. The CCAG Board will notify the City of Redwood City of its action on this CLUP consistency review.

**ATTACHMENT:** C/CAG Airport Land Use Committee (ALUC) Staff Report, dated August 20, 2009, with six attachments.



## 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

### C/CAG AIRPORT LAND USE COMMITTEE (ALUC)

### STAFF REPORT

**Please Reply To :** Dave Carbone, ALUC Staff, 455 County Center, Second Floor, Redwood City, CA 94063; TEL: 650-363-4417; FAX: 650-363-4849; email: [dcarbone@co.sanmateo.ca.us](mailto:dcarbone@co.sanmateo.ca.us)

**TO:** C/CAG Airport Land Use Committee (ALUC) Representatives and Alternates

**FROM:** David F. Carbone, ALUC Staff *D.F.C.*

**DATE:** August 20, 2009

**RE:** **Agenda Item No. 5** for August 27, 2009: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Redwood City  
Re: *Draft New General Plan Document*

#### STAFF RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that C/CAG, acting as the Airport Land Use Commission, determine that the relevant content of the City of Redwood City *Draft New General Plan* document, is consistent with (1) the recommended guidance from the *California Airport Land Use Planning Handbook January 2002*, (2) the text in the relevant Sections of California Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5, Airport Land Use Commission and (3) the applicable airport/land use compatibility criteria, as contained in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended, for the environs of San Carlos Airport.

# Airport Land Use Committee

**ALUC Chairperson:**  
Richard Newman  
Aviation Representative

**ALUC Vice Chairperson:**  
Mark Church, Supervisor  
County of San Mateo

**Airport Land Use Committee (ALUC) Staff:**  
David F. Carbone, Transportation Systems Coordinator/Airport  
Environs Planning, Co. of San Mateo Planning & Bldg. Dept.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Redwood City, Re: *Draft New General Plan Document***  
August 20, 2009

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Although not a recommended condition to determine consistency with the relevant content of the CLUP for the environs of San Carlos Airport, ALUC Staff recommends that Redwood City Staff make the following clarification/accuracy edits to the text of the *Draft New General Plan* document. (Note: Suggested new text is underlined; text not shown from the draft version is to be deleted).

Built Environment Chapter, pp. BE-2 and BE-3: Revise the draft text under *San Carlos Airport Land Use Plan* to read as follows:

"San Carlos Airport is located within the City of San Carlos and owned and operated by the County of San Mateo. The Airport lies north of Whipple Road and east of U.S. Highway 101 and divides Redwood Shores from the rest of the City. The City/County Association of Governments of San Mateo County (C/CAG) Board of Directors serves as the state-mandated airport land use commission for the county. The Board established the C/CAG Airport Land Use Committee (ALUC) to review proposed land use policy actions and related development in jurisdictions surrounding the three airports in the county. The Committee makes recommendations to the Board, regarding the consistency of the proposed land use policy actions and related development with the relevant airport/land use compatibility polices and criteria within defined airport influence area (AIA) boundaries for each airport. The City of Redwood City is a member of the C/CAG Airport Land Use Committee (ALUC) and the C/CAG Board of Directors.

The adopted airport influence area (AIA) boundary for San Carlos Airport consists of two parts: Area A and Area B. Area A defines a geographic area that is subject to state-mandated real estate disclosure of potential airport/aircraft impacts. All of Redwood City is located within Area A. Area B defines an area within which, in addition to the real estate disclosure provisions, affected jurisdictions must refer their proposed land use policy actions (including General Plan land use amendments) to the ALUC and the C/CAG Board for formal airport/land use compatibility review. Area B includes most of Redwood Shores, the Inner Bayfront area, a portion of the Veterans Boulevard Corridor, Centennial neighborhood, and a portion of Downtown. For more information, refer to the Airport Influence Area and Height Restriction Maps on file with Redwood City and in the Public Safety Element of the New General Plan."

## **BACKGROUND**

### **I. General Plan Overview**

The State of California requires each city, county, or city and county, to adopt a comprehensive, long-term General Plan for the physical development of the community. The Plan must contain seven elements to address all aspects of development, including land use, environmental management and sustainability, traffic and circulation, housing, parks and recreation, and other topics. The *Plan* contains polices and actions to guide future development in the jurisdiction over a 20-year planning horizon.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Redwood City, Re: Draft New General Plan Document**  
August 20, 2009

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The City of Redwood City has referred its *Draft New General Plan* document to the C/CAG Board of Directors, acting as the Airport Land Use Commission, for a determination of the consistency of the content of the document with the relevant airport/land use compatibility criteria contained in the *San Mateo County Comprehensive Airport Land Use Plan December 1996*, as amended for the environs of San Carlos Airport (SQL) (see Attachment No. 1). The concept of "consistency" is described in the Section II below. The Redwood City *Draft New General Plan* document is subject to ALUC/C/CAG review, pursuant to PUC Section 21676 (b). The 60-day review period will expire on September 11, 2009.

**II. General Plan Consistency With the Comprehensive Airport Land Use Compatibility Plan (CLUP)**

**A. California Government Code Section 65302.3 (a)** This Code Section states the following:

"The general plan and any applicable specific plan... shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code." (ref.: comprehensive airport land use compatibility plan (CLUP)).

The City of Redwood City *Draft New General Plan* document contains the following text on p. PS - 38 of the *Public Safety Element* to address the state-mandated general plan consistency requirement with the relevant airport land use plan:

"California Government Code Section 65302.3 requires that a local general plan be consistent with the applicable airport/land use compatibility criteria in the relevant adopted airport land use plan. This General Plan ensures that all the goals, guidelines, and plan implementation programs contained herein are consistent with the relevant airport/land use compatibility criteria contained in the 1996 San Mateo County Comprehensive Airport Land Use Plan, as amended for San Carlos Airport."

**B. The Concept of Consistency.** The *California Airport Land Use Planning Handbook January 2002* provides guidance to the C/CAG Board and to C/CAG Staff, regarding the concept of "consistency" between a proposed local agency land use policy action (i.e. general plan amendment; specific plan) and the relevant content of an airport/land use compatibility plan (CLUP). The *Handbook* guidance states the following:

"As widely applied in airport land use planning, consistency does not require being identical. It means only that the concepts, standards, physical characteristics, and resulting consequences of a proposed action must not conflict with the intent of the law or the compatibility plan to which the comparison is being made."

Source: *California Airport Land Use Planning Handbook January 2002*, p. 5-3

The C/CAG Board has expanded its consistency determination finding (action) to also include consistency with (a) the relevant guidance from the *California Airport Land Use Planning Handbook January 2002* and (b) the text in the relevant sections of Public Utilities Code Division 9, Part 1, Chapter 4, Article 3.5, Airport Land Use Commission.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Redwood City, Re: Draft New General Plan Document**  
August 20, 2009

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**III. Airport Influence Area (AIA) Boundaries**

State law (PUC Section 21675(c)) requires airport land use commissions to adopt planning area boundaries, also known as airport influence area (AIA) boundaries. The AIA boundary defines the geographic area within which relevant airport/land use compatibility policies and criteria apply to proposed local agency land use policy actions and related development.

The C/CAG Board of Directors, acting as the Airport Land Use Commission, has adopted the concept of a two-part AIA boundary for the environs of San Carlos Airport. Area A defines a geographic area within which state-mandated real estate disclosure of potential airport/aircraft impacts is required, per Chapter 496 Statutes of 2002, as part of the sale of real property within the boundary. Area B defines a geographic area within which (1) real estate disclosure, per Chapter 496 Statutes 2002, is required and (2) proposed local agency land use policy actions and related development proposals that affect land within Area B, must be referred to the ALUC/C/CAG for formal review. The City of Redwood City *Draft New General Plan* document includes a map of the adopted Airport Influence Area (AIA) boundary for San Carlos Airport on p. PS-41 in the *Public Safety Element* (see Attachment No. 2).

**DISCUSSION**

**I. Airport/Land Use Compatibility Issues**

There are three airport/land use compatibility issues addressed in the *San Mateo County Comprehensive Airport Land Use Plan*, as amended, for the environs of San Carlos Airport that relate to the relevant content of the *Draft New General Plan* document: (a.) Height of Structures/Airspace Protection, (b.) Aircraft Noise Impacts, and (c.) Safety Criteria. The following sections address each issue.

**A. Height of Structures/Airspace Protection.** The C/CAG Board has adopted the provisions in Federal Aviation Regulations FAR Part 77, "Objects Affecting Navigable Airspace," as amended, to establish restrictions for height of structures/airspace protection and federal notification requirements, related to proposed development within the federal airspace boundaries for San Carlos Airport. The regulations include: (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 FAA of certain proposed construction or alteration of structures in the airport environs; and (3.) preparation of aeronautical studies, by FAA staff, to determine the potential effect(s), if any, of proposed construction or alteration of structures on the safe and efficient use of the subject airspace.

The text on p. PS - 38 in the *Public Safety Element* of the *Redwood City Draft New General Plan* includes the following sentence, regarding height of structures near San Carlos Airport:

"Generally, the CLUP places restrictions on building heights, types of land uses, and density of uses around the environs."

The City of Redwood City *New Draft General Plan* is a policy document that does not change or affect the maximum structure height limits that are specified in the current Redwood City Zoning Ordinance. However, any future proposed amendments to the Zoning Ordinance that would include changes to maximum structure heights and/or other zoning issues that affect property within the Area B boundary for the environs of San Carlos Airport would be submitted to the ALUC/C/CAG for formal review.

**B. Aircraft Noise Impacts.** The 65 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the federal threshold for aircraft noise impacts and the boundary on which noise mitigation actions and related federal funding are based. This contour boundary is also used by the State as the threshold for airport/land use compatibility for noise-sensitive land uses. However, airport land use commissions can set a lower CNEL threshold for aircraft noise compatibility, based on local conditions (i.e., aircraft type, airport traffic pattern, runway length, etc.). The 55 dB CNEL aircraft noise contour defines the aircraft noise compatibility threshold for aircraft operations at San Carlos Airport.

The *Public Safety Element* of the Redwood City *Draft New General Plan* document contains a comprehensive section on noise, as required by state law. Narrative text about aircraft noise is shown on p. PS-61, as follows:

"Aircraft  
Aircraft operations at San Carlos Airport primarily impact properties along U.S. 101 and Redwood Shores. The 1996 *San Mateo County Comprehensive Airport Land Use Plan* provides projected noise contour information for airport operations, shown in Figure PS-9. Where aircraft noise exceeds or is projected to exceed 55 dBA CNEL, the Airport Land Use Commission requests the City to require affected property owners to grant an aviation easement to the County of San Mateo when noise-sensitive developments are proposed within the airport's 55 dBA CNEL noise contour and higher noise levels."

A map of the San Carlos Airport Noise Contours (June 2002) is shown on p. PS-62 in the *Public Safety Element*. The *Noise* section of the *Public Safety Element* also includes one goal, three policies, and two programs that directly address airport noise-related impacts (see Attachment No. 3A. and No. 3B.).

**C. Safety Criteria. (1) Safety Zones.** The *California Airport/Land Use Planning Handbook January 2002* requires comprehensive airport/land use compatibility plans (CLUPs) to include safety zones for each runway end and related safety policies and criteria. The current CLUP for the environs of San Carlos Airport, however, does not include safety zones and related compatibility policies and criteria. They will be addressed in a future CLUP amendment; **(2) Land Uses.** Certain types of land uses are recognized by the Airport Land Use Commission (C/CAG Board) as hazards to air navigation. These land uses are listed in the CLUP for the environs of San Carlos Airport and include the following:

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Redwood City, Re: Draft New General Plan Document**  
August 20, 2009

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- \* Any use that would direct a steady or flashing light of white, red, green, or amber color toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a final approach for landing, other than an FAA-approved navigational lights.
- \* Any use that would attract concentrations of birds within approach/climbout areas
- \* Any use that would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a final approach for landing.
- \* Any use that would generate electrical interference that may affect aircraft communications or aircraft instrumentation.

These parameters would be considered in a formal FAA airspace impact review and as part of a formal CLUP consistency review by the ALUC and C/CAG.

The text on p. PS-38 in the *Aviation Hazards* subsection in the *Public Safety Element* of the Redwood City *Draft New General Plan* document addresses aviation safety, related to aircraft operations at San Carlos Airport, in a general way, as follows:

"The constant flow of air traffic in, and around airports pose a safety hazard for surrounding land uses. Aircraft accidents are more likely to occur in those areas immediately around the airport. Harm to life or damages to property can result from crashes and collisions during take-off and landing of airplanes."

"The CLUP identifies zones around the airport where land use restrictions are in place to guard against conflicts."

The text on p. PS-49 in the *Public Safety Element* of the Redwood City *Draft New General Plan* document includes one goal, one policy, and one program that address safety of people on the ground and in aircraft in flight in the vicinity of San Carlos Airport (see Attachment No. 4).

## **II. Disclosure of Potential Airport/Aircraft Impacts**

- A. State-Mandated Real Estate Disclosure.** Real estate disclosure of potential airport/aircraft related impacts on real property is mandated, per Chapter 496 Statutes of 2002 (formerly AB 2776 (Simitian)). Public Utilities Code Section 21674.7 states airport land use commissions "...shall be guided by information prepared and updated pursuant to Section 21674.5 and referred to as the Airport Land Use Planning Handbook published by the Division of Aeronautics of the Department of Transportation." The *California Airport Land Use Planning Handbook (January 2002)* states "ALUCs are encouraged to adopt policies defining the area within which information regarding airport noise impacts should be disclosed as part of real estate transactions."

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Redwood City, Re: Draft New General Plan Document  
August 20, 2009**

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Both AIA Area A and AIA Area B for San Carlos Airport require real estate disclosure. As noted in Section III on p. 4 of this Staff Report, the *Draft New General Plan* document includes a map of the adopted Airport Influence Area (AIA) boundary for San Carlos Airport on p. PS-41 in the *Public Safety Element* (see Attachment No. 2).

**B. San Carlos Airport Avigation Easement Review Area (AERA).** The CLUP for the environs of San Carlos Airport includes polices and criteria for the grant of avigation easements to the County of San Mateo, as the airport proprietor. It also includes a map that illustrates an Avigation Easement Review Area (AERA) boundary. An avigation easement is a form of disclosure, usually focused on aircraft noise impacts, that grants certain rights to the airport proprietor to ensure the safe and efficient operation of aircraft in the airspace above the Grantor's property. The avigation easement document used by the County of San Mateo addresses noise and height issues.

The text on p. PS-61 in the Redwood City *Draft New General Plan* document includes the following sentence regarding the grant of avigation easements:

"Where aircraft noise exceeds or is projected to exceed 55 dBA CNEL, the Airport Land Use Commission requests the City to require affected property owners to grant an avigation easement to the County of San Mateo when noise-sensitive developments are proposed within the airport's 55 dBA CNEL noise contour and higher noise levels."

A map that illustrates the configuration of the San Carlos Airport Avigation Easement Review Area (AERA) boundary is shown in the Redwood City *Draft New General Plan* document on p. PS – 39 (see Attachment No. 5).

Real estate disclosure per Chapter 496 Statutes of 2002 (formerly AB 2776 (Simitian)) and the request for the grant of an avigation easement would be part of a future ALUC/C/CAG review of noise-sensitive land use proposals and related development within the AIA Area B boundary and in the AERA boundary, if applicable.

**III. Guidance From the California Airport Land Use Planning Handbook January 2002**

ALUC Staff reviewed the relevant content of the *California Airport Land Use Planning Handbook January 2002* to prepare this Report. The staff analysis and recommendation contained herein are consistent with and guided by the relevant recommendations and guidelines contained in the *Handbook*.

**C/CAG Airport Land Use Committee (ALUC) Staff Report, Re: Comprehensive Airport Land Use Plan (CLUP) Consistency Review of a Referral From the City of Redwood City, Re: *Draft New General Plan Document***  
August 20, 2009

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**ATTACHMENTS**

- Attachment No. 1:** Letter to Dave Carbone, CCAG Staff, from Tom Passanisi, Principal Planner, City of Redwood City, dated July 27, 2009; re: request for ALUC and CCAG review of Redwood City's *Draft New General Plan*, with three attachments.
- Attachment No. 2:** Graphic – Figure PS-8 C/CAG Land Use Committee Recommendation Revised Airport Influence Area Boundary for San Carlos Airport – Areas A and B (October 2004); source: *Redwood City Draft New General Plan, Public Safety Element*.
- Attachment No. 3A:** Graphic – Figure PS-9 San Carlos Airport Noise Contours (June 2002); source: *Redwood City Draft New General Plan, Public Safety Element*
- Attachment No. 3B:** pp. PS-71, PS-72, and PS-73; re: airport noise-related goal, policies, and programs; source: *Redwood City Draft New General Plan, Public Safety Element*
- Attachment No. 4:** pp. PS-49 and PS-55; re: airport safety-related goal and policy; source: *Redwood City Draft New General Plan, Public Safety Element*
- Attachment No. 5:** Graphic – Figure PS-7 San Carlos Airport and Vicinity; source: *Redwood City Draft New General Plan, Public Safety Element*



**Planning Services**  
1017 Middlefield Road  
P.O. Box 391  
Redwood City, CA 94063



**ATTACHMENT NO. 1**

Telephone (650) 780-7237  
Email: [tpassanisi@redwoodcity.org](mailto:tpassanisi@redwoodcity.org)  
Website: [www.redwoodcity.org](http://www.redwoodcity.org)  
Fax: 650-780-0128

July 27, 2009

Mr. Dave Carbone  
Senior Planner/C/CAG Airport Land Use Committee (ALUC) Staff  
555 County Center, 5<sup>th</sup> floor  
Redwood City, Ca. 94063

Subject: ALUC and C/CAG review of Redwood City's New General Plan

Dear Dave:

On behalf of Redwood City I would like to formally request that both the ALUC and C/CAG (City/County Association of Governments of San Mateo County) review and comment on the proposed Draft New General Plan. Specifically, I am asking that you review the following relevant elements:

- Draft Public Safety Element (including noise)
- Draft Land Use and Urban Form Element (under the topic "Built Environment")
- Draft Housing Element

Most of the references to the San Carlos Airport Land Use Plan can be found in the Draft Public Safety Element on pgs. PS 38-41.

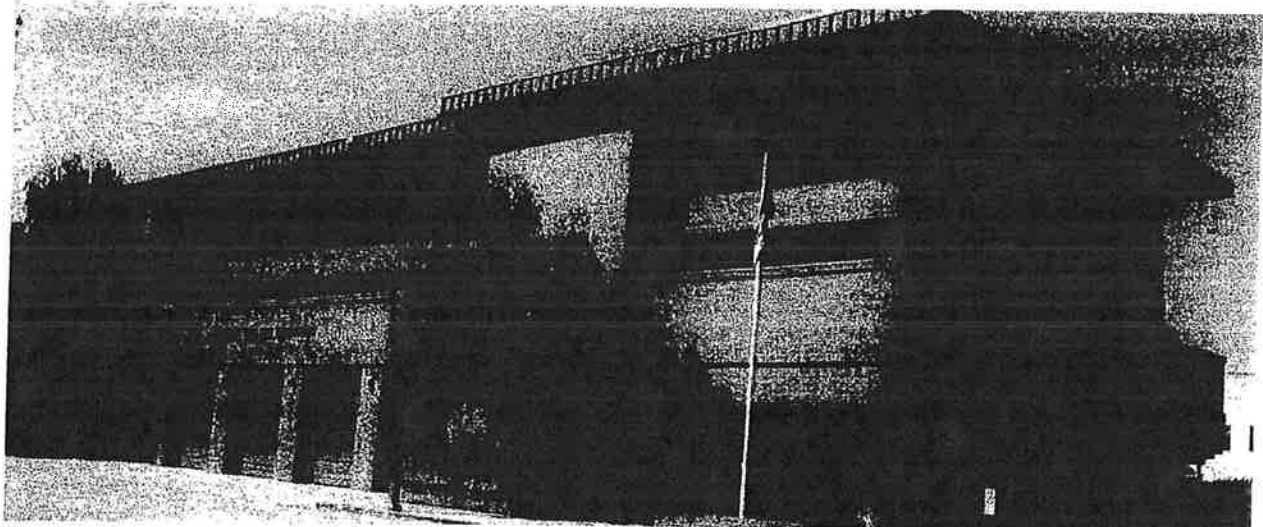
I have attached copies of these documents for your convenience (copies are also on the City's website). I also understand that the documents are scheduled for review by ALUC on August 27, 2009, and by C/CAG on September 10, 2009. Please confirm that these dates are correct and whether you need any additional information. I look forward to working with you and the ALUC and C/CAG on reviewing these important New General Plan documents. Thank you.

Sincerely,

A handwritten signature in black ink that reads "Tom Passanisi".

Tom Passanisi  
Principal Planner

C: Jill Ekas, Planning Manager  
- Lisa Brownfield, Hogle Ireland

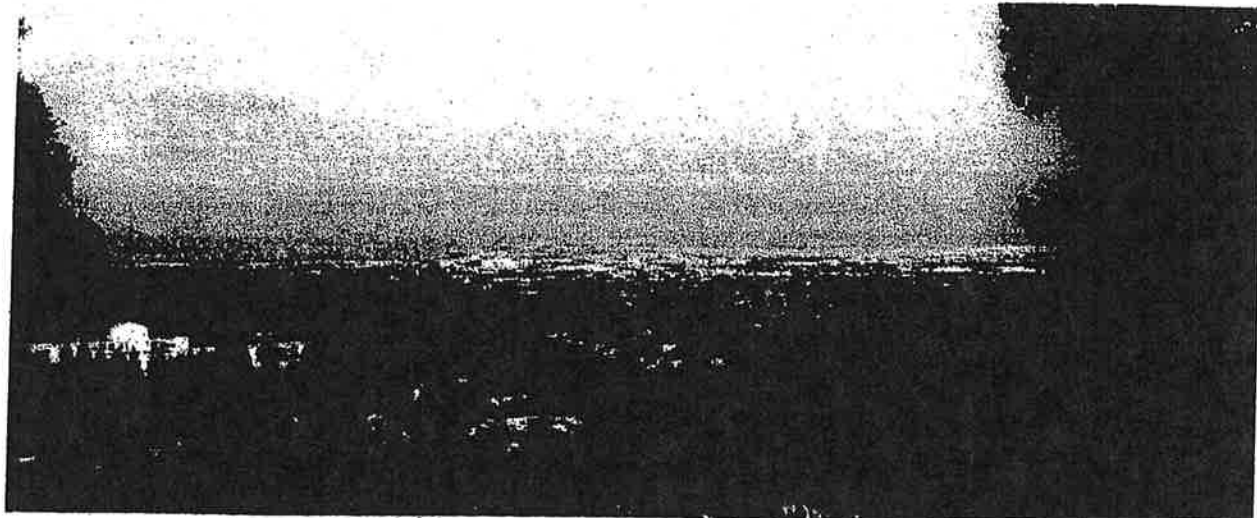


*Redwood City Downtown Fire Station*

# Public Safety

- Introduction
- Vision
- Atmosphere and Climate
- Hazards Management
- Noise

**W**hen people are asked to describe why they choose to live in their community, they often cite safety as a key factor. In cities that provide high levels of public safety services, residents and the business community can focus on productive activities: commerce, recreation, volunteerism, and education, among others. All communities face public safety concerns, from natural disasters such as flooding and earthquakes to human-caused conditions such as hazardous materials spills or air pollution. At the new millennium, public concern and awareness began to increase with regard to human-caused actions that have the potential to create increased risk of natural hazards: global warming. This Element addresses those public safety issues that affect Redwood City, and promotes prevention, public education, and emergency preparedness as the planning approaches that will allow the community to minimize risks to life and property in the event of a disaster.

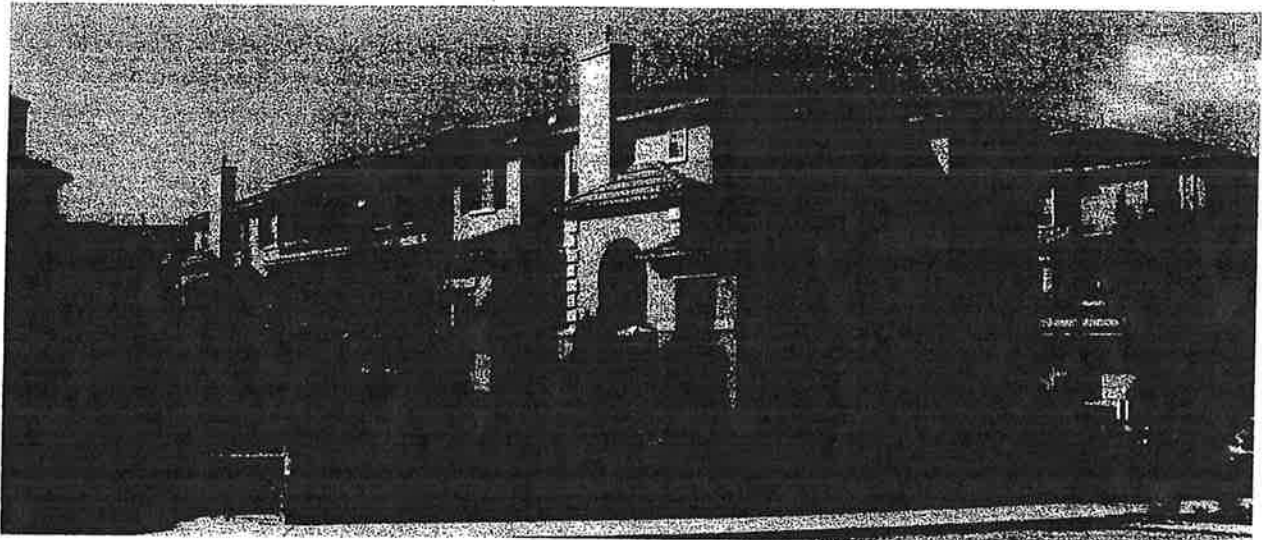


# The Built Environment



- Introduction
- Vision
- Land Use and Urban Form
- Circulation
- Economic Development
- Historic Resources
- Infrastructure

**T**he Built Environment refers to the structures and places where we conduct our everyday activities, from the largest-scale civic buildings to the smallest plazas and parks. The Built Environment also includes vital community support systems, such as the infrastructure beneath our streets and the efforts we all make to maintain economic vitality. As a leader in sustainability, Redwood City has planned the built environment to encourage walking and reduced use of cars. The City has adopted design practices that preserve historic resources and enhance the appearance and character of our neighborhoods and business centers. Our strategies for economic development provide local jobs and support the continued success local businesses. Finally, we pay attention to the sometimes invisible but critical infrastructure systems that support all of the features that make Redwood City a quality place.



# Housing Element

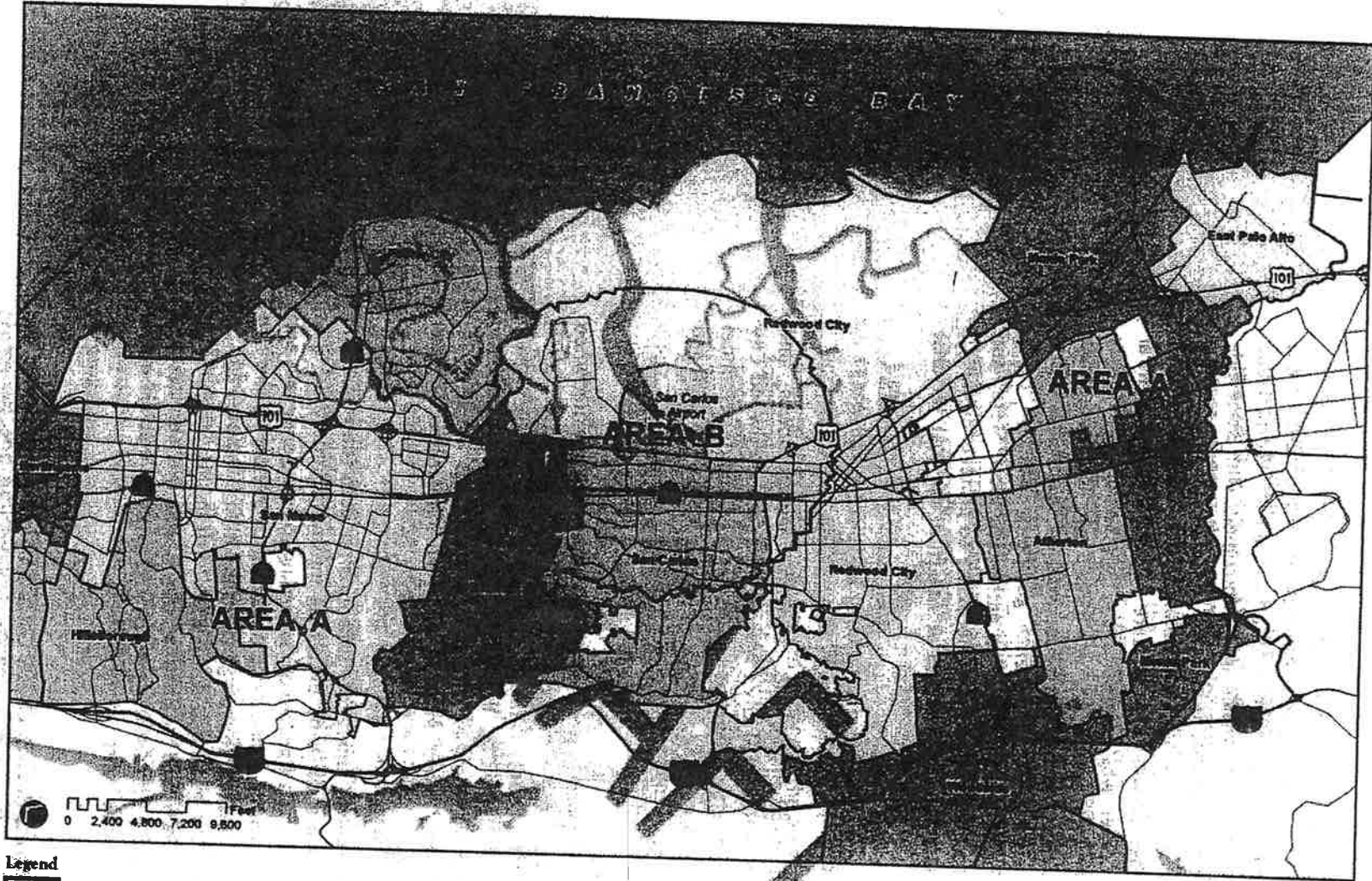
- Vision
- Introduction
- Needs Assessment
- Constraints to Housing Development
- Housing Resources
- Goals and Policies

**I**ncorporated in 1868, Redwood City is a thriving community with an extensive history as the County seat. Today, Redwood City is a growing and diversifying jobs center and residential community with many assets, including diverse geography, frontage on the San Francisco Bay, a pleasant year-round climate, a deep-water port, a well-rounded economic base, and a strategic location midway between San Francisco and San Jose. In addition, as the County Seat, Redwood City is home to the County Government Center with offices, a courthouse, and many social services. These features and a diverse local economy make Redwood City an attractive place to live and work.

However, Redwood City (and the Bay Area in general) continues to be one of the most expensive residential real estate markets in the country. Despite the mortgage crisis that began in 2008 and an

*Office*

**COPY**



**Legend**

City Boundary \*

\* City fill color varies from yellow to orange.

Airport Influence Area (AIA)

Area A: Proposed Revised Airport Influence Area (AIA) Boundary (real estate disclosure only)

Area B: Proposed CCAG/ALUC Review Area Boundary \*\* (real estate disclosure and formal CCAG/ALUC review)

\*\* This boundary is a refinement of the current CCAG/ALUC review boundary.

Figure PS-8  
 C/CAG Land Use Committee Recommendation  
 Revised Airport Influence Area Boundary for  
 San Carlos Airport - Areas A & B (October 2004)

**ATTACHMENT NO. 2**



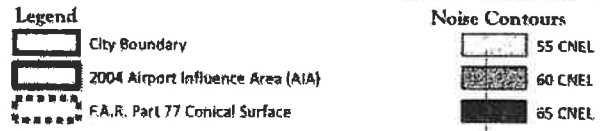
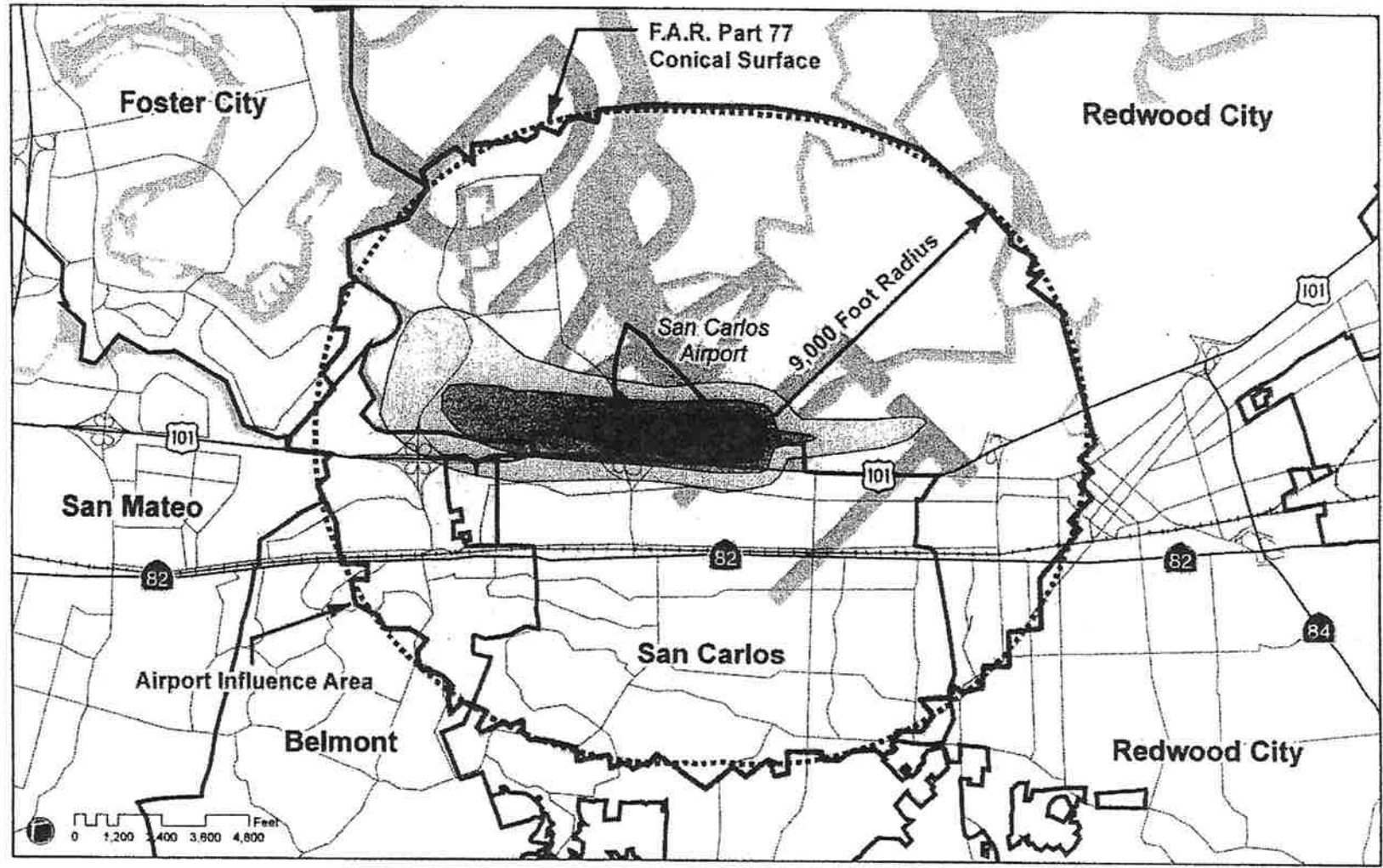


Figure PS-9  
San Carlos Airport  
Noise Contours (June 2002)





PUBLIC SAFETY

acceptable levels that are compatible with adjacent land uses. (Programs PS-64, PS-65)

**Policy PS-13.7:** Require that mixed use structures be designed to account for noise from adjacent uses, and minimize transfer of noise and vibration from commercial/retail to residential use. (Programs PS-59, PS-62, PS-63, PS-65, PS-66, PS-68, PS-71)

**Policy PS-13.8:** Implement appropriate standard construction noise controls for all construction projects. (Programs PS-72)

**Policy PS-13.9:** Require noise created by new non-transportation noise sources shall be mitigated so as not to exceed acceptable interior and exterior noise level standards. (Programs PS-56, PS-62)

**Policy PS-13.10:** Do not allow new development of residential or other noise sensitive land uses in noise impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels in outdoor activity areas where quiet would be a benefit. (Programs PS-56, PS-57)

**GOAL PS-14** Minimize the impacts of transportation-related noise

**Policy PS-14.1:** Consult with responsible federal and state agencies to minimize the impact of transportation-related noise, including noise associated with freeways, major arterials, rail lines, and airports. (Programs PS-60, PS-61, PS-68, PS-70)

**Policy PS-14.2:** Require that land uses within the identified noise impact zones of San Carlos Airport be reviewed – and that potential noise impacts be mitigated as appropriate – to be consistent with the Aircraft Noise/Land Use Compatibility Standards in the *San Mateo County Airport Land Use Plan*. (Programs PS-60, PS-61)

**Policy PS-14.3:** Continue to consult with San Mateo County ALUC to promote “fly neighborly” programs that minimize the noise impacts from aircraft take-offs and other

low-altitude aircraft operations associated with San Carlos Airport. (Programs PS-60, PS-61)

**Policy PS-14.4:** Require development which is, or will be, affected by railroad noise to include appropriate measures to minimize adverse noise effects on residents and business persons. (Program PS-62)

**Policy PS-14.5:** Provide as appropriate, funding to monitor noise levels and investigate noise complaints. (Program PS-66)

**Policy PS-14.6:** Provide education to the community at large about the importance of maintaining a healthy noise environment, and identify ways residents can assist in noise abatement efforts. (Programs PS-62, PS-66)

### Implementation Programs

**Program PS-56:** **Noise Regulation Enforcement.** Continue to enforce the City and State noise regulations to protect residents from excessive noise levels. Periodically update City regulations for adequacy and revise, as needed to address community needs and changes in legislation and technology.

*Timeframe:* Ongoing

*Responsible Party:* Building Division, Police Department

*Funding Sources:* General Fund

**Program PS-57:** **Acoustical Analyses.** Require acoustical analyses, as appropriate, for proposed stand-alone residential development within the 60 dB CNEL or higher contour, as shown in Figure 11. Require incorporation of mitigation measures as necessary to reduce noise levels to levels deemed appropriate by the City.

*Timeframe:* Ongoing

*Responsible Party:* Building Division

*Funding Sources:* Developer funding

**Program PS-58: Commercial Drive-through Compatibility.** Require commercial drive-through uses to demonstrate compatibility with adjacent land uses.

*Timeframe:* Ongoing

*Responsible Party:* Planning Division

*Funding Sources:* Developer funding

**Program PS-59: Enforcing Construction and Maintenance Hours.** Minimize noise from property maintenance equipment, construction activities, and other non-transportation noise sources by enforcing construction and maintenance hours, including vehicle start-up and preparation.

*Timeframe:* Ongoing

*Responsible Party:* Building Division

*Funding Sources:* General Fund

**Program PS-60: Noise Element and Amendment Comprehensive Airport Land Use Plan Consistency.** Refer all amendments to the Noise Element to the Airport Land Use Commission (C/CAG) for a determination of consistency with the relevant airport/land use compatibility criteria and guidelines contained in the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Carlos Airport.

*Timeframe:* Ongoing

*Responsible Party:* Planning Division

*Funding Sources:* Development application fees

**Program PS-61: New Project and Comprehensive Airport Land Use Plan Consistency.** Voluntarily refer development projects within the planning boundary of San Carlos Airport to the Airport Land Use Commission (C/CAG) for a determination of consistency with the relevant airport/land use compatibility criteria and guidelines contained in the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Carlos Airport.

*Timeframe:* Ongoing

*Responsible Party:* Planning Division

*Funding Sources:* Development application fees



**GOAL PS-10**

Protect the safety of people on the ground and in aircraft in-flight in the vicinity of San Carlos Airport.

**Policy PS-10.1:** Work to achieve consistency between General Plan land use and related policies and the San Carlos Airport Comprehensive Land Use Plan, as is appropriate for Redwood City. Measures may include restrictions on permitted land uses and development criteria, including height restrictions. *(Program PS-46)*

**GOAL PS-11**

Provide a high level of public safety services.

**Policy PS-11.1:** Work with the Police Department to determine and meet community needs for law enforcement services. *(Programs PS-41, PS-48)*

**Policy PS-11.2:** Work with the Fire Department to determine and meet community needs for fire protection and related emergency services. *(Programs PS-41, PS-49)*

**Policy PS-11.3:** Continue to monitor gang activities in the community, and consult with surrounding jurisdictions and outside groups and organizations to prevent criminal activities and gang violence. Continue to provide youth programs. Aggressively respond to criminal and gang activity in the community, and work collaboratively on local and countywide programs to reduce crime and prevent gang violence. *(Program PS-47)*

**GOAL PS-12**

Provide a safe pedestrian environment citywide.

**Policy PS-12.1:** Enhance pedestrian safety through the inclusion of well-designed streets, sidewalks, crosswalks, traffic control devices, and school routes. *(Program PS-50)*



Sustainability  
Focus

**Implementation Programs**

**Program PS-25:** **Geologic Hazard Abatement Districts.** Prepare soils map and seismic safety maps as part of establishing

*Timeframe:* Ongoing  
*Responsible Party:* Fire Department  
*Funding Sources:* Grants, Departmental Budget

**Program PS-45:** **Emergency Evacuation Routes and Plans.** Prepare and regularly update emergency evacuation routes and plans.

*Timeframe:* Ongoing  
*Responsible Party:* Police Department, Fire Department  
*Funding Sources:* General Fund

**Program PS-46:** **County Airport Land Use Plan.** Refer all General Plan and Zoning Map amendments/updates, Precise Plans, and other amendments affecting property within Area B of the Airport Influence Area (AIA) Boundary for San Carlos Airport to the C/CAG Airport Land Use Commission for a determination of consistency with the County Airport Land Use Plan for the environs of San Carlos Airport.

*Timeframe:* Ongoing  
*Responsible Party:* Planning Division  
*Funding Sources:* Development fees

**Program PS-47:** **Crime and Drug Prevention Programs.** Continue to implement existing volunteer programs, after school activities such as DARE, police activities within local schools, Neighborhood Watch programs, the Police Activities League, school resource and outreach programs for crime and drug prevention.

*Timeframe:* Ongoing  
*Responsible Party:* Police Department  
*Funding Sources:* Grants, General Fund

**Program PS-48:** **Adequate Police Department Service Requirements.** Provide funding for the Police Department to maintain sufficient personnel and the highest level of technology, and equipment to meet service requirements of new growth and other specific needs, as appropriate.

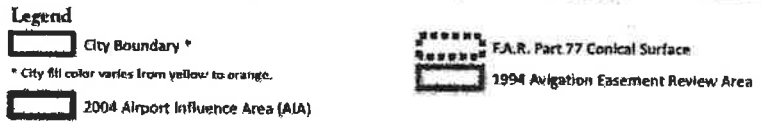
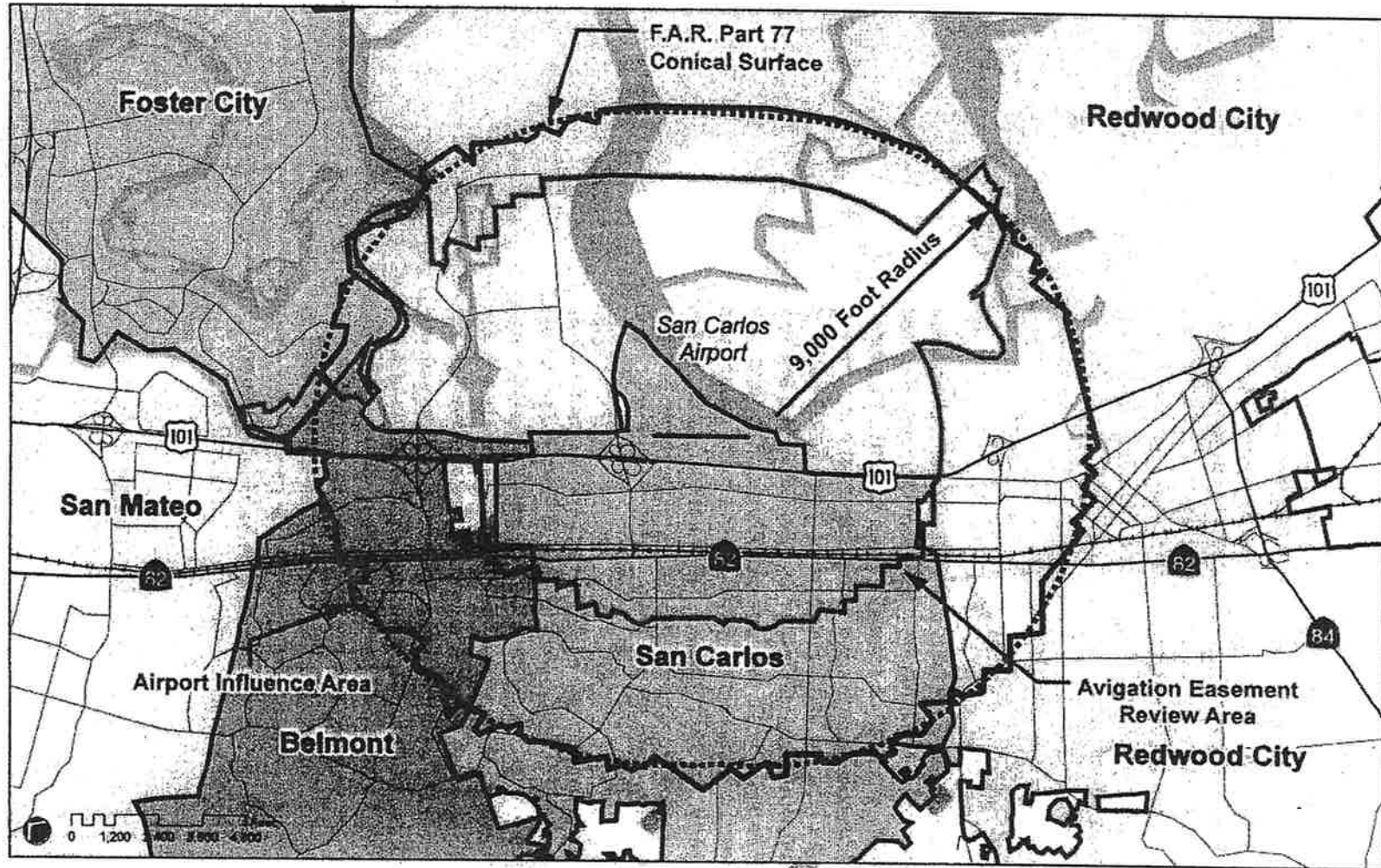


Figure PS-7  
San Carlos Airport Vicinity  
**ATTACHMENT NO. 5**





# C/CAG AGENDA REPORT

**Date:** September 10, 2009  
**To:** City/County Association of Governments Board of Directors  
**From:** Kim Springer, County Staff to Countywide Integrated Waste Management Plan Review Committee  
**Subject:** Review and approval of Resolution 09-49 authorizing the C/CAG Chair to sign two letters, one to the County and one to the California Integrated Waste Management Board (CIWMB) staff expressing a need for review of the Countywide Integrated Waste Management Plan (CIWMP).

(For further information contact Kim Springer at 599-1412 or Richard Napier at 599-1420)

---

## RECOMMENDATION

That the C/CAG Board approve Resolution 09-49 authorizing the C/CAG Chair to sign a letter to the County and to the California Integrated Waste Management Board (CIWMB) staff expressing a need for review of the Countywide Integrated Waste Management Plan (CIWMP).

## FISCAL IMPACT

None.

## BACKGROUND/DISCUSSION

Prior to the fifth anniversary of the of the last five-year review of the CIWMP, the C/CAG Board as the Local Task Force (LTF) should submit letters to the CIWMB and the County, containing written comments on areas of the CIWMP which require revision.

The last five-year review was completed in October 2004, necessitating the delivery of these letters by October 2009. To support the current five-year review process, the C/CAG Board accepted appointments to a temporary CIWMP Committee at the February 12, 2009 C/CAG Board meeting. Since February, this committee has met twice and has completed a general review of the adequacy of the existing elements of the CIWMP and has provided comments in draft letters for review and approval by the C/CAG Board.

This letters, once delivered, will begin a 45 day clock for the County to finally determine if a revision is necessary and to notify the LTF and the CIWMB of its finding in a draft Five-Year CIWMP Review Report.

## ATTACHMENT

- Resolution 09-49
- Letter to the County and the CIWMB

**ITEM 5.7**



**RESOLUTION NO. 09-49**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE  
CITY/ COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG)  
AUTHORIZING THE C/CAG CHAIR TO SIGN LETTERS TO THE COUNTY AND THE  
CALIFORNIA INTEGRATED WASTE MANAGEMENT BOARD**

**RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

**WHEREAS**, the C/CAG Board is the Local Task Force (LTF) to the California Integrated Waste Management Board (CIWMB) for San Mateo County; and,

**WHEREAS**, the C/CAG Board appointed a Countywide Integrated Waste Management Plan (CIWMP) committee at the February 12, 2009 meeting; and,

**WHEREAS**, the LTF shall submit written comments on areas of the CIWMP which require revision to the County and to the California Integrated Waste Management Board (CIWMB) prior to the fifth anniversary of the previous five-year review; and,

**WHEREAS**, the CIWMP committee has reviewed the elements of the existing CIWMP;

**NOW THEREFORE, BE IT RESOLVED** by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to sign CWIMP comment letters to the County and the California integrated Waste Management Board.

**PASSED, APPROVED, AND ADOPTED THIS 10<sup>TH</sup> DAY OF SEPTEMBER, 2009.**

---

*Thomas M. Kasten, C/CAG Chair*



# 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*

September 10, 2009

James C. Porter  
County of San Mateo  
Department of Public Works  
555 County Center – 5<sup>th</sup> Floor  
Redwood City, CA 94063

Dear Mr. Porter:

This letter is to inform you that the City and County Association of Governments (C/CAG) as the Local Task Force (LTF) to the California Integrated Waste Management Board (CIWMB) has reviewed the elements of the existing Countywide Integrated Waste Management Plan (CIWMP).

We find that the original planning documents and those updated in the annual reports of each jurisdiction, are still applicable and useful planning tools with one exception, the countywide non-disposal facility element (NDFE).

The County of San Mateo, in its 2004 five-year review cycle, established a countywide NDFE for the jurisdictions in San Mateo County to use as a reference for updating their individual NDFE's. There have been additions to and changes at some of the facilities in that NDFE list since 2004.

The County of San Mateo, Department of Public Works staff should complete the five-year review report and determine if these revisions are necessary.

Sincerely,

Thomas M. Kasten  
C/CAG Chair



# 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*

September 10, 2009

Kyle Pogue  
California Integrated Waste Management Board  
Office of Local Assistance, MS-25  
P. O. Box 4025  
Sacramento, CA 95812-4025

Dear Mr. Pogue:

This letter is to inform you that the City and County Association of Governments (C/CAG) as the Local Task Force (LTF) to the California Integrated Waste Management Board (CIWMB) has reviewed the elements of the existing Countywide Integrated Waste Management Plan (CIWMP).

We find that the original planning documents and those updated in the annual reports of each jurisdiction, are still applicable and useful planning tools with one exception, the countywide non-disposal facility element (NDFE).

The County of San Mateo, in its 2004 five-year review cycle, established a countywide NDFE for the jurisdictions in San Mateo County to use as a reference for updating their individual NDFE's. There have been additions to and changes at some of the facilities in that NDFE list since 2004.

The County of San Mateo, Department of Public Works staff should complete the five-year review report and determine if these revisions are necessary.

Sincerely,

Thomas M. Kasten  
C/CAG Chair

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## C/CAG AGENDA REPORT

Date: September 10, 2009

TO: C/CAG Board of Directors

From: Richard Napier - C/CAG Executive Director

Subject: Review and approval of C/CAG Legislative priorities, positions and Legislative update.  
(A position may be taken on any legislation, including legislation not previously identified.)

(For further information or response to question's, contact Richard Napier at 650 599-1420)

---

A verbal presentation will be provided at the meeting and additional material as available. Any changes to the detailed status report on legislation provided last month will be provided verbally.

**ITEM 6.1**



## C/CAG AGENDA REPORT

Date: September 10, 2009  
TO: C/CAG Board of Directors  
From: Richard Napier, Executive Director - C/CAG  
Subject: Review and approval of the starting time for the C/CAG Board meeting, and the 2010 C/CAG Board calendar.

(For further information or response to question's, contact Richard Napier at 650 599-1420)

---

### **Recommendation:**

Review and approve the C/CAG Board meeting starting time.

Review and approve the 2010 schedule for the monthly Board meetings.

### **Fiscal Impact:**

None.

### **Background/Discussion:**

In the early days of C/CAG, the starting time for the Board meeting was 7:30 p.m. This time was later changed to 7:00 p.m., and has continued to start at this time for numerous years.

Other Board meetings, such as the Transportation Authority, begin their Board meetings at 5:00 p.m. This allows the Board Members to end their workday at approximately 7:00 p.m., and be on their way home. The C/CAG Board may wish to consider changing the C/CAG Board's starting time to 5:00 or 6:00 p.m., thereby, allowing C/CAG Board Members to have the same benefit.

The following schedule for the 2010 Board meetings is proposed:

January 14	July - No meeting.
February 11	August 12
March 11	September 9
April 8	October 14
May 13	November 18
June 10	December 9

**ITEM 6.2**



**2010 Calendar**  
**City / County Association of Governments**  
**of San Mateo County (C/CAG)**

Time: 7:00 p. m. to 9:00 p.m.

Location: 2<sup>nd</sup> Floor Auditorium  
San Mateo County Transit District  
1250 San Carlos Avenue  
San Carlos

January 14

February 11

March 11

April 8

May 13

June 10

July No meeting

August 12

September 9

October 14

November 11

December 9

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NOTE: This schedule is subject to change should significant issues arise or develop over the course of the year.

11/04/08



# C/CAG AGENDA REPORT

**Date:** September 10, 2009  
**To:** C/CAG Board of Directors  
**From:** Richard Napier, Executive Director  
**Subject:** Review and approval of Resolution 09-47 authorizing the C/CAG Chair to execute the First Amendment to Memorandum of Understanding for the implementation of the Grand Boulevard Multimodal Transportation Corridor Plan.

(For further information please contact Tom Madalena at 650-599-1460)

---

## **RECOMMENDATION**

That the C/CAG Board review and approve of Resolution 09-47 authorizing the C/CAG Chair to execute the First Amendment to Memorandum of Understanding for the implementation of the Grand Boulevard Multimodal Transportation Corridor Plan in accordance with staff recommendation.

## **FISCAL IMPACT**

The fiscal impact will be that the \$15,000 that was to come out of the Caltrans grant to C/CAG to pay for consultant work will now be passed through to Valley Transportation Authority (VTA).

## **SOURCE OF FUNDS**

NA

## **BACKGROUND/DISCUSSION**

C/CAG, the Santa Clara Valley Transportation Authority (VTA), and the San Mateo County Transit District (SamTrans) partnered in October of 2006 for a Caltrans planning grant application for a Grand Boulevard Multimodal Transportation Corridor Plan (Corridor Plan). The application was approved and a transportation-planning grant in the amount of \$299,178 was awarded by Caltrans for the development of the Corridor Plan.

The goal of the Corridor Plan is to facilitate development of a plan for improved transportation, with an emphasis on transit and land use in the El Camino Real Corridor (State Highway 82) from Daly City to San Jose's Diridon Station in support of smart growth. The Corridor Plan will

**ITEM 6.3**

guide the transformation of El Camino Real into a transit and pedestrian friendly, high-performing multi-modal arterial where all modes of transportation move efficiently and safely.

The three partner agencies entered into a Memorandum of Understanding dated June 18, 2008 to specify each party's obligations regarding local match commitments, the Scope of Work, and other general provisions for implementation of the Corridor Plan.

The attached First Amendment to Memorandum of Understanding for the implementation of the Grand Boulevard Multimodal Transportation Corridor Plan is being brought forward for approval in an effort to keep the Corridor Plan work moving forward and to revise the schedule. As a result of some delays with the current modeling consultant, Hexagon Transportation Consultants, staff from the partner agencies agreed to have VTA complete the modeling work. It was determined by staff from the three partner agencies that this change was necessary to complete the modeling runs. This change to the Memorandum of Understanding results in a \$15,000 reduction in the amount that C/CAG will be reimbursed by the Caltrans Planning Grant.

#### **ATTACHMENTS**

- Resolution 09-47
- First Amendment to Memorandum of Understanding for the implementation of the Grand Boulevard Multimodal Transportation Corridor Plan



**RESOLUTION 09-47**

\*\*\*\*\*

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO EXECUTE THE FIRST AMENDMENT TO MEMORANDUM OF UNDERSTANDING FOR THE IMPLEMENTATION OF THE GRAND BOULEVARD MULTIMODAL TRANSPORTATION CORRIDOR PLAN.**

**RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

**WHEREAS**, C/CAG is the designated Congestion Management Agency responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

**WHEREAS**, C/CAG, San Mateo County Transit District (SamTrans), and the Santa Clara Valley Transportation Authority (VTA) received A \$299,178 Caltrans Transportation Planning Grant to facilitate the development of a plan for improved transportation, with an emphasis on transit and land use on the El Camino Real Corridor from Daly City to San Jose's Diridon Station in support of smart growth; and

**WHEREAS**, SamTrans, VTA and C/CAG entered into a Memorandum of Understanding (MOU) dated June 18, 2008 to specify each party's obligations regarding their local match commitments, work scope and other general provisions for implementation of the Corridor Plan; and

**WHEREAS**, Samtrans, VTA, and C/CAG desire to amend the Memorandum of Understanding such that VTA will provide some modeling work required for Task 2 of the Corridor Plan Scope of Work, and to update the project Budget, Project Schedule and Organization Chart.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the City/County Association of Governments of San Mateo County that on behalf of C/CAG the Chair is hereby authorized to execute the First Amendment to Memorandum of Understanding for the implementation of the Grand Boulevard Multimodal Transportation Corridor Plan.

**PASSED, APPROVED, AND ADOPTED THIS 10TH DAY OF SEPTEMBER 2009.**

---

Thomas M. Kasten, Chair



**FIRST AMENDMENT  
TO  
MEMORANDUM OF UNDERSTANDING FOR THE IMPLEMENTATION OF THE  
GRAND BOULEVARD MULTIMODAL TRANSPORTATION CORRIDOR PLAN**

This First Amendment ("First Amendment") to the Memorandum of Understanding for the Implementation of the Grand Boulevard Multimodal Transportation Corridor Plan, dated June 18, 2008 ("Original Agreement"), is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2009, between the San Mateo County Transit District ("District" or "SamTrans"), the City/County Association of Governments of San Mateo County ("C/CAG") and the Santa Clara Valley Transportation Authority ("VTA").

**WHEREAS**, the District has been designated by the Metropolitan Transportation Commission ("MTC") as the subgrantee of an FTA Section 5304 Caltrans Statewide Transit Planning Study Grant ("Grant") to fund the Grand Boulevard Multimodal Transportation Corridor Plan ("Corridor Plan"); and

**WHEREAS**, the District, VTA and C/CAG entered into the Original Agreement to specify each party's obligations regarding their local match commitments, work scope and other general provisions for implementation of the Corridor Plan; and

**WHEREAS**, the District, VTA and C/CAG desire to amend the Original Agreement such that VTA will provide some modeling work required for Task 2 of the Corridor Plan Scope of Work, and to update the Project Budget, Project Schedule and Organizational Chart.

**NOW, THEREFORE, IT IS AGREED AS FOLLOWS:**

- 1. Amendment of Section 2. Funding of Corridor Plan, d. Specific Financial Obligations, c) Task 2.** "Section 2. Funding of Corridor Plan, d. Specific Financial Obligations, c) Task 2" of the Original Agreement is hereby amended by replacing the section with the following paragraph: "C/CAG will provide a local match of \$28,400 and will contract with a consultant for \$47,987 in project work. C/CAG will submit separate requisitions to the District for these amounts. VTA will provide a local match of \$27,000 and will submit a requisition to the District for this amount. VTA will also provide \$15,000 in staff time for project work, which will be reimbursed with Grant funds. The District will provide a local match of \$8,338 and will submit requisitions to the MTC for the total local match and consultant costs."

2. **Amendment of ATTACHMENT B Project Budget.** "ATTACHMENT B Project Budget" of the Original Agreement is hereby amended by replacing the Project Budget with the amended budget, attached hereto as ATTACHMENT B-1.
3. **Amendment of ATTACHMENT C Project Schedule.** "ATTACHMENT C Project Schedule" of the Original Agreement is hereby amended by replacing the Project Schedule with the amended schedule, attached hereto as ATTACHMENT C-1.
4. **Amendment of ATTACHMENT E Organizational Chart.** "ATTACHMENT E Organizational Chart" of the Original Agreement is hereby amended by replacing the Organizational Chart with the amended chart, attached hereto as ATTACHMENT E-1.
5. **Effect of Amendment.** Excepting only the terms and provisions specifically set forth in this First Amendment, the terms and provisions of the Original Agreement shall remain in full force and effect. In the event of a conflict between the terms and provisions of the Original Agreement and the terms and provisions of this First Amendment, the terms and provisions of this First Amendment shall govern and control.

IN WITNESS WHEREOF, the Parties have entered into this First Amendment on the date first above written.

**Santa Clara Valley  
Transportation Authority**

By: Michael T. Burns 8/5/07  
Michael T. Burns  
General Manager

Approved as to Form

By: Evelyn Jean 8/4/09  
Attorney for VTA

**San Mateo County Transit District**

By: \_\_\_\_\_  
Michael J. Scanlon  
General Manager/CEO

Approved as to Form

By: \_\_\_\_\_  
Attorney for the District

**City/County Association of Governments of  
San Mateo County**

By: \_\_\_\_\_  
Thomas M. Kasten  
Chair

Approved as to Form

By: \_\_\_\_\_  
Attorney for C/CAG

## ATTACHMENT B-1

### Project Budget

WORK ITEMS	Total Consultant Cost	Total Staff Cost (VTA)	SamTrans In-Kind	C/CAG In-Kind	VTA In-Kind	Total IN-KIND	Total Cost
TASK 0: Project Refinement	\$0	\$0	\$11,562	\$2,720	\$2,720	\$17,002	\$17,002
TASK 1: Execute MOU	\$0	\$0	\$7,115	\$1,920	\$1,920	\$10,955	\$10,955
TASK 2: Conduct Transportation and Land Use Analysis	\$47,987	\$15,000	\$8,338	\$28,400	\$27,000	\$63,738	\$126,725
TASK 3: Assess Current and Future Transit Ridership	\$24,457	\$23,120	\$8,894	\$3,520	\$16,000	\$28,414	\$75,991
TASK 4: Develop Multimodal Access Strategies	\$55,800	\$0	\$14,675	\$16,000	\$7,520	\$38,195	\$93,995
TASK 5: Develop Corridor-Wide Design Coordination Strategies	\$84,892	\$0	\$13,674	\$5,200	\$6,320	\$25,194	\$110,086
TASK 6: Develop Corridor Operations and Management Policy	\$24,187	\$0	\$3,113	\$6,000	\$12,400	\$21,513	\$45,700
TASK 7: Prepare Final Reports and Presentations	\$23,735	\$0	\$3,113	\$1,760	\$1,840	\$6,713	\$30,448
<b>TOTALS</b>	<b>\$261,058</b>	<b>\$38,120</b>	<b>\$70,484</b>	<b>\$65,520</b>	<b>\$75,720</b>	<b>\$211,724</b>	<b>\$510,902</b>



## ATTACHMENT C-1

### Project Schedule

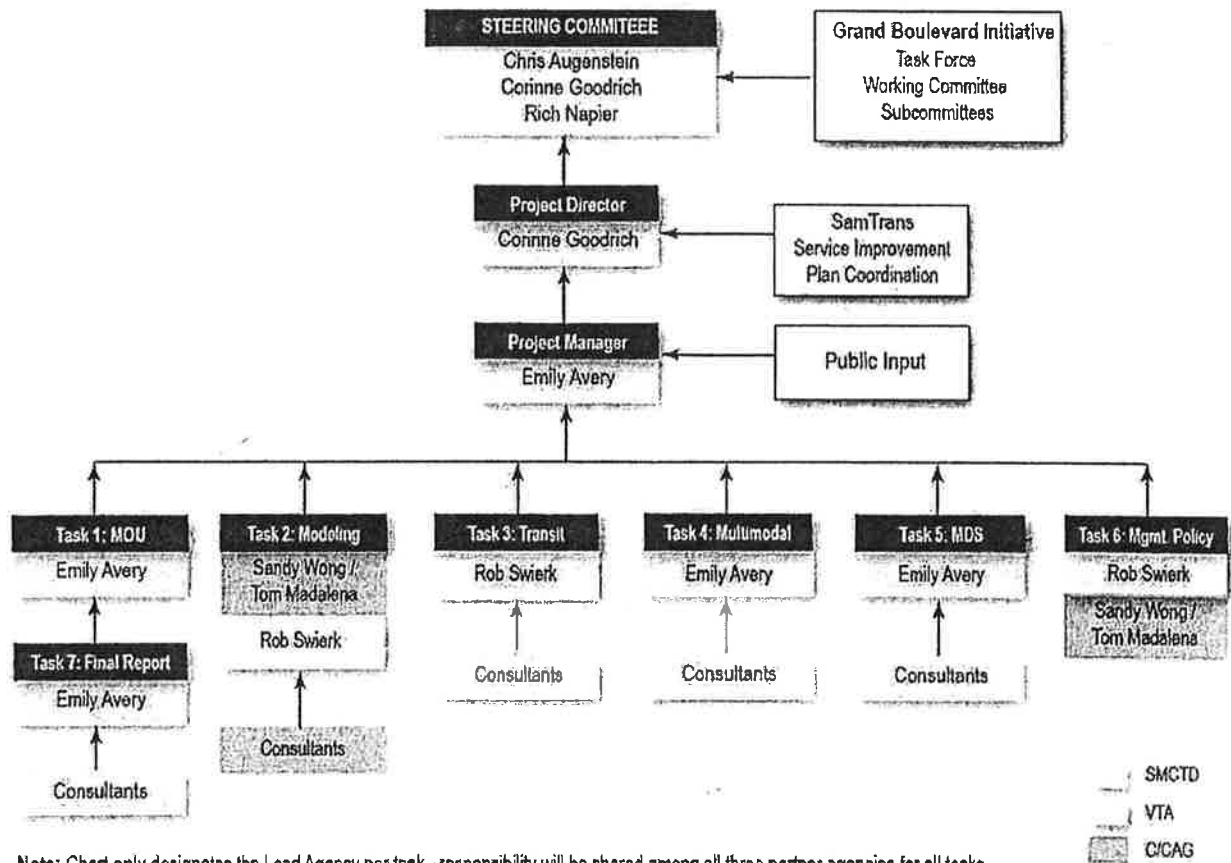
<b>Tasks</b>	<b>Estimated Completion</b>
TASK 0: Project Refinement	April 2008
TASK 1: Execute MOU	August 2008
TASK 2: Conduct Transportation and Land Use Analysis	July 2009
TASK 3: Assess Current and Future Transit Ridership	September 2009
TASK 4: Develop Multimodal Access Strategies	October 2009
TASK 5: Develop Corridor-Wide Coordination Strategies	October 2009
TASK 6: Develop Corridor Operations and Management Policy	February 2010
TASK 7: Prepare Final Reports and Presentations	February 2010





# ATTACHMENT E-1

## Organizational Chart



Note: Chart only designates the Lead Agency per task - responsibility will be shared among all three partner agencies for all tasks.

C:\Documents and Settings\lthompson\Desktop\Amendment-1 to Corridor Plan MOU.DOC



# C/CAG AGENDA REPORT

**Date:** September 10, 2009  
**To:** City/County Association of Governments Board of Directors  
**From:** Richard Napier, Executive Director  
**Subject:** Status update on the implementation of the San Mateo County Smart Corridor project  
(For further information or questions contact Parviz Mokhtari at 599-1433)

---

## RECOMENDATION

That the C/CAG Board receives this status update on the San Mateo County Smart Corridor project at the Board meeting.

## FISCAL IMPACT

From February 2009 through July 2009 approximately \$483,000 has been spent for preparation of all the preliminary design documents as required by the Federal Highway Administration (FHWA), preparation of the Project Report, Environmental Documents and to design and prepare the Plans, Specifications and Estimate (PS&E) for the pilot project in the City of San Mateo. The latest total project cost estimate prepared by Caltrans staff is \$25,000,000.

## SOURCE OF FUNDS



## STATUS UPDATE

The PS&E for the pilot project in City of San Mateo is at 90% completion and it is estimated that all the construction documents will be completed by early October. The California Transportation Commission (CTC) had placed the deadline of December 2009 for award of contract and since we estimated to have all documents to be ready in October, staff submitted a request to CTC to obligate funds out of TLSP for construction of the pilot project. Therefore; C/CAG has met the deadline; State is not ready to sell bonds at this time and construction of the project will be delayed accordingly.

All the preliminary design documents as required by FHWA will be completed and delivered by mid-September.

**ITEM 6.4**

The responsibility for the design and preparation of the PS&E for the entire project from Highway 380 to Whipple Avenue, excluding the pilot project, has been divided between Caltrans and C/CAG.

Caltrans will be responsible for everything within the State right-of-way and C/CAG is responsible for design of the project on local roads.

Caltrans has assigned and authorized staff to proceed with the design of the State portion and C/CAG staff has prepared a Request for Qualification (RFQ) and Request for Proposal (RFP) for selection of consultants for the design of the local roads. It is estimated that staff will select consultant(s) for the design and recommend approval of contracts by C/CAG Board at the December 2009 meeting.

The following is the estimated schedule for the design of the project:

	<u>START</u>	<u>FINISH</u>
Environmental Sign off for San Mateo Demo	-	Sept 09
Environmental Sign off for Complete Project		Oct 09
Design by Caltrans	8/17/2009	6/30/2010
Release of RFQ and RFP for Design of Local Roads and Select Consultant(s) and begin design	9/15/2009	12/12/2009
Design of Local Roads and Preparation of PS&E	11/16/2009	4/30/2010

These dates are estimates and currently being worked out with Caltrans.

It is estimated that the construction of the entire project will be completed by August 2011 approximately nine months ahead of the original schedule.

### STAKEHOLDER OUTREACH

At this point in the project it is critical to work closely with all stakeholders. This will be accomplished in the following manner:

- 1- Selection of the routes have been defined and signed off by the respective city.
- 2- Stakeholder meeting will be held on September 30. This will include the cities, County OES, CHP, Caltrans, Police, and Fire. Periodic meetings will be held with the stakeholders as the design progresses.
- 3- Staff is working on location of equipment with city staff. City staff will be requested to sign off on equipment location in their jurisdiction as part of the detailed design.
- 4- Will make a presentation on the Smart Corridor at an upcoming City Managers meeting.

### ATTACHMENT

None.

## C/CAG AGENDA REPORT

Date: September 10, 2009

TO: C/CAG Board of Directors

From: Richard Napier, Executive Director - C/CAG

Subject: Study Item: FY0910 Workplan for Activities Related to Addressing Housing Supply Shortfall Identified in C/CAG's Housing Needs Study

(For further information or response to questions, contact Richard Napier at 650-599-1420)

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### **Recommendation:**

Review the FY0910 workplan for C/CAG's continuing efforts to address the housing supply shortfall identified in C/CAG's Housing Needs Study (2006).

### **Fiscal Impact:**

C/CAG has programmed \$2,250,000 for these activities in contracts the Board has already approved.

### **Background/ Discussion:**

In 2007 C/CAG published the 2006 Housing Needs Study, which quantified a projected housing shortfall of between 35,000 and 50,000 homes through 2025. C/CAG then sponsored production and distribution of a booklet and slideshow that reached approximately 1,000 opinion leaders countywide. The Board asked staff to propose ways C/CAG might address the shortfall.

In May, the Board reviewed proposed housing related activities in four topical areas— policy leadership, promotion of housing in transit corridor, cost-effective responses to State regulatory mandates, and local funding to meeting housing goals —and gave staff general direction. In response, staff brought back five programs, which the Board approved for FY09-10. The purpose of this study item is to provide the Board an opportunity to view the program as a whole.

In a nutshell: C/CAG provides tools, technical support and financial incentives to help member jurisdictions plan and produce housing in the transit corridor, downtowns, station areas and El Camino Real at densities that support frequent mass transit and reduce climate impact while strengthening local neighborhoods and the regional economy. For FY0910 the Board approved:

1. Transit Oriented Development Incentive Program (TODI)
2. Economic and Housing Opportunities Assessment (ECHO)
3. Civic Engagement / Housing Dialogue
4. 21 Elements Project and related Housing Policy Projects

**ITEM 6.5**

Because each of the following programs has come to the Board before, the following narrative is not intended to explain the purpose or full scope of each program, but rather to show how these programs work together to address the housing shortfall over time.

*Transit Oriented Development Housing Incentive Program—C/CAG (\$2,000,000).* In May 2008, C/CAG committed \$3 million to the fourth round of this time-limited, results-oriented program. A simple pro rata share of the incentive pool is allocated to the local land use authority that approved each qualified housing unit built by May, 2010. For this fourth round, the qualifying TOD target area was expanded beyond rail station areas to also include El Camino Real.

*Economic and Housing Opportunities Assessment (ECHO)—SamTrans (C/CAG \$100,000, Silicon Valley Community Foundation \$75,000, SamTrans \$35,000).* As demonstrated at the recent Grand Boulevard forum in Redwood City, for San Mateo County communities to harness the full potential of El Camino Real will require not just development *per se*, but a more differentiated chain of successful local commercial concentrations and several anchoring regional commercial areas interspersed with many well-designed new residential blocks. The ECHO assessment will help quantify the economic potential of this approach and outline more clearly the kinds of land-use adjustments necessary to realize that potential.

*Civic Engagement / Housing Dialogue—Threshold 2008 (C/CAG \$15,000, several foundations \$85,000).* Ultimately, land use adjustments of every sort—whether related to region-scale constructs like Grand Boulevard, or area-scale planning like Housing Elements or Downtown Plans, or specific project sites—come down to matters of “hearts and minds” in the local electorate. Threshold 2008 has demonstrated the efficacy of tools that can not only elevate public discourse on housing policy, but actually facilitate a shift toward “housing-positive” attitudes. C/CAG is helping to make these tools available to member jurisdictions.

*21 Elements Project & Related Housing Policy projects—SMC-DoH (C/CAG \$135,000, SMC-DoH \$135,000).* For ten years C/CAG has promoted and incentivized production of an adequate supply of sensibly located housing as an important component of the transportation / housing / land-use / economy / quality-of-living nexus. C/CAG has put special emphasis on the housing element update process because it is the central mechanism through which sites for new housing are identified. Therefore the outcomes embodied in the adopted housing elements will be a key progress indicator. By spring 2010, when almost all jurisdictions will have finished their housing element, C/CAG will have sufficient data to compare the amounts and location of planned housing with the findings of the 2006 Housing Needs Study *and* of the 2009 Multi-Modal Corridor Study of densities requisite for bus rapid transit. This comparison will be part of a summary of Phase 2 of the 21 Element Project that will also include an interactive GIS mapping of all identified housing sites, highlighting those that fall within the transit corridor as defined by SB 375 and are thus eligible for certain State incentives. The activities above will wrap up Phase 2 of the 21 Elements project. With Phase 3, work begins to implement the Housing Action Programs adopted in each adopted housing element. More detail is provided in Attachment A.

**Attachments:**

- A) C/CAG / SMC-DoH Joint Housing Work Program for FY0910

Attachment A

	Dept of Housing / CCAG Joint Work Program FY0910	Notes
4.1	<b>21 Elements Phase 2 - Housing Element Completion</b>	
	<p><b>Maintain 21 Elements website and related resources and technical assistance.</b></p> <p>a. Keep the project website available and useful for both internal (TAC) and external (community organizations) use.</p> <p>b. Maintain schedule of housing element related events and hearings.</p> <p>c. Post all HCD comment letters and all completed Housing Elements.</p> <p>d. Continue to provide ad hoc technical assistance related to jurisdictions completing their housing elements, especially related to shared learnings from HCD comment letters.</p> <p>e. Create an archive into which staff working on housing elements may deposit working papers to be available for the next RHNA cycle.</p> <p>f. Update the database of all Housing Action Plans (list of policies and programs) as jurisdictions complete housing elements.</p> <p>g. Work with TAC to develop a detailed requirements specification for Phase 3 outcomes (basis for Scope of Work for RFP for Activity 3).</p>	<p>DoH provides oversight and contract management.</p> <p>Lead consultants: Baird &amp; Driskell</p>
4.2	<b>21 Elements Phase 2 - Outcomes Report - Planned Sites versus Policy Goals</b>	
	<p>a. Publish and distribute a report that compares the amounts and location of planned housing with the findings of the 2006 Housing Needs Study and of the 2009 Multi-Modal Corridor Study showing densities requisite for bus rapid transit; and highlights Grand Boulevard housing opportunities. The following technical tasks support the analysis underlying this report.</p> <p>b. Create a web-app countywide GIS composite layer of housing sites identified in housing elements for each jurisdiction. This can be used locally for various planning and reporting purposes, and will facilitate countywide policy and planning.</p> <p>c. Create a web-app countywide GIS layer showing the boundary of the "transit corridor" area defined in SB 375. This saves work by doing the tasks once that otherwise would need to be done separately by each of the corridor 12 jurisdictions.</p> <p>d. Create a GIS web-app report showing all housing sites in the SB375 Transit Corridor that are identified in housing elements.</p>	<p>DoH provides oversight and contract management.</p> <p>Lead consultants: San Mateo County Information System Division; Baird + Driskell to update Action Plan database.</p>
4.3	<b>21 Elements Phase 3 - Housing Element Action Plan Implementation</b>	
	<p>a. Continue 21 Elements Technical Advisory Committee work to facilitate work on implementation Housing Element Action Program. Develop plan to sustain the effort through the 5-year planning cycle (scope, attendance, finances, sponsorship).</p>	

Attachment A

	<p>b. Streamline the required annual progress reports related to housing elements, both housing production and program implementation.</p> <p>c. Implementing Housing Element Action Plan items related to SB2 requirements for homeless shelters and supportive housing.</p> <p>d. Develop framework for legislation or process to allow a single, countywide housing element for next planning cycle (RHNA-5) that would streamline compliance with generic requirements and action program components, while still allowing customized local policies.</p> <p>e. Pursue additional implementation tasks selected by TAC.</p>	<p>DoH provides oversight and contract management for combination of Lead Consultant and topical technical consultants if/as requested by TAC working groups.</p>
4.4	<p><b>Evaluate &amp; streamline stewardship of deed-restricted housing for compliance and preservation (quality-improvement area identified during Phase 2)</b></p>	
	<p>c. <b>Compile a countywide “affordable housing preservation database”</b> that tracks potential expiration of existing affordable housing. In consultation with all (15) jurisdictions responsible for monitoring deed-restricted housing (e.g., rental or ownership BMR, RDA LIHF, federally subsidized), develop data-capture spreadsheet, then collect all current data by reconciling and augmenting existing database maintained by Housing Leadership Council.</p> <p>b. <b>Create a countywide database to streamline compliance with AB 997</b>, which requires each redevelopment agency to create a web-accessible database of all deed-restricted housing that received an redevelopment agency funding.</p> <p>c. <b>Propose streamlined monitoring of existing deed restricted housing units.</b> Interview local jurisdictions for current practices. Review best practices in Bay Area. Propose options for levels of countywide service jurisdictions may opt into.</p>	<p>DoH provides oversight and contract management.</p> <p>RFP for lead consultant. Proposal submitted for dollar for dollar match from NCBCI, working on Ford Foundation initiative.</p>
4.5	<p><b>Policy Development</b></p>	
	<p>a. <b>Develop an opt-in ordinance</b> that each jurisdiction could customize to generate a locally-appropriate <b>dedicated source of funds to implement the affordable housing</b> and supportive housing goals included in many housing element action plans.</p> <p>b. Develop a feasibility analysis and draft workplan to conduct a countywide <b>Article 34 election</b> (for November 2010) to assure jurisdictions receive full credit for affordable housing in redevelopment areas.</p> <p>c. Advance State legislation that will <b>allow local jurisdictions to count affordable housing generated through existing local inclusionary ordinances</b> toward their RHNA allocations for affordable housing in the next planning cycle.</p> <p>d. Research and publish a green paper on the feasibility of implementing a <b>multi-jurisdiction special transit-oriented mutual-benefit district</b> for the SB375 transit corridor.</p>	<p>DoH staff will work w/ HEART staff and HEART, CCAG and SMC Co Leg. Comm's.</p> <p>DoH will coordinate. Redwood City will take lead w/ ad hoc working group.</p> <p>DoH staff will work with CCAG and County Legislative Committees.</p> <p>Project structure still in exploratory phase.</p>



# C/CAG

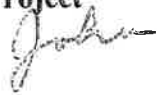
## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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August 11, 2009

John L. Martin, Director  
San Francisco International Airport  
P.O. Box 8097  
San Francisco, CA 94128

**RE: Airport Response to a C/CAG Request for Airport Funding Assistance to Prepare an Update of the Comprehensive Airport/Land Use Compatibility Plan (CLUP) for the Environs of San Francisco International Airport and for the San Mateo Smart Corridors Project**

Dear Mr. Martin: 

Thank you for your letter, dated July 16, 2009, re: your response to a C/CAG request for funding support from the Airport to assist in the preparation of an update of the comprehensive airport/land use compatibility plan (CLUP) for the environs of San Francisco International Airport and for the San Mateo Smart Corridors Project. I am pleased to hear that the Airport is willing and able to provide funding assistance for the CLUP update project.

We are happy to work with you and Cindy Nichol, Airport Finance Director, regarding preparation and execution of a Memorandum of Understanding (MOU) between the Airport and CCAG, related to Airport funding assistance for the CLUP update project. Thank you for your on-going cooperation and support of C/CAG activities.

Sincerely,



Richard Napier  
C/CAG Executive Director

cc: Cindy Nichol, Finance Director, San Francisco International Airport  
David Carbone, C/CAG Staff

draftletforRNAPARTINIERtoJMreCLUPfunding0809.doc



# C/CAG

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**Date:** August 27, 2009

**To:** All Councilpersons of San Mateo County Cities and Members of the Board of Supervisors

**From:** Tom Kasten, C/CAG Chair

**Subject:** Vacancy on the Resource Management and Climate Protection Committee

The City/County Association of Governments (C/CAG) Resource Management and Climate Protection (RMCP) Committee currently has two vacancies for elected officials from City Councils and/or the San Mateo County Board of Supervisors. Individuals wishing to be considered for appointment to the RMCP Committee or individuals interested in making a nomination of an elected official, should either send a letter of interest to:

Richard Napier, Executive Director C/CAG  
City/County Association of Governments  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063

Or an e-mail to [kspringer@co.sanmateo.ca.us](mailto:kspringer@co.sanmateo.ca.us)

### Qualifications:

Individuals must be an elected official of one of the twenty City Councils in San Mateo County or an elected official of the County Board of Supervisors. Interest or experience in the realm of resource conservation and/or climate protection would be a helpful qualification.

### RMCP Committee Background:

The Resource Management and Climate Protection (RMCP) Committee is composed of six elected officials and six stakeholder representatives, one each from: energy services, water agencies, public, utility, nonprofit, small business and large business. The RMCP is a recently formed committee that grew out of the Utilities and Sustainability Task Force. The Task Force developed the San Mateo County Energy Strategy, and upon the completion of that project, the Congestion Management and Environmental Quality (CMEQ) Committee and the C/CAG Board established the twelve-member working group as a permanent committee. The RMCP provides reports, advice and recommendations to the CMEQ and to the full C/CAG Board on a broad range of matters related to energy, water, and climate protection programs and issues. The RMCP also aggregates resources and educational opportunities on the above matters for the cities in San Mateo County.

**ITEM 9.2**

Meeting Date/Time:

The RMCP Committee generally meets on the third Thursday of each month from 3:00 p.m. to 5:00 p.m.

How To Apply/Deadline:

If you would like to be considered for the RMCP Committee or would like to nominate an elected official for appointment to the RMCP Committee, please submit a letter to Richard Napier, or send your letter by e-mail to Kim Springer at the addresses provided above. The letter should include the reasons why the individual should be appointed and any particular experience, background, or qualities that would support qualification for appointment to the RMCP Committee. All letters must be received by October 1, 2009.

Review Process:

Staff will present the letters of interest and nominations at a following C/CAG Board meeting and candidates will be asked to make a case for appointment to the C/CAG Board. The C/CAG Board will then vote on the appointment of two elected officials to the RMCP committee.

Questions:

If you have any questions about the RMCP Committee or this appointment process, please feel free to contact either of the following C/CAG staff:

Richard Napier  
Executive Director C/CAG  
650-599-1420

Kim Springer  
Staff to RMCP Committee  
650-599-1412  
[kspringer@co.sanmateo.ca.us](mailto:kspringer@co.sanmateo.ca.us)

Sincerely,



Tom Kasten  
C/CAG Chair

# C/CAG

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Woodside*

August 31, 2009

Mr. Paul D. Thayer  
Executive Officer  
California State Lands Commission  
100 Howe Ave Suite 100 South  
Sacramento, CA 95825-8202

**Re: Thank You – City of Belmont Bicycle Pedestrian Bridge Project**

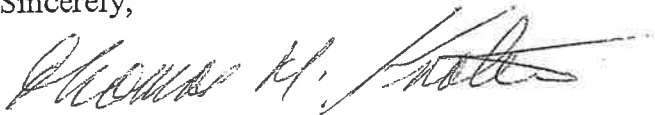
Dear Mr. Thayer,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to thank you and your staff for accommodating a very aggressive schedule and for assisting the City of Belmont with their project approval. We appreciate that your staff was able to compress the normal turn around time for this project. Jane Smith made a special effort to support this project by working directly with the San Francisco Bay Conservation and Development Commission (BCDC).

The bicycle and pedestrian bridge over US Highway 101 will improve bicycle and pedestrian conditions along Ralston Avenue providing a safer route for bicyclists and pedestrians over Highway 101. This project is part of a pedestrian/bike network that connects multiple trails within San Mateo County. This project also connects to the Bay Trail. The project will increase the potential for bicycling and walking, both to and from transit, businesses, residences, and shopping areas.

Again, thank you. On behalf of the C/CAG Board and staff, I want you to know that we appreciate your efforts.

Sincerely,



Thomas M. Kasten, C/CAG Chair

Cc: File

**ITEM 9.3**

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

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Woodside*

August 31, 2009

Mr. Bill Sandoval  
Chief of Project Implementation - North  
Division of Local Assistance  
P.O. Box 942874, MS #1  
Sacramento, California 94274

**Re: Thank You – City of Belmont Bicycle Pedestrian Bridge Project**

Dear Mr. Sandoval,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to thank you and your staff for accommodating a very aggressive schedule and for assisting the City of Belmont with their project obligation. We appreciate that your staff was able to compress the normal turn around time for this project, even under furlough conditions. Peter Anderson was responsive both to the City and to C/CAG staff inquiries during the project approval process.

The bicycle and pedestrian bridge over US Highway 101 will improve bicycle and pedestrian conditions along Ralston Avenue providing a safer route for bicyclists and pedestrians over Highway 101. This project is part of a pedestrian/bike network that connects multiple trails within the county. The project will increase the potential for bicycling and walking, both to and from transit, businesses, residences, and shopping areas.

Again, thank you. On behalf of the C/CAG Board and staff, I want you to know that we appreciate your efforts.

Sincerely,



Thomas M. Kasten, C/CAG Chair

Cc: File

# C/CAG

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August 31, 2009

Mr. Bijan Sartipi  
District Director  
Caltrans District 4  
P.O. Box 23660  
Oakland, CA 94623-0660

**Re: Thank You – City of Belmont Bicycle Pedestrian Bridge Project**

Dear Mr. Sartipi,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to thank you for your personal support in the funding this project. Your support for state funding enabled C/CAG and the City to obtain the additional regional funds, needed to fully fund this project.

I would also like to extend my thanks to your staff for accommodating a very aggressive schedule and for assisting the City of Belmont with their project delivery. We appreciate the hard work of Project Development, Environmental, and Local Assistance who all assisted with the delivery of this project. We appreciate that your staff was able to compress their normal turn around time to meet tight project deadlines, even under furlough conditions.

The bicycle and pedestrian bridge over US Highway 101 will improve bicycle and pedestrian conditions along Ralston Avenue providing a safer route for bicyclists and pedestrians over Highway 101. This project is part of a pedestrian/bike network that connects multiple trails within San Mateo County. This project will increase the potential for bicycling and walking, both to and from transit, offices and businesses, as well as residences and shopping areas.

Again, thank you. On behalf of the C/CAG Board and staff, I want you to know that we really appreciate your efforts.

Sincerely,



Thomas M. Kasten, C/CAG Chair

Cc: File

555 County Center, 5<sup>th</sup> Floor, Redwood City, CA 94063 PHONE: 650.599.1406 FAX: 650.361.8227

# C/CAG

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Woodside*

August 31, 2009

Mr. Bruce Wolfe  
Executive Officer  
San Francisco Bay Regional Water Quality Control Board  
1515 Clay St, Suite 1400  
Oakland, CA 94612

**Re: Thank You – City of Belmont Bicycle Pedestrian Bridge Project**

Dear Mr. Wolfe,

On behalf of the City/County Association of Governments of San Mateo County (C/CAG), I would like to thank you and your staff for accommodating a very aggressive schedule and for assisting the City of Belmont with their project permit. We understand that staff compressed the normal turn around time for this project.

The bicycle and pedestrian bridge over US Highway 101 will improve bicycle and pedestrian conditions along Ralston Avenue providing a safer route for bicyclists and pedestrians over Highway 101. This project is part of a pedestrian/bike network that connects multiple trails within the county. The project will increase the potential for bicycling and walking, both to and from transit, businesses, residences, and shopping areas.

Again, thank you. On behalf of the C/CAG Board and staff, I want you to know that we appreciate your efforts.

Sincerely,



Thomas M. Kasten, C/CAG Chair

Cc: File



Curt Frings, Chairman  
Tom Uehring, Vice-Chair  
Russell Burns  
David Crane  
Fred Dirken, Sr.\*  
Fran Flores\*  
Richard Katz  
Judge Quentin L. Kopp\*  
Lynn Schenk  
\*past chair

ARNOLD SCHWARZENEGGER  
GOVERNOR



**CALIFORNIA HIGH-SPEED RAIL AUTHORITY**

**FOR IMMEDIATE RELEASE**  
August 26, 2009

**CONTACT: Kris Deutschman**  
916-444-8801  
916-425-7174

**Statement from High-Speed Rail Authority on Court Ruling on Environmental Analysis for San Jose to San Francisco Section**

**Mehdi Morshed, Executive Director:**

"Today's ruling by the Sacramento Superior Court validates the work supporting our comprehensive environmental analysis and clearly finds in our favor on the bulk of key issues, including our projections on project costs, operating characteristics and noise and visual impacts.

"Importantly, the ruling found adequate our analysis of the operational and environmental issues related to the Altamont Pass alignment and the decision to not pursue putting high-speed train tracks on the Dumbarton Bridge. The ruling also found adequate support for the Authority's decision to dismiss an alternative using Highway 101 or Interstate 280.

"We remain committed to collaborating with residents and public agencies to build a cost-effective and useful high-speed train system that best meets the needs of both the region and the state."

###

