

memorandum

date 9/21/15

to Tom Madalena, C/CAG

from Adrian Jones

subject Public Outreach Summary, Airport Land Use Compatibility Plan for the Environs of San Carlos Airport

The attached provides a summary of the public outreach program that was conducted during the update of the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

CHAPTER 1

Public Outreach Summary

1.1 Introduction

Local planning agencies and the general public were afforded several opportunities to provide input and comments regarding the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport. The public outreach program for the ALUCP Update included:

- Four meetings with a Planning Advisory Team
- One public workshop
- Two public hearings
- 30-day public review period for the Draft Final ALUCP and Draft Initial Study
- A project website (<http://www.alucp-sancarlosairport.com/>)

City/County Association of Governments (C/CAG) staff and the project consultant also conducted four briefings with the Airport Land Use Committee (ALUC) and two briefings with the C/CAG Board, the designated Airport Land Use Commission for San Mateo County. The following sections provide additional information regarding the public outreach program.

1.2 Planning Advisory Team

A planning advisory team (PAT) was established at the outset of the ALUCP update and met four times during the ALUCP update process. The membership of the PAT included planning staff from San Mateo County and the cities of Redwood City, San Carlos, Belmont, and Foster City; representatives for San Mateo County Districts 3 and 4; and individuals representing the Caltrans Division of Aeronautics, the Peninsula Open Space Trust, the Don Edwards San Francisco Bay National Wildlife Refuge, the San Mateo County Department of Airports, the C/CAG Airport Land Use Committee, and the San Carlos Airport Association. PAT meeting agendas and handouts are attached to this report. PAT meeting materials are also available on the project website.

1.3 Public Workshop

Meeting notices, handouts, and presentation boards associated with the December 9, 2014 public workshop conducted for the Preliminary Draft ALUCP are attached to this report. Information regarding the December 9, 2014 public workshop is also available on the project website.

1.3.1 Public Workshop Flyer

The meeting flyer developed for the December 9, 2014 public workshop is attached to this report.

1.3.2 Handouts and Sign-in Sheet

Handouts developed for the December 9, 2014 public workshop and workshop sign-in sheets are attached to this report.

1.3.3 Presentation Slides and Boards

Presentation slides and boards from the December 9, 2014 public workshop are attached to this report and appear after the public workshop sign-in sheets.

1.4 Public Hearings

As discussed above, two public hearings were conducted during the ALUCP update. The first public hearing was conducted on June 25, 2015 during a meeting of the C/CAG ALUC and the second public hearing was conducted on August 13, 2015 during a meeting of the C/CAG Board. No public comments were submitted at either of the public hearings. Public hearing advertisements and presentation slides are attached to this report.

1.5 Project Website

A project website was established in February 2014 at the beginning of the ALUCP update process. PAT meeting presentations and handouts, the preliminary draft ALUCP, the Draft Final ALUCP, the Draft Initial Study, and public workshop and hearing presentations and materials have been uploaded to the project website:

<http://www.alucp-sancarlosairport.com>

1.6 Public Comments and Responses

Comments submitted by local agencies and the general public during the update of the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport are attached to this report. Responses to the public and agency comments are provided in **Table 1-1**.

**TABLE 1-1
RESPONSES TO COMMENTS – ALUCP UPDATE FOR ENVIRONS OF SAN CARLOS AIRPORT**

Comment #	Commenter	Response
A-1	California Department of Transportation	Comment noted. The Draft Final ALUCP was prepared in a manner consistent with the State Aeronautics Act and applicable Federal Aviation Regulations and in consideration of guidance provided in the California Airport Land Use Planning Handbook.
A-2	California Department of Transportation	Comment noted. The three ALUCPs developed by C/CAG define “existing land uses” in the same way and reference the definition of existing land uses provided in the 2011 California Airport Land Use Planning Handbook.
A-3	California Department of Transportation	Appendix G of the CEQA Guidelines requires the consideration of aircraft/airport noise, airport influence areas (AIAs) and airport land use compatibility plans.
A-4	California Department of Transportation	The following language was added to General Policy 2 - “The ALUCP shall be updated and amended as needed to maintain a current, updated document. The Handbook recommends a comprehensive update every five years.”
A-5	California Department of Transportation	General Policy 4.3 discusses exceptions for non-conforming schools and hospitals located in noise and safety zones. Where a modification results in an increase in building floor area, the number of exits required for the enlarged portion of the building under applicable building and safety codes, shall be increased by 50 percent.
A-6	California Department of Transportation	General Policy 4.3 states “Schools and Hospitals must demonstrate alternative sites outside the safety and noise compatibility zones are not financially feasible or will not adequately serve the established service area.”
A-7	California Department of Transportation	A reference to Exhibit 4-7 which depicts Areas A and B of the Airport Influence Area was added to General Policy 8.1.
A-8	California Department of Transportation	Comments noted.
A-9	California Department of Transportation	Comments noted. C/CAG intends to develop a checklist of materials required to support consistency reviews during the implementation of the updated ALUCP.
A-10	California Department of Transportation	The San Mateo County ALUC’s consistency review process is described in General Policy 12.1. Also See Exhibit 3-1.
A-11	California Department of Transportation	The following text has been added to General Policy 13.1 – “Types of non-residential land uses and non-residential intensities”
A-12	California Department of Transportation	Comments noted. See General Policies 10 and 12.
A-13	California Department of Transportation	Comments noted. The wording of Section 3.3.3 has been updated to be more specific. Override procedures are discussed in Sections 21675.1 and 21676 of the Public Utilities Code.
A-14	California Department of Transportation	The wording of Section 3.3.3 has been revised to be more specific regarding the specific findings that must be adopted by local agencies to overrule the ALUC.
A-15	California Department of Transportation	The wording of Safety Compatibility Policy 8 has been revised to make it clear that no residential or nonresidential infill is allowed in Safety Zone 1.
B-1	Carolyn and Bill Clebsch	C/CAG staff contacted Ms. Clebsch to discuss the materials that were presented at the December 9, 2015 open house.
C-1	Rick Hunter	Mr. Hunter was contacted by C/CAG staff. Coordination with the Federal Aviation Administration regarding construction of the Bay Trail on the San Carlos Airport levee is outside the scope of the Airport Land Use Compatibility Plan (ALUCP) update. The ALUCP is the primary document used by an airport land use commission to help promote compatibility between an airport and its environs. More specifically, the ALUCP should act as a guide for the airport land use commission and local jurisdictions in safeguarding the general welfare of the public as the airport and the area surrounding the airport grows.

TABLE I-1 (Continued)
RESPONSES TO COMMENTS – ALUCP UPDATE FOR ENVIRONS OF SAN CARLOS AIRPORT

D-1	Anonymous	The ALUCP is the primary document used by an airport land use commission to help promote compatibility between an airport and its environs. The ALUCP is not an airport master plan or expansion plan and does not contain recommendations related to airport or roadway improvements.
E-1	Syres Properties	Comments noted. While the Syres Property (557 E. Bayshore Ave., Redwood City) is located within the Airport Influence Area for San Carlos Airport it is not located within any noise or safety zones and hence the noise and safety zone policies contained in the Draft Final ALUCP do not apply to the property.
E-2	Syres Properties	Exhibit 4-1 has been updated to reflect that the Syres Property is currently developed with commercial land uses. Exhibit 2-6 was also updated. Exhibit 2-7 which depicts future planned land uses shows the site as being "mixed use" which is consistent with statements provided by the commenter.
E-3	Syres Properties	The commenter is correct that proposed building heights (80 feet above ground level) on the Syres Properties site might be below the elevation of the 14 CFR Part 77 Conical Surface (shown on Exhibit 4-4). The commenter is advised to consult Section 4.2.3 of the Final ALUCP for the Environs of San Carlos Airport and Subpart B, <i>Notice of Construction or Alteration</i> , of 14 CFR Part 77 for information regarding the FAA's procedures and policies related to aeronautical studies for new development in the vicinity of an airport.
E-4	Syres Properties	Comments noted. 557 E. Bayshore Ave. is located outside the Community Noise Equivalent Level (CNEL) 60 decibel (dB) noise contour depicted on Exhibit 4-1 of the ALUCP and hence the noise compatibility policies in the ALUCP do not apply. The California Airport Land Use Compatibility Planning Handbook recommends the use of CNEL 60 dB as an aircraft noise threshold for land use planning purposes in urban/suburban settings. C/CAG has based its noise compatibility criteria and thresholds on information contained in the California Airport Land Use Compatibility Planning Handbook and Federal Aviation Regulations Part 150.
F-1	City of Atherton	<p>The Draft Final ALUCP for San Carlos Airport was developed by City/County Association of Governments of San Mateo County (C/CAG) in its designated role as the Airport Land Use Commission for San Mateo County under the authority of the State of California Aeronautics Law, State Aeronautics Act (Public Utilities Code, Article 3.5, Section 21670, et seq.). In accordance with Section 21674(b) of the California Public Utilities Code, an airport land use commission has the authority "to coordinate planning at the state, regional and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare"; to prepare and adopt airport land use plans; and to review and make recommendations concerning specified plans, regulations and other actions of local agencies and airport operators.</p> <p>The ALUCP is the primary document used by an airport land use commission and local jurisdictions to help promote compatibility between an airport and its environs in the future. Compatibility criteria and policies contained in an ALUCP are not retroactive to existing land uses and are not intended to mitigate existing incompatibilities that may exist.</p> <p>In accordance with Public Utilities Code, Section 21674(e) the San Mateo County Airport Land Use Commission (C/CAG Board) has no authority over Airport operations. Nothing in the Draft Final ALUCP shall be interpreted as regulating or conveying any recommendations concerning aircraft operations to/from/at San Carlos Airport. State law does not authorize airport land use commissions to zone property or apply other land use controls normally exercised by local public agencies. Airport land use commissions have no authority to issue permits prior to construction of a building or grant approvals for the recording of subdivision plats.</p> <p>The Draft Final ALUCP for the environs of San Carlos Airport is the key to implementation of Airport Land Use Commission (the C/CAG Board) policies related to proposed land development in the vicinity of the Airport. The ALUCP provides the standards, criteria, and policies on which the compatibility of "future" proposed local land use policy actions are determined. The ALUCP also establishes the planning boundaries around San Carlos Airport that define noise, safety, height/airspace protection, and overflight areas for policy implementation, and areas within which notification of the proximity of the Airport is required as part of real estate transactions.</p> <p>The City of Atherton is located within Area A of the Airport Influence Area (AIA) for San Carlos Airport which was adopted by the C/CAG Board on October 14, 2004 but is located outside of Area B of the AIA. Land use compatibility policies specific to Area A of the AIA are described in Section 4.2.5 of the Draft Final ALUCP.</p>

TABLE I-1 (Continued)
RESPONSES TO COMMENTS – ALUCP UPDATE FOR ENVIRONS OF SAN CARLOS AIRPORT

F-2	City of Atherton	<p>14 Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning, was issued by the Federal Aviation Administration (FAA) as a final rule in January 1985. 14 CFR Part 150 sets forth the methodology and procedures to be followed when preparing aircraft noise exposure maps and developing federal airport /airport environs land use compatibility programs.</p> <p>14 CFR Part 150 is more comprehensive than previous federal noise programs, and since its enactment, FAA grants can be applied to implement noise programs in communities impacted by aircraft noise. While airport sponsors are not required to prepare 14 CFR Part 150 studies (participation in the program is voluntary), to receive Airport Improvement Program (AIP) funding for airport noise programs including sound insulation, airport sponsors must have federally approved noise exposure maps (NEMs) and a noise compatibility program (NCP).</p> <p>As discussed above, airport sponsors may “voluntary” elect to prepare a 14 CFR Part 150 study. 14 CFR Part 150 studies are separate and distinct from ALUCPs which are specific to California and which are prepared to comply with the State Aeronautics Act. 14 CFR Part 150 studies must comply with 14 CFR Part 150 and related FAA guidance. The C/CAG Board does not have the authority to require a 14 CFR Part 150 study for San Carlos Airport.</p>
F-3	City of Atherton	<p>Section 21675(a) of the Public Utilities Code requires that each ALUCP include and be based on “a long-range master plan or an airport layout plan, as determined by the Division of Aeronautics of the Department of Transportation, that reflects the anticipated growth of the airport during at least the next 20 years.” The Draft Final ALUCP for San Carlos Airport is based on the 2010 Airport Layout Plan (ALP) for San Carlos Airport. The County Airport Manager has confirmed that the 2010 ALP reflects the expected growth of the Airport over a 20+ year period through 2035 which is the planning horizon for this ALUCP.</p> <p>For the purposes of developing noise contours for future conditions, C/CAG staff developed a new forecast of airport operations through the year 2035. Airport activity projections for 2035 were developed after reviewing the FAA’s Terminal Area Forecast (TAF), the FAA Aerospace Forecast Fiscal Years 2014-2034, and historic data for calendar years 1990 through 2010. The 2035 forecast noise contours are included in Chapter 4 of the Draft Final ALUCP and define the boundaries within which the noise compatibility policies apply.</p>
F-4	City of Atherton	<p>As discussed above in the response to comment F-3, the Draft Final ALUCP for San Carlos Airport is based on the 2010 Airport Layout Plan (ALP) for San Carlos Airport. The County Airport Manager has confirmed that the 2010 ALP reflects the expected growth of the Airport over a 20+ year period through 2035 which is the planning horizon for this ALUCP.</p> <p>Information about existing (2013) aircraft operations at San Carlos Airport are provided in Table 2-2 of the Draft Final ALUCP and in Appendix A. According to the FAA’s Air Traffic Activity Data System (ATADS) database there were 111,500 aircraft operations at San Carlos Airport in 2013. In 2014 there were 117,547 annual aircraft operations according to the FAA.</p> <p>C/CAG staff developed a new forecast of airport operations through the year 2035. Airport activity projections for 2035 were developed after reviewing the FAA’s Terminal Area Forecast (TAF), the FAA Aerospace Forecast Fiscal Years 2014-2034, and historic data for calendar years 1990 through 2010. The projected level of aircraft operations in 2035 is 146,697 annual operations.</p> <p>Annual average day aircraft operations in 2013 by aircraft type, operation type, and time of day are presented in Table A-2 of the Draft Final ALUCP. Annual average day aircraft operations in 2035 by aircraft type, operation type, and time of day are presented in Table A-5a. As shown in Tables A-2 and A-5, operations by Pilatus PC-12 aircraft are expected to grow from approximately 16 daily operations (i.e., 8 departures and 8 arrivals) in 2013 to 60 daily operations (i.e., 30 departures and 30 arrivals) in 2035 due to the anticipated growth in Surf Air operations at the Airport.</p> <p>In accordance with Public Utilities Code, Section 21674(e) the San Mateo County Airport Land Use Commission (C/CAG Board) has no authority over Airport operations and no authority to approve airport expansion plans. Nothing in the Draft Final ALUCP shall be interpreted as regulating or conveying any recommendations concerning aircraft operations to/from/at San Carlos Airport.</p>

TABLE I-1 (Continued)
RESPONSES TO COMMENTS – ALUCP UPDATE FOR ENVIRONS OF SAN CARLOS AIRPORT

F-5	City of Atherton	Section C.22.h of the Airport Improvement Program Assurances for Airport Sponsors allows airport operators to enact rules and regulations for the use of an airport provided they are not unjustly discriminatory if they support safe and efficient operation of the airport. The Board of Supervisors of San Mateo County adopted Airport Regulations for San Carlos Airport and Half Moon Bay Airport on October 16, 1979. Copies of the County of San Mateo Airport Regulations may be obtained from the San Mateo County Airport Director.
F-6	City of Atherton	<p>Comment noted. The Draft Final ALUCP for San Carlos Airport was developed by City/County Association of Governments of San Mateo County (C/CAG) in its designated role as the Airport Land Use Commission for San Mateo County under the authority of the State of California Aeronautics Law, State Aeronautics Act (Public Utilities Code, Article 3.5, Section 21670, et seq.). Local planning agencies and the general public were afforded several opportunities to provide input and comments regarding the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport. The public outreach program for the ALUCP Update included:</p> <ul style="list-style-type: none"> • Four meetings with a Planning Advisory Team • One public workshop • Two public hearings • 30-day public review period for the Draft Final ALUCP and Draft Initial Study • A project website (http://www.alucp-sancarlosairport.com/) <p>City/County Association of Governments (C/CAG) staff and the project consultant also conducted four briefings with the Airport Land Use Committee (ALUC) and two briefings with the C/CAG Board, the designated Airport Land Use Commission for San Mateo County.</p>
F-7	City of Atherton	<p>Aircraft noise and land use compatibility guidelines provided in 14 CFR Part 150 deem all land uses as being compatible with aircraft noise levels below Community Noise Equivalent Level (CNEL) 65 decibels (dB). It is noted, however, that 14 CFR Part 150 allows for the adoption of appropriate local land use standards for land use compatibility planning purposes.</p> <p>In the California Airport Noise Regulations (Section 5000 et. Seq. of the California Code of Regulation [Title 21, Division 2.5, Chapter 6]) it states “The level of noise acceptable to a reasonable person residing in the vicinity of an airport is established as a community noise equivalent level (CNEL) value of 65 dB...”.</p> <p>The commentator is correct that the 1996 ALUCP for San Carlos Airport evaluated land use compatibility in areas exposed to aircraft noise of CNEL 55 and higher. To comply with guidance provided in the 2011 California Airport Land Use Planning Handbook, C/CAG is using the projected CNEL 60 dB contour for 2035 as its threshold for land use compatibility evaluations in the Draft Final ALUCP for the Environs of San Carlos.</p>
F-8	City of Atherton	<p>As discussed in the May 27, 2015 technical memorandum prepared by Coffman Associates, the maximum instantaneous sound levels generated by Surf Air flights on May 13th and May 14th ranged from 60.3 decibels to 71.5 decibels (See Table 5). Noise values presented in Table 5 are not CNEL levels but were used in the calculation of CNEL values presented in Table 3.</p> <p>As presented in Table 3 of the technical memorandum, the 24-hour community noise equivalent level value for all noise sources in the vicinity of the Atherton home (including aircraft, roadway noise, dogs, sirens, and landscaping equipment) was 51.11 decibels. The 24-hour CNEL value for aircraft noise events for the same period was 47.78 decibels. The 24-hour CNEL value for propeller aircraft noise events (i.e., excluding jet aircraft noise events) for the same period was 43.13 decibels.</p> <p>The CNEL values presented in Table 3 were calculated using the noise events data collected by the sound level meters at the Atherton home and reflect the application of penalties to noise events occurring during evening (7:00 p.m. through 9:59 p.m.) and nighttime (10:00 p.m. to 6:59 a.m.) hours when noise is considered more intrusive. This “weighting” added a 4.77 dB penalty to each noise event during the evening hours and a 10 dB penalty to each noise event during the nighttime hours.</p>
F-9	City of Atherton	See Response to Comment F-8.
F-10	City of Atherton	See Responses to Comment F-1 and Comment F-8.

Project Advisory Team

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) UPDATE FOR THE ENVIRONS OF SAN CARLOS AIRPORT

Project Advisory Team (PAT) Kickoff Meeting

Time/Date: March 4, 2014 (3:30 p.m. – 5:00 p.m.)

Location: Conference Room 2B, Redwood City City Hall
1017 Middlefield Road, Redwood City, CA

MEETING AGENDA

1. **Opening Remarks** –Sandy Wong, C/CAG Executive Director
 - a. Welcome
 - b. Introductions
 - c. Overview of C/CAG and its activities
2. **Why Are We Here** – Adrian Jones, ESA, Project consultant/Dave Carbone, C/CAG Staff
 - a. Overview of the project/project area/San Carlos Airport – Adrian Jones
 - b. What an ALUCP is and what it isn't – Dave Carbone
3. **ALUCP Content/Issues** – Adrian Jones
 - a. Aircraft Noise
 - b. Safety
 - c. Airspace Protection
 - d. Overflight
 - e. Airport Influence Area (AIA)
4. **Project Advisory Team (PAT) Role/Responsibilities** – Sandy Wong
 - a. Review/comment on work products
 - b. Represent constituent interests
 - c. Number of PAT meetings
5. **Public Outreach** – Adrian Jones
 - a. Public information workshops
 - b. Project website
6. **Project Schedule** – Adrian Jones/Sandy Wong
7. **Questions/Comments** – Sandy Wong/Adrian Jones
8. **Adjourn** – Sandy Wong

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**AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) UPDATE
FOR THE ENVIRONS OF THE SAN CARLOS AIRPORT**

Project Advisory Team (PAT) Meeting No. 2

10:00 a.m. – 12:00 p.m. June 24, 2014

City Hall Council Chambers, 1017 Middlefield Road, Redwood City, California

Meeting Agenda

- 1. Welcome/Introductions** – Tom Madalena, C/CAG
- 2. ALUCP White Paper* Presentation/Discussion** – Adrian Jones, ESA
- 3. Project Schedule** – Tom Madalena/Adrian Jones
- 4. Questions/Comments** – Tom Madalena
- 5. Adjourn** – Tom Madalena

* The San Carlos Airport ALUCP White Paper is available for download from the link in the email from Hightail.

**AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) UPDATE
FOR THE ENVIRONS OF THE SAN CARLOS AIRPORT**

**Project Advisory Team (PAT) Meeting No. 3
11:00 a.m. – 1:00 p.m. September 30, 2014
San Carlos Library, 610 Elm Street, San Carlos, California
Room B**

Meeting Agenda

1. **Welcome/Introductions** – Sandy Wong, C/CAG
 2. **Preliminary Draft ALUCP Presentation/Discussion** – Adrian Jones, ESA Airports
 - Overview
 - Compatibility Factor Maps
 - Compatibility Criteria and Policies
 - Group Discussion
 3. **Project Schedule** – Tom Madalena, C/CAG/Adrian Jones, ESA Airports
 4. **Questions/Comments** – Tom Madalena, C/CAG
 5. **Adjourn** – Tom Madalena, C/CAG
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**AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) UPDATE
FOR THE ENVIRONS OF THE SAN CARLOS AIRPORT**

Project Advisory Team (PAT) Meeting No. 4

10:00 a.m. – 12:00 p.m. June 2, 2014

City Hall Council Chambers, 1017 Middlefield Road, Redwood City, California

Meeting Agenda

- 1. Welcome/Introductions** – Tom Madalena, C/CAG
 - 2. Draft Final ALUCP Presentation/Discussion** – Adrian Jones, ESA Airports
 - Summary of changes to Preliminary Draft ALUCP
 - Group Discussion
 - 3. Development Displacement Analysis** – Adrian Jones, ESA Airports
 - 4. Draft Initial Study** – Adrian Jones, ESA Airports
 - 5. Project Schedule** – Adrian Jones, ESA Airports
 - 6. Questions/Comments** – Adrian Jones/Tom Madalena
 - 7. Adjourn** – Tom Madalena, C/CAG
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**AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) UPDATE
FOR THE ENVIRONS OF SAN CARLOS AIRPORT**

Project Advisory Team (PAT) Kickoff Meeting
3:30 p.m. Tuesday, March 4, 2013
Conference Room 2B at Redwood City City Hall
1017 Middlefield Road, Redwood City, California

Welcome to the Kickoff Meeting of the Project Advisory Team (PAT)

The City/County Association of Governments of San Mateo County (C/CAG) and its consultant, ESA Airports, are pleased to welcome you to the kickoff meeting of the Project Advisory Team (PAT) for the San Carlos Airport Land Use Compatibility Plan (ALUCP) update. We appreciate your interest in this study and your willingness to participate as part of the committee. Over the next several months, you will be able to make an important contribution to the project and we believe that you will find your committee participation to be an interesting and rewarding experience. We would like to take this time to thank you in advance for your participation.

PAT Role and Responsibilities

The PAT will play an important role on the San Carlos ALUCP update. We want to benefit from your unique viewpoints, have access to the people and resources that you represent, work with you in a creative atmosphere, and gain your support in achieving results. Specifically, your role in the PAT is as follows:

- **Sounding Board** – The consultant needs a forum in which to present information, findings, and ideas during the course of the ALUCP update. Everyone involved with the study will benefit from this forum because it allows an exchange of stakeholders’ viewpoints, ideas, and concerns.
- **Linkage to the Community** – Each member of the PAT represents one or more important constituencies. As a committee member, you bring together the consultant and the people you represent. You can inform your constituents about the study as it progresses, and you can bring to the committee the views of others.
- **Resource** – An ALUCP update is very complex, and it has an almost unlimited demand for information. Many of you have access to specialized information and can ensure that it is incorporated in the study to its fullest potential.
- **Critical Review** – We want our work scrutinized closely for accuracy, completeness of detail, clarity of thought, and intellectual honesty. We will want you to point out any shortcomings in our work and help us improve it.

**Airport Land Use Compatibility Plan (ALUCP) Update for the Environs of San Carlos Airport
Project Advisory Team (PAT) Kickoff Meeting
March 4, 2014**

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How Will the PAT Operate?

The PAT will operate as informally as possible - no compulsory attendance and no voting. The PAT's four meetings will be conducted by the consultant and will be called at milestone points in the study when the committee's input is especially needed. Ordinarily, meetings will be scheduled with sufficient advance notice to permit you to arrange your schedule.

Prior to each PAT meeting, the consultants will distribute study materials to you for review. This material will be the focus for discussion at the meetings. In addition, we will provide an outline of the subjects to be covered in the next phase of the project so that you may share your ideas and concerns and have them addressed in the next working paper. To keep you informed of the proceedings at the PAT meetings, we will prepare summary notes and will distribute them after each meeting. These will be particularly helpful if you are unable to attend a meeting.

We will also hold a public information workshop during the preparation of the study so that we may report to the community at-large and elicit their views and input. We strongly urge you to represent the PAT at the evening workshop. The workshop will be organized to maximize the opportunity for two-way communication. At the workshop, you will have the chance to hear from local residents and share your views and expertise with them.

Where Can You Get More Information?

**For specific policy questions about the study,
please contact:**

Sandy Wong, C/CAG Deputy Director
555 County Center, Fifth Floor
Redwood City, California 94063
Phone: 650/599-1409
E-mail: slwong@smcgov.org

Dave Carbone, C/CAG Staff
555 County Center, Fifth Floor
Redwood City, California 94063
Phone: 650/599-1453
E-mail: dcarbone@smcgov.org

**For specific technical questions about the
study, please contact:**

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**AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) UPDATE
FOR THE ENVIRONS OF SAN CARLOS AIRPORT**

March 2014

What an ALUCP Is and What It Isn't

What an ALUCP is

The following text is shown in Chapter 2 of the *California Airport Land Use Planning Handbook*, October 2011, published by the Caltrans Division of Aeronautics:

“2.1 PURPOSE OF AIRPORT LAND USE COMPATIBILITY PLANS

2.1.1 Introduction

Public Utilities Code (PUC) Section 21675 (a) requires preparation of an airport land use compatibility plan (ALUCP) for each public use airport in the state. This requirement applies regardless of whether a county chooses to establish and maintain an airport land use commission (ALUC) or to utilize one or more of the other authorized formation types for airport land use planning.

The ALUCP is designed to encourage compatible land uses in the vicinity surrounding an airport. It provides for the “orderly growth of each public airport and the area surrounding the airport” while safeguarding “the welfare of the inhabitants within the vicinity of the airport and the public in general (PUC Section 21675 (a)).” The ALUCP contains criteria for making consistency determination, including building standards and height and land use restrictions.

ALUCPs are the fundamental tool used by ALUCs in fulfilling their purpose of promoting airport land use compatibility.

2.1.2 Responsibility for ALUCP Preparation

The ALUC (or the body designated to carry out the responsibilities of a commission) is responsible for preparing, adopting, and amending the ALUCP. As a practical matter, responsibility for the preparation is typically assigned to staff and/or consultants working under the direction of the ALUC.

2.2.6 Airport Master Plans and Airport Layout Plans

Planning Requirements

Section 21675(a) requires that each ALUCP “shall include and be based either on a long range master plan or an airport layout plan, as determined by the Division of Aeronautics of the California Department of Transportation, that reflects the anticipated growth of the airport during at least the next 20 years.”

What an ALUCP Is and What It Isn't

March 2014

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What an ALUCP Isn't

The Airport Master Plan (AMP)

An airport master plan (AMP) is an airport-sponsored, comprehensive planning study that usually describes the existing conditions as well as interim and long-term development plans for the airport that will enable it to meet future aviation demand. An AMP contains an FAA-approved activity forecast and an ALP.

“An airport master plan is a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand...The elements of a master planning process will vary in complexity and level of detail, depending on the size, function, issues, and problems of the individual airport (FAA 2007, p.1).” The FAA reviews all elements of the AMP to ensure that sound planning techniques have been applied. However, the FAA only approves the following two elements of the AMP: 1) the 20-year forecast of demand and 2) the ALP.

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Thus an ALUCP and an AMP have fundamentally distinct and separate functions. The ALUCP focuses on the area outside of the airport property that is within its AIA, while the AMP focuses on airport operations and the area under control of the airport. AMPs therefore, cannot be used to achieve both purposes, i.e. AMPs cannot be a substitute for an ALUCP. Simply incorporating an ALUCP chapter into the AMP does not constitute an adequate ALUCP.

The Airport Layout Plan (ALP)

An airport layout plan (ALP) is a set of scaled drawings of existing and proposed airport facilities including airport property lines and the information required to demonstrate conformance with applicable FAA regulations. A current FAA-approved ALP is required for airports identified in the National Plan of Integrated Airport Systems (NPIAS) that receive Federal assistance. ALPs remain current for a five-year period or until major changes are made or are planned to be made at the airport. The ALP is one of the components of the AMP.

All airport development at Federally-obligated airports, i.e. those airports that receive federal funds, must be done in accordance with an FAA-approved ALP. An approved ALP conforms to the FAA airport design standards in effect at the time of approval and it indicates that the FAA finds the proposed development to be safe and efficient (FAA 2005, pg.8).”

Summary

ALUCP: State-mandated land use compatibility plan; applies to a defined area (environs) outside the airport fence

AMP: Airport-sponsored planning study; describes existing, interim, and long-term on-airport development plans

ALP: FAA-approved set of scaled drawings of existing and proposed on-airport facilities inside the airport fence; current for five years; basis for airport sponsor to receive federal grants for airport improvements.

Public Workshop



Airport Land Use
Commission for San Mateo
County

Public Workshop on the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport

NOTICE OF PUBLIC WORKSHOP To Introduce the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport

The City/County Association of Governments of San Mateo County will be hosting a public workshop on December 9, 2014 to provide information regarding the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport. The workshop will include guided displays that will present information regarding the four compatibility factors considered in the ALUCP - noise, safety, airspace protection, and overflight; the project schedule; and land use compatibility policies included in the Preliminary Draft ALUCP.

The workshop will be held in an “**open house**” format from **5:00 p.m. to 7:00 p.m.** at the location listed below. No formal presentation will be given in order to provide the public with the maximum opportunity for one-on-one interaction and sharing of information and concerns. You may attend the workshop at any time during the two-hour open house.

Tuesday, December 9, 2014 – San Carlos Library (Room A)
610 Elm Street
San Carlos, CA 94070

For more information, please visit the project website at: <http://www.alucp-sancarlosairport.com>

Anyone needing special accommodations under the Americans with Disabilities Act of 1990 should contact Tom Madalena at (650) 599-1460 at least 72 hours prior to the meeting.



Airport Land Use Compatibility Plan (ALUCP)
Update for San Carlos Airport

Public Information Workshop
December 9, 2014
5:00 p.m. – 7:00 p.m.
San Carlos Library (Room A)

Sign-In Sheet

Name/Organization	Address	Phone or Email
Bruce Burnworth, SUCW		BBURNWORTH@SUCW.ORG
Isving Torre, smc		Itorre@smc.gov
Andrew Young		ayoung@smc.gov
Genzale Benito		club.usa@gmail.com
Gretchen Kelly		gkelly@smc.gov
Dan Demko		dan@rabbithop.com
Tom Farzankov		TOM.FARZANKOV@MS.COM
Jeffery Bass, Hiller Aviation Museum		jeff@hiller.org
Philip Vogel		phv@hiller.org
Michelle Littlefield		mlittlefield@redwoodcity.org
Robert Mangano		Patty@mca-sbcglobal.net
Bob Fiore		robert.fiore@cbf.ca.gov
G.J. Scow	330 Alden St. R.C. 94063	gscowela@sbcglobal.net
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CLAIRE KELLY		Kellyblake40@aol.com
Dan Child	1400 Radio Rd. RWC, CA 94065	dchild@sucw.org

Disclaimer: Public comments and other information submitted to C/CAG will become part of the public record and will be reproduced in their entirety as part of the study documentation.



Airport Land Use Compatibility Plan (ALUCP)
Update for San Carlos Airport

Public Information Workshop
December 9, 2014
5:00 p.m. – 7:00 p.m.
San Carlos Library (Room A)

Sign-In Sheet

Name/Organization	Address	Phone or Email
VIA CREDITORS SAN CARLOS		
Sandy Wong	275 D Street Rwc CA 94063	mtledly@sbcglobal.net
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CARLOS DEMELO		dfleckze@yahoo.com
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Mike Mancusi	Redwood City	rhunter1@yahoo.com
Rick Hunter	REDWOOD SHORES	dandrysiak@sbcglobal.net
DAVID ANDREYSIAK	REDWOOD STORES	cindyeehall@yahoo.com
CINDY HALL	2600 Capitol Ave, Suite 206 Sacramento	95816 916-564-4500
Steve Alwenson		

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Airport Land Use Compatibility Plan Update for San Carlos Airport

The C/CAG Board of Directors has served as the airport land use commission (ALUC) for San Mateo County since February 1991. C/CAG was formed in November 1990 through a Joint Powers Agreement (JPA) between the County and the 20 incorporated cities in the County and is tasked with preparing, adopting, and enforcing state-mandated county-wide plans.

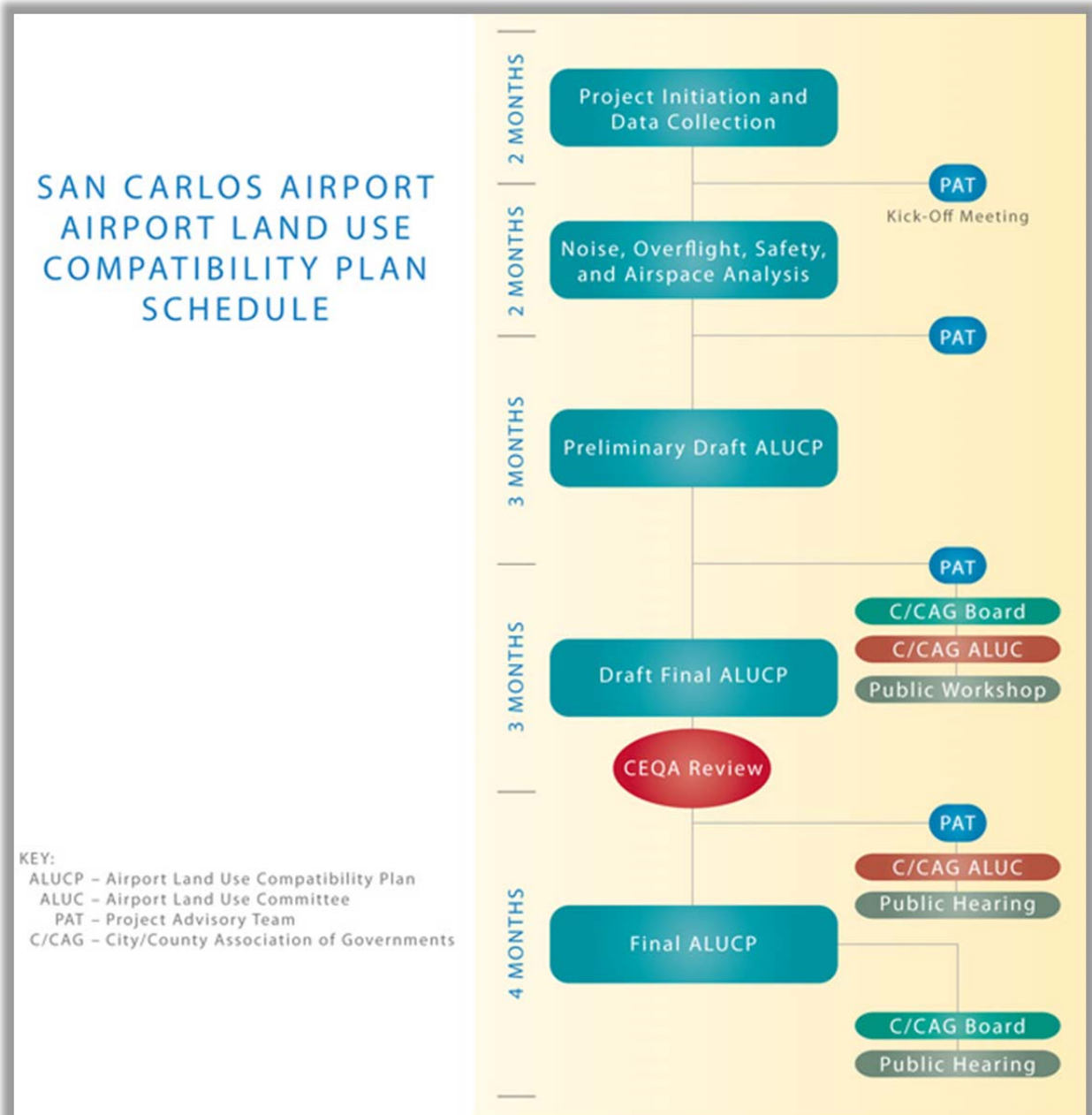
As the ALUC, C/CAG is responsible for adopting ALUCPs for the three public use airports in the County (San Francisco International, San Carlos, and Half Moon Bay), coordinating with local agencies with jurisdiction over geographic areas subject to provisions of any of the three ALUCPs, and reviewing and determining the compatibility of local agency land use policy actions with policies, criteria, and standards contained within the adopted ALUCPs.

C/CAG adopted an ALUCP covering all three public use airports in San Mateo County in December 1996. C/CAG has since adopted an updated ALUCP for San Francisco International Airport (November 2012) and Half Moon Bay Airport (September 2014) and is currently updating the ALUCP for San Carlos Airport. The updated ALUCP will replace the San Mateo County Comprehensive Airport Land Use Plan in its entirety.

The scope of the ALUCP Update for San Carlos Airport includes the following:

- Developing land use compatibility policies and maps for the four compatibility factors evaluated in ALUCPs (safety, noise, airspace protection, and overflight);
- Preparing a Preliminary Draft, Draft Final, and Final ALUCP for San Carlos Airport;
- Establishing a project advisory team (PAT) and conducting up to **four (4)** PAT meetings;
- Conducting a public workshop and a public hearing to educate the general public and to obtain input regarding the Preliminary Draft ALUCP;
- Coordinating with a number of agencies including, but not limited to, the San Mateo County Planning Department, Caltrans' Division of Aeronautics, and the cities of Redwood City, San Carlos, Belmont, Foster City, and San Mateo;

- Complying with the provisions of the California Environmental Quality Act (CEQA) through preparation of an Initial Study and Negative Declaration (IS/ND) and related environmental documents.



C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) UPDATE FOR THE ENVIRONS OF SAN CARLOS AIRPORT

December 2014

What an ALUCP Is and What It Isn't

What an ALUCP is

The following text is shown in Chapter 2 of the *California Airport Land Use Planning Handbook*, October 2011, published by the Caltrans Division of Aeronautics:

“2.1 PURPOSE OF AIRPORT LAND USE COMPATIBILITY PLANS

2.1.1 Introduction

Public Utilities Code (PUC) Section 21675 (a) requires preparation of an airport land use compatibility plan (ALUCP) for each public use airport in the state. This requirement applies regardless of whether a county chooses to establish and maintain an airport land use commission (ALUC) or to utilize one or more of the other authorized formation types for airport land use planning.

The ALUCP is designed to encourage compatible land uses in the vicinity surrounding an airport. It provides for the “orderly growth of each public airport and the area surrounding the airport” while safeguarding “the welfare of the inhabitants within the vicinity of the airport and the public in general (PUC Section 21675 (a)).” The ALUCP contains criteria for making consistency determination, including building standards and height and land use restrictions.

ALUCPs are the fundamental tool used by ALUCs in fulfilling their purpose of promoting airport land use compatibility.

2.1.2 Responsibility for ALUCP Preparation

The ALUC (or the body designated to carry out the responsibilities of a commission) is responsible for preparing, adopting, and amending the ALUCP. As a practical matter, responsibility for the preparation is typically assigned to staff and/or consultants working under the direction of the ALUC.

2.2.6 Airport Master Plans and Airport Layout Plans

Planning Requirements

Section 21675(a) requires that each ALUCP “shall include and be based either on a long range master plan or an airport layout plan, as determined by the Division of Aeronautics of the California Department of Transportation, that reflects the anticipated growth of the airport during at least the next 20 years.”

What an ALUCP Is and What It Isn't

December 2014

Page 2 of 2

What an ALUCP Isn't

The Airport Master Plan (AMP)

An airport master plan (AMP) is an airport-sponsored, comprehensive planning study that usually describes the existing conditions as well as interim and long-term development plans for the airport that will enable it to meet future aviation demand. An AMP contains an FAA-approved activity forecast and an ALP.

“An airport master plan is a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand...The elements of a master planning process will vary in complexity and level of detail, depending on the size, function, issues, and problems of the individual airport (FAA 2007, p.1).” The FAA reviews all elements of the AMP to ensure that sound planning techniques have been applied.

However, the FAA only approves the following two elements of the AMP: 1) the 20-year forecast of demand and 2) the ALP.

The AMP functions as a long-range, comprehensive study of the airports facilities and property needs. Even though the AMP may be “suggestive” of property outside of its boundaries, this document cannot dictate changes beyond the airport boundary (unless owned by the airport).

Thus an ALUCP and an AMP have fundamentally distinct and separate functions. The ALUCP focuses on the area outside of the airport property that is within its AIA, while the AMP focuses on airport operations and the area under control of the airport. AMPs therefore, cannot be used to achieve both purposes, i.e. AMPs cannot be a substitute for an ALUCP. Simply incorporating an ALUCP chapter into the AMP does not constitute an adequate ALUCP.

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All airport development at Federally-obligated airports, (i.e. those airports that receive federal funds), must be done in accordance with an FAA-approved ALP. An approved ALP conforms to the FAA airport design standards in effect at the time of approval and it indicates that the FAA finds the proposed development to be safe and efficient (FAA 2005, pg.8).”

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Public Information Workshop

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San Carlos Library (Room A)
610 Elm Street
San Carlos, California 94070

Tuesday, December 9, 2014
5:00 p.m. to 7:00 p.m.



- Public Utilities Code (PUC) Section 21675 (a) requires preparation of an airport land use compatibility plan (ALUCP) for each public use airport in the state.
- The ALUCP is designed to encourage compatible land uses in the vicinity surrounding an airport.
- The ALUCP provides for the “orderly growth of each public airport and the area surrounding the airport” while safeguarding “the welfare of the inhabitants within the vicinity of the airport and the public in general” (PUC Section 21675 (a)).



- Section 21675(a) requires that each ALUCP “shall include and be based either on a long range master plan or an airport layout plan, as determined by the Division of Aeronautics of the California Department of Transportation, that reflects the anticipated growth of the airport during at least the next 20 years”.
- ALUCPs are distinct from airport master plans in function and content. In simple terms, the issues addressed by airport master plans are primarily on-airport, whereas those of concern in an ALUCP are generally off-airport.



The C/CAG Board of Directors has served as the airport land use commission (ALUC) for San Mateo County since February 1991. C/CAG was formed in November 1990 through a Joint Powers Agreement (JPA) between the County and the 20 incorporated cities in the County and is tasked with preparing, adopting, and enforcing state-mandated county-wide plans.

As the ALUC, C/CAG is responsible for adopting ALUCPs for the three public use airports in the County (San Francisco International, San Carlos, and Half Moon Bay), coordinating with local agencies with jurisdiction over geographic areas subject to provisions of any of the three ALUCPs, and reviewing and determining the compatibility of local agency land use policy actions with policies, criteria, and standards contained within the adopted ALUCPs.

C/CAG adopted an ALUCP covering all three public use airports in San Mateo County in December 1996. C/CAG has since adopted an updated ALUCP for San Francisco International Airport (November 2012) and Half Moon Bay Airport (October 2014) and now is in the process of preparing an updated ALUCP for San Carlos Airport. The updated ALUCP will replace the San Mateo County Comprehensive Airport Land Use Plan in its entirety.



- The existing ALUCP for San Carlos Airport was developed in 1996 and is based on out-of-date information regarding the airport.
- Information regarding the airport environs contained in the 1996 ALUCP is similarly out-of-date.
- Caltrans' Division of Aeronautics has updated the California Airport Land Use Planning Handbook twice since the current ALUCP was adopted.
- The Handbook contains detailed guidance regarding the contents of ALUCPs.



- Chapter 1: Purpose and Scope
 - Describes State requirements for airport land use compatibility planning and the roles and responsibilities of Airport Land Use Commissions, the Federal Aviation Administration, the California Department of Transportation and local governmental agencies.
- Chapter 2: San Carlos Airport and Environs
 - Provides background information regarding San Carlos Airport and communities in the vicinity of the airport.
 - Also presents information regarding special districts and school districts in the vicinity of San Carlos Airport.



- Chapter 3: Definitions, General Policies, and Plan Implementation
 - Provides definitions for terms used throughout the ALUCP.
 - Contains general policies related to amendment of the ALUCP, land use compatibility planning coordination, and ALUCP implementation and administration.
- Chapter 4: Compatibility Factor Maps and Policies
 - Contains specific policies, standards, and criteria to be used by the ALUC, the Airport Land Use Commission (C/CAG Board), affected local agencies, and others during the review of land use policy actions and development proposals affecting property within the Airport Influence Area (AIA) of San Carlos Airport.
 - Presents policies and maps relating to the state-mandated airport compatibility factors – noise, safety, airspace protection, and overflight.



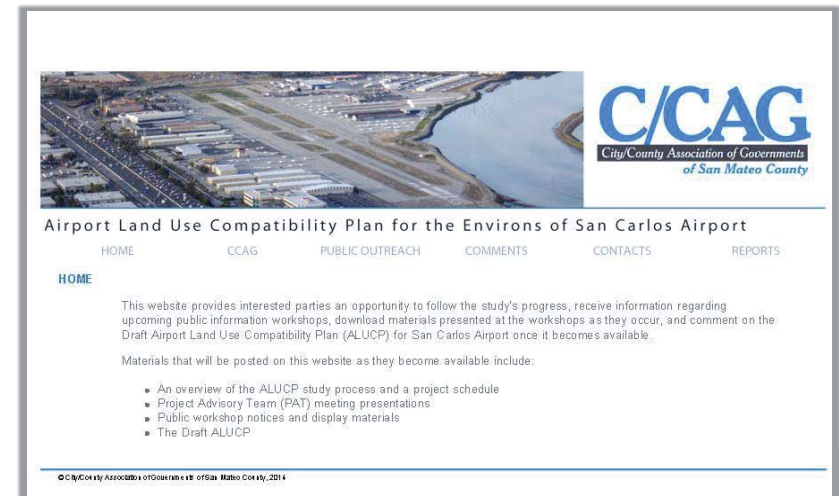
- Appendix A - Noise Modeling Assumptions
- Appendix B - State Laws Related to Airport Land Use Planning
- Appendix C - Title 14 Code of Federal Regulations Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace
- Appendix D - Compatibility Factors Evaluated in ALUCPs
- Appendix E - Implementation Materials
- Appendix F - Consistency Checklist
- Appendix G - Methods for Calculating Concentrations of People
- Appendix H - Glossary of Terms

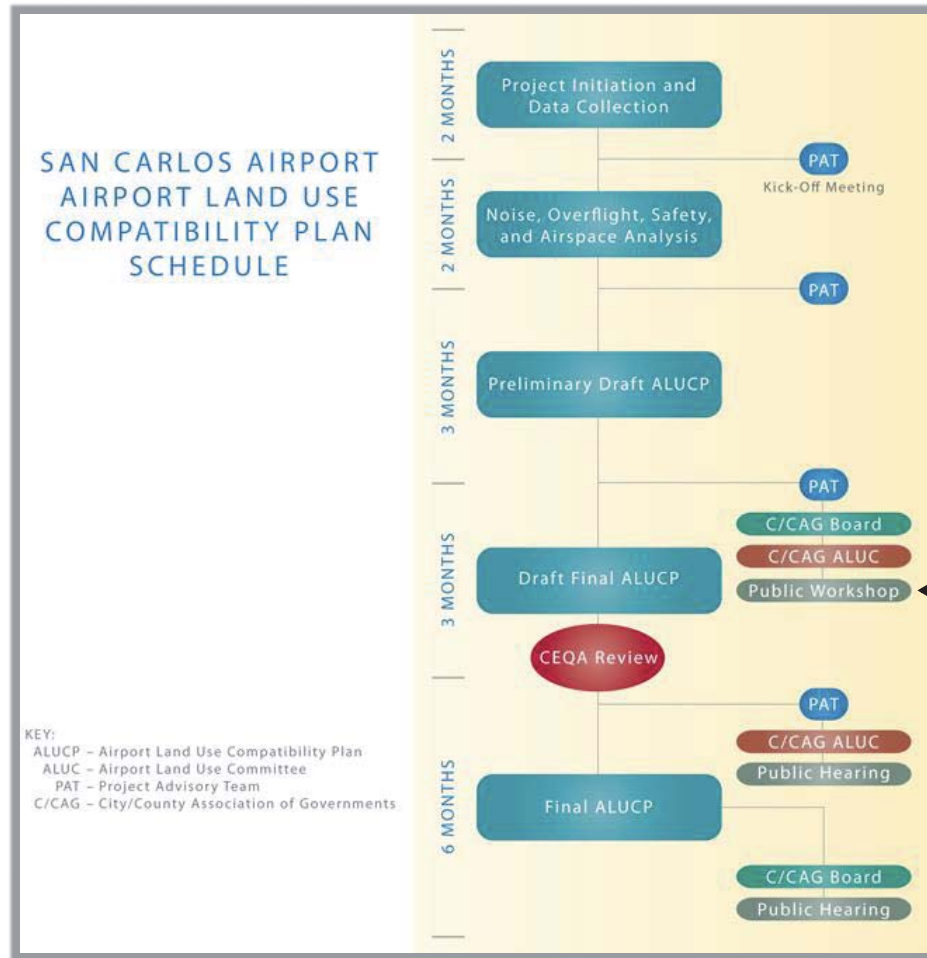


Photograph: Nelson Minar

- Four Project Advisory Team (PAT) meetings
- Three C/CAG Airport Land Use Committee (ALUC) briefings
- Two presentations to the C/CAG Board
- One public workshop
- Two public hearings
- Project website:

www.alucp-sancarlosairport.com





← We are here



For specific policy questions about the study, please contact:

Sandy Wong, C/CAG Executive Director
555 County Center, Fifth Floor
Redwood City, California 94063
650.599.1409

Tom Madalena, C/CAG Staff
555 County Center, Fifth Floor
Redwood City, California 94063
650.599.1460

For specific technical questions about the study, please contact:

Adrian Jones, Project Manager
ESA Airports
550 Kearny St, Suite 800
San Francisco, CA 94108
415.896.5900

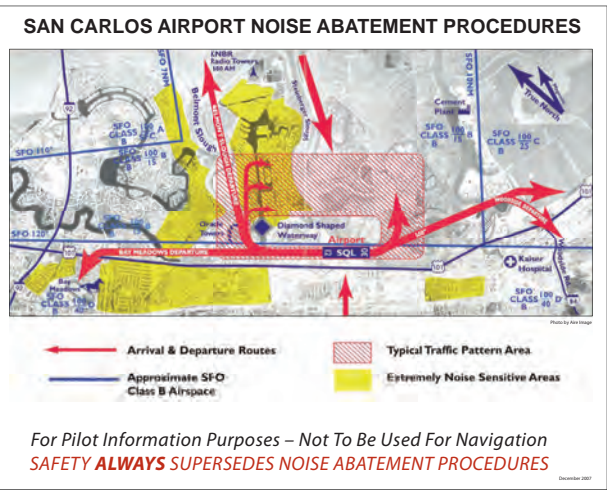


Public Information Workshop

Airport Land Use Compatibility Plan For the Environs of San Carlos Airport

San Carlos Library (Room A)
610 Elm Street
San Carlos, California 94070

Tuesday, December 9, 2014
5:00 p.m. to 7:00 p.m.



Objective:

Minimize the number of people exposed to frequent and high levels of aircraft noise

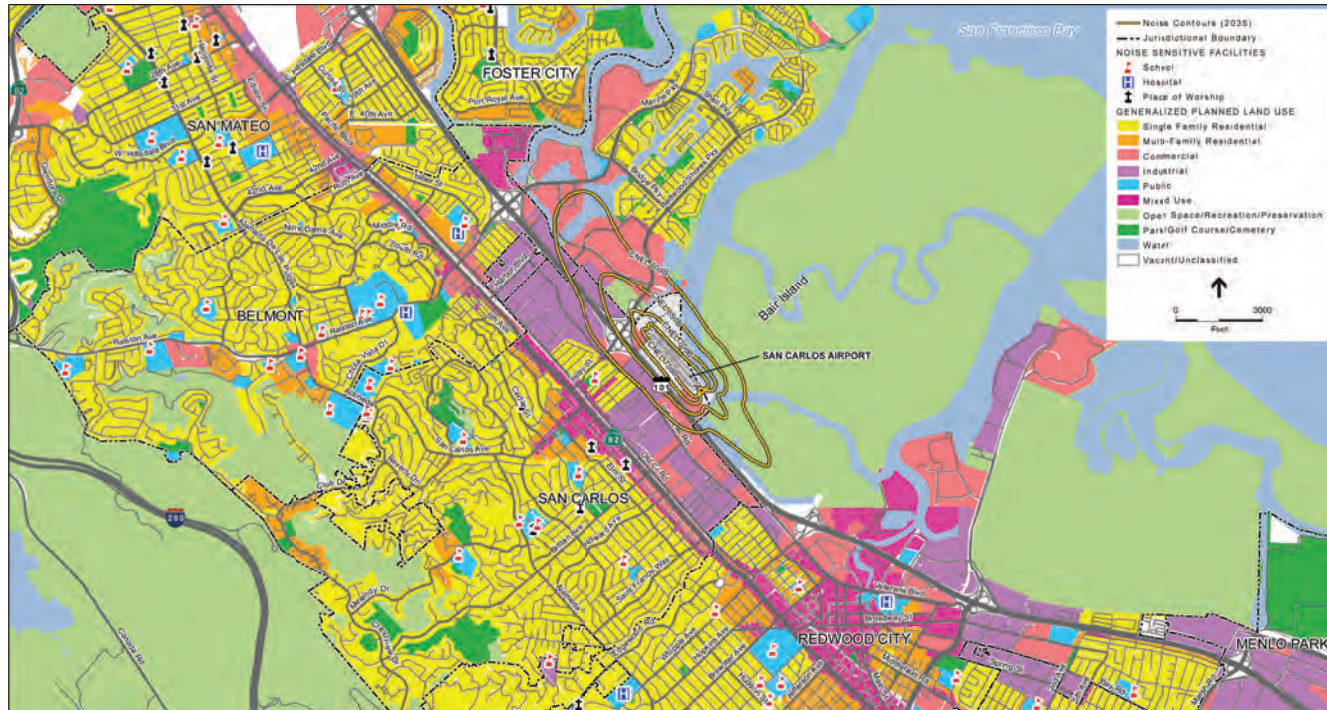
Strategy:

Limit future development of noise sensitive land uses in the airport vicinity including:

- Residential uses
- Schools
- Hospitals, daycare, convalescent homes
- Places of Worship

Tools/Measurement:

- Noise Contours



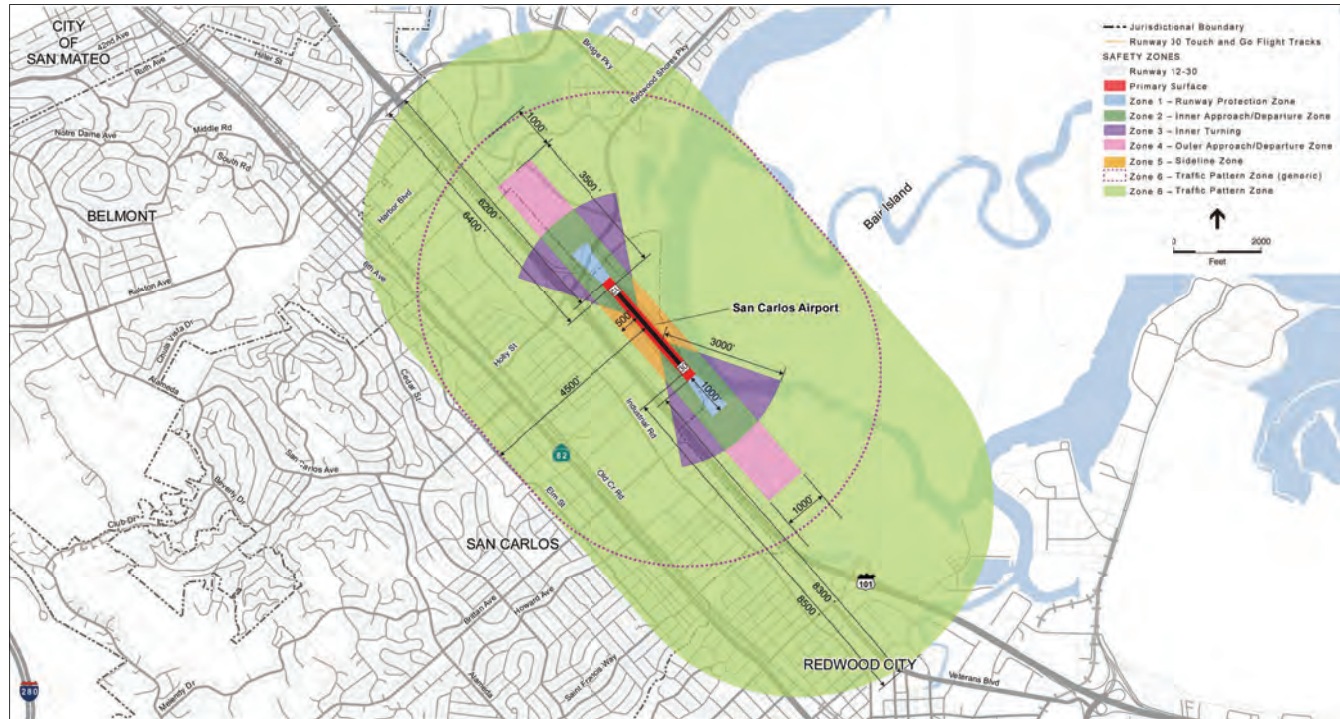
2035 Aircraft Noise Contours for San Carlos Airport

Objective:

Minimize risks and consequences of incursions to those on the ground and in the air

Strategy:

- Identify areas of risk around an airport where safety policies should apply
- Develop policies to minimize risks to people on the ground and hazards to air navigation



Aircraft Safety Zones for San Carlos Airport

Objective:

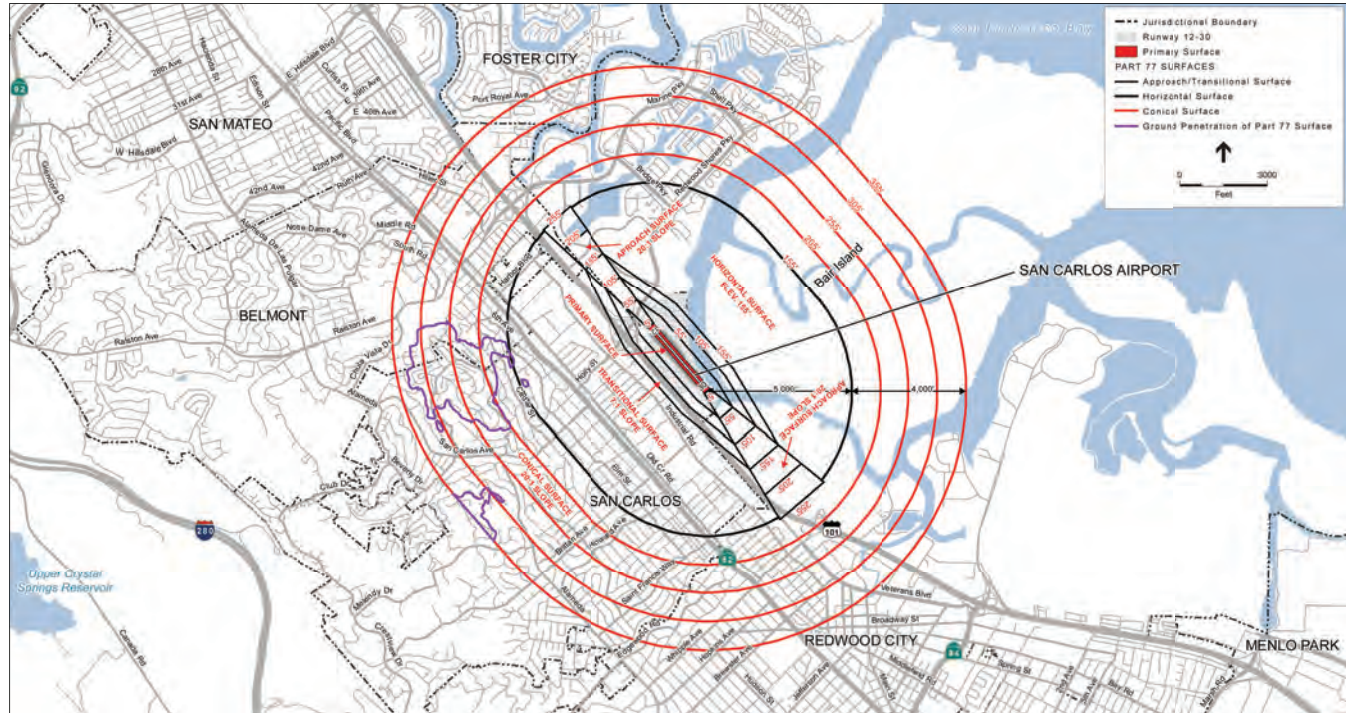
Avoid intrusions into navigable airspace

Strategy:

Limit heights of structures associated with planned development in the airport environs

Tools/Measurement:

- Federal Aviation Regulations Part 77 criteria
- Airport/Runway Layout



Federal Aviation Regulations Part 77 Airspace Protection Surfaces

Objective:

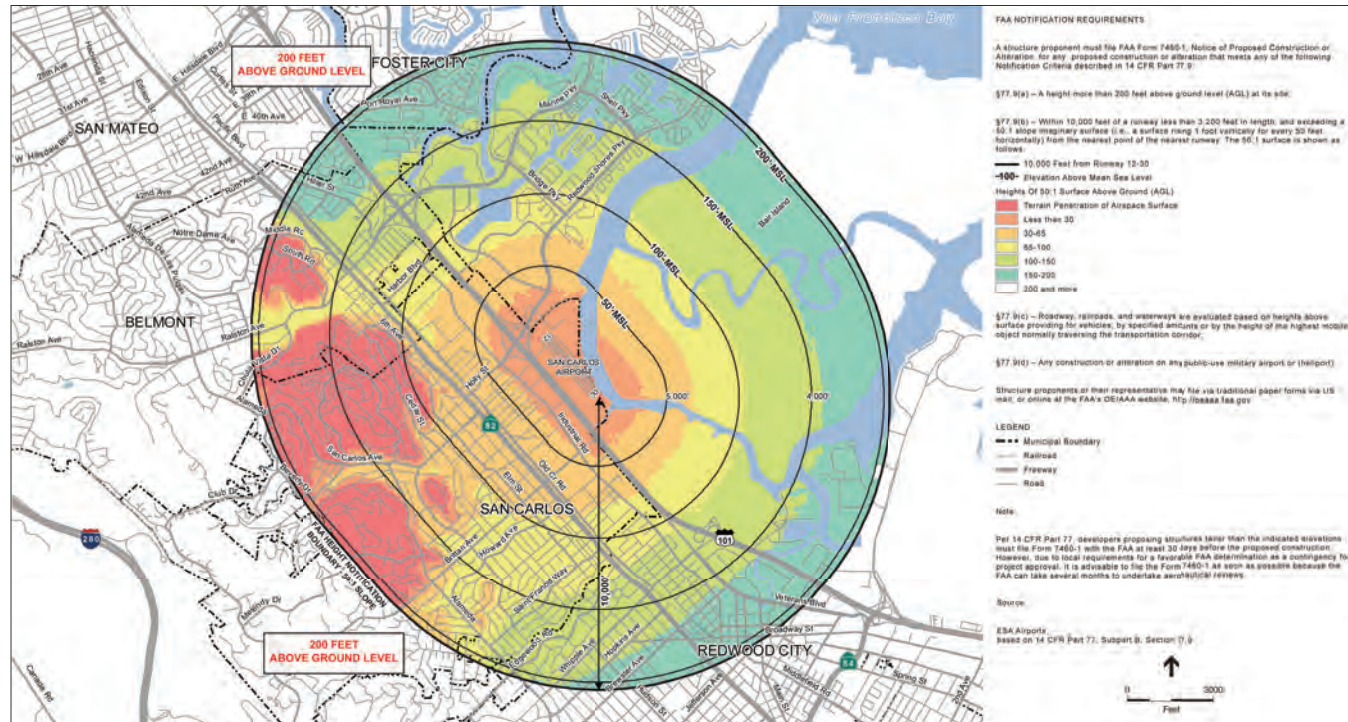
Avoid intrusions into navigable airspace

Strategy:

Limit heights of structures associated with planned development in the airport environs

Tools/Measurement:

- Federal Aviation Regulations Part 77 criteria
- Airport/Runway Layout



Federal Aviation Regulations Part 77 – FAA Notification Requirements

Objective:

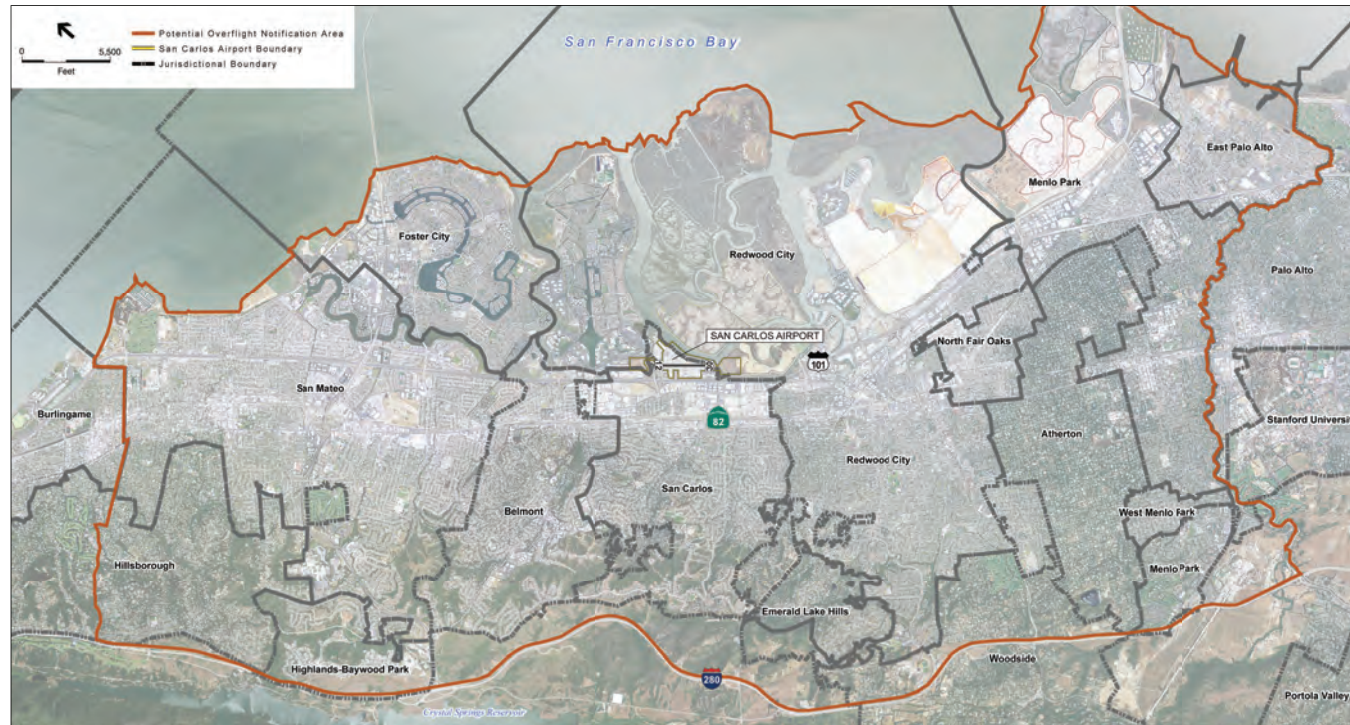
- Minimize annoyance related to aircraft overflights
- Inform the public

Strategy:

- Form requirements for notification of airport proximity and aircraft overflights

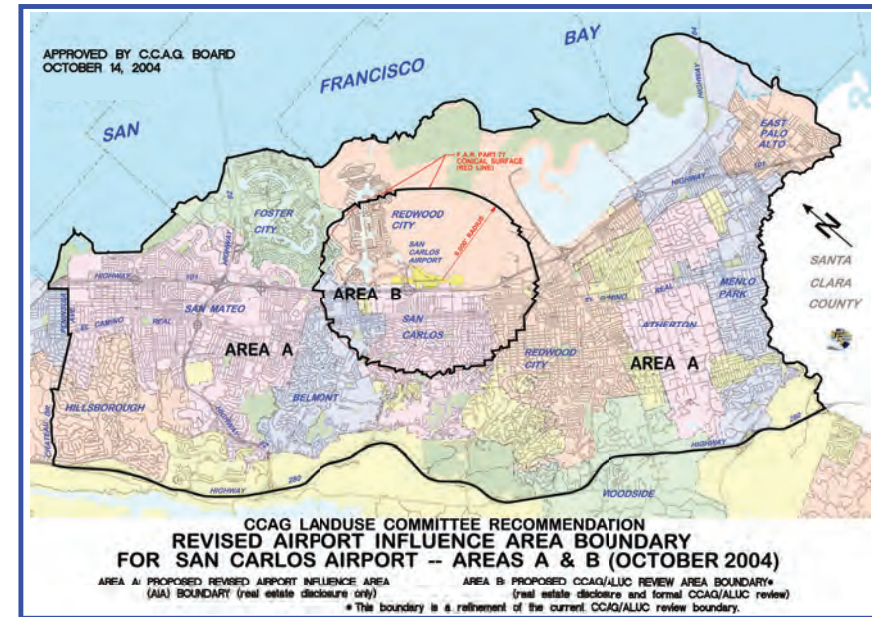
Tools/Measurement:

- Flight tracks



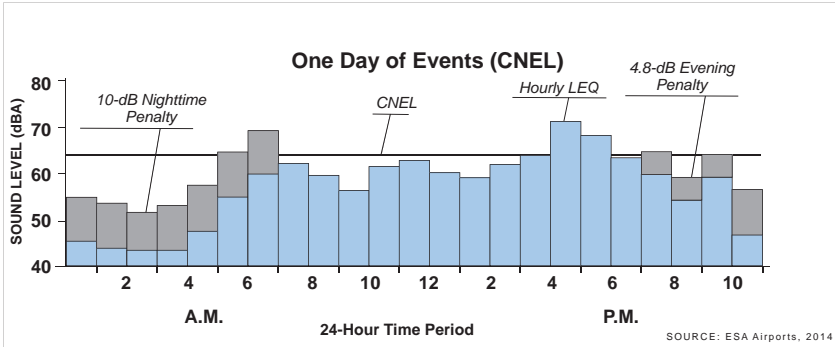
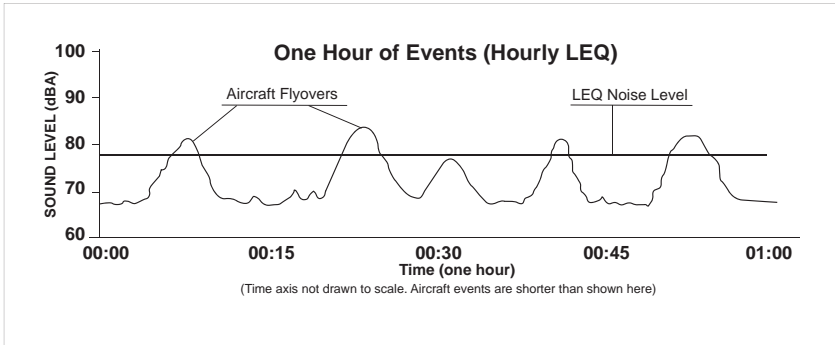
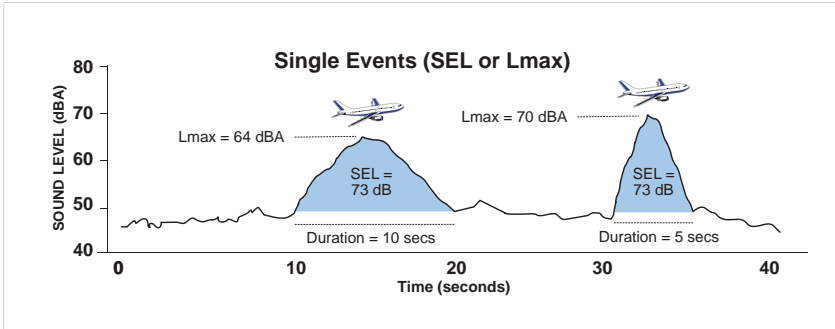
Overflight Notification Zone for San Carlos Airport

- No changes to the adopted AIA boundary or associated policies are proposed.
- Review Area B of the AIA is the “referral” area - area within which projects are potentially referred to the C/CAG Board for a consistency review.
- State real estate disclosure requirements are applicable within Areas A and B of the AIA.

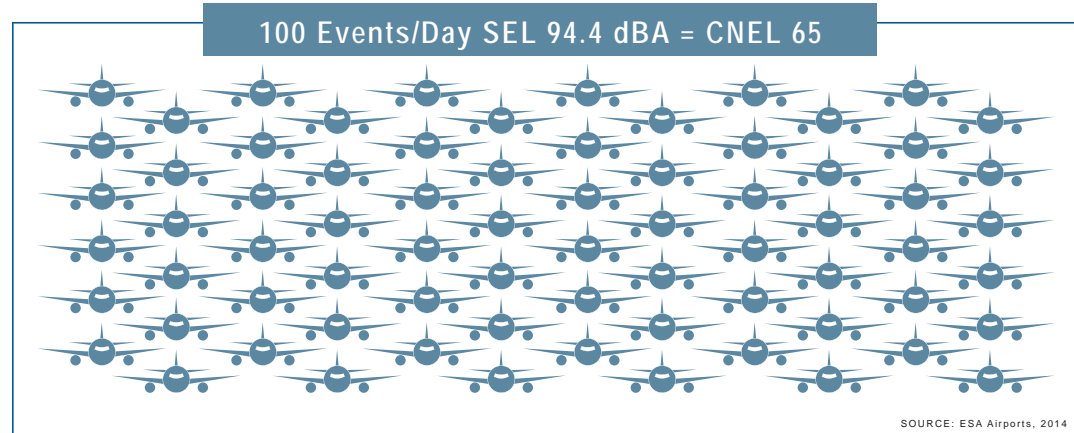


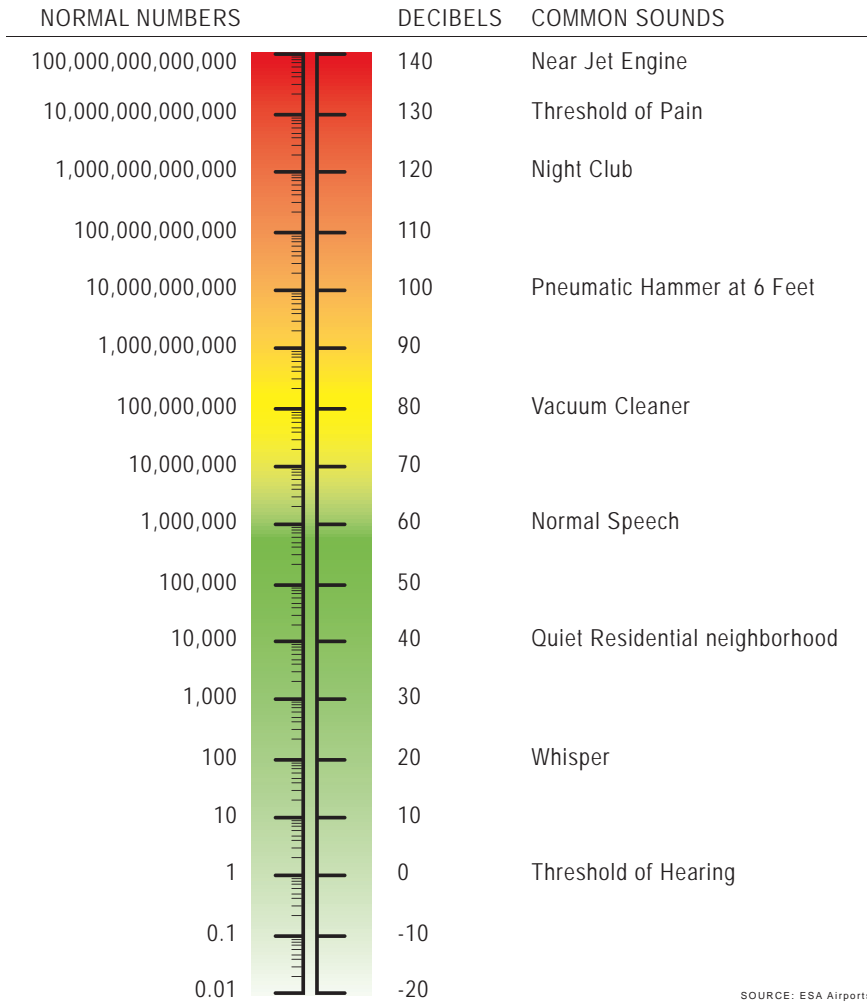
NOTICE OF AIRPORT IN VICINITY

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

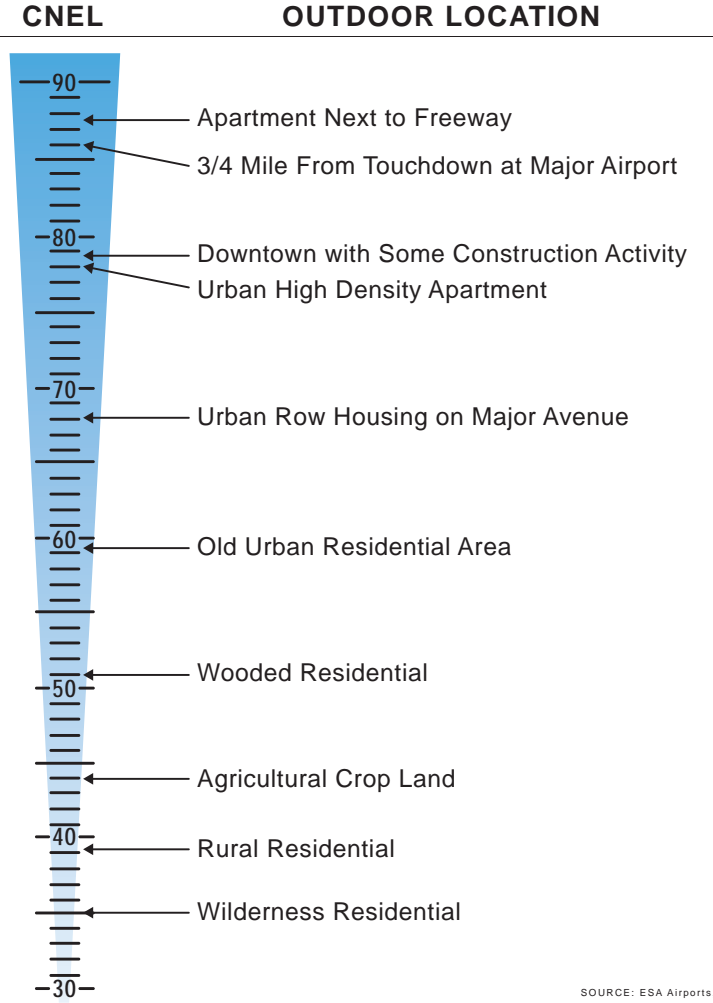


IDENTICAL CNEL LEVELS





SOURCE: ESA Airports, 2014



SOURCE: ESA Airports, 2014

Day-Night Average Sound Level (DNL) and Community Noise Equivalent Level (CNEL)

DNL	CNEL	
✓	✓	24-hour time-weighted energy average noise level measured in dBA
✓	✓	Captures the noise exposure for individual aircraft noise events during the course of a 24-hour day
	✓	Noise occurring between 7 p.m. to 10 p.m. is penalized by approximately 4.8 dB <ul style="list-style-type: none"> - Penalty was selected to account for the sensitivity to aircraft noise and activity interference during the evening hours
✓	✓	Noise occurring between 10 p.m. to 7 a.m. is penalized by 10 dB <ul style="list-style-type: none"> - Penalty was selected to account for the higher sensitivity to aircraft noise and lower background noise levels during nighttime hours
	✓	Specified in Title 21 of the California Airport Noise Regulations and required for use in the development of aircraft noise exposure contours
✓	✓	Specified in 14 CFR Part 150 and required for use in the development of aircraft noise exposure contours (FAA permits the use of CNEL for noise studies in California)
✓	✓	Demonstrates a strong relationship between increased aircraft noise and increased human annoyance

Public Hearings

San Mateo County Times

c/o Bay Area News Group
1730 S. El Camino Real, Suite 450
San Mateo, CA 94402
408-920-5332

3445952

SAN MATEO COUNTY ASSOCIATION OF
GOVERNMENTS
SANDY WONG
555 COUNTY CTR., 5TH FLOOR
REDWOOD CITY, CA 94063

PROOF OF PUBLICATION

FILE NO. T.Madalena

In the matter of

San Mateo County Times

The undersigned deposes that he/she is the Public Notice Advertising Clerk of the SAN MATEO COUNTY TIMES, a newspaper of general circulation as defined by Government Code Section 6000, adjudicated as such by the Superior Court of the State of California, County of San Mateo (Order Nos. 55795 on September 21, 1951), which is published and circulated in said county and state daily (Sunday excepted).

The PUBLIC NOTICE

was published in every issue of the SAN MATEO COUNTY TIMES on the following date(s):

6/17/2015

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated: June 17, 2015



Public Notice Advertising Clerk

Legal No.

0005506542

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

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

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

The geographic scope of the ALUCP update includes a proposed Airport Influence Area (AIA). The Airport Influence Area defines a boundary for airport land use compatibility policy implementation. The boundary includes portions of unincorporated San Mateo County, and the cities of San Carlos, Belmont, Foster City, Redwood City, and San Mateo. Within the Airport Influence Area, local land use agencies would be required to submit proposed general plan amendments, specific plans, and zoning ordinances and amendments to C/CAG, in its role as the Airport Land Use Commission, for determinations of consistency with the ALUCP. The AIA boundary will be established by the C/CAG Board after hearing and consultation with the involved agencies, consistent with the requirements of Section 21675(c) of the California Public Utilities Code.

Public Review and Comment Period: The Initial Study and Negative Declaration is available for public review and comment for a 30-day period, beginning on Monday, August 17, 2015, and ending on Tuesday, September 15, 2015. Written comments must be received by mail or email no later than 5:00 p.m. on Tuesday, September 15, 2015. Please direct all comments to:

Tom Madalena
City/County Association of Governments of
San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063
Email: tmadalena@smcgov.org

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

Redwood City Library San Carlos Library
1044 Middlefield Road 610 Elm Street
Redwood City, CA 94063 San Carlos, CA 94070

Belmont Library Foster City Library
1110 Alameda de las 1000 E. Hillsdale
Pulgas Blvd.
Belmont, CA 94002 Foster City, CA 94404

Public Hearings:

The C/CAG Airport Land Use Committee (ALUC) will hold a public hearing on the proposed Initial Study, Negative Declaration, and Draft Final ALUCP on June 25, 2015, 4:00 p.m., at the following location:

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

The C/CAG Board will hold a public hearing on the proposed Initial Study, Negative Declaration, and Draft Final ALUCP on August 13, 2015, 6:30 p.m., at the following location:

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

The final adoption will be at the C/CAG Board

meeting on October 8, 2015 at 6:30 p.m. at the same location.

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

SMCT#5506542; June 17, 2015

San Mateo County Times

c/o Bay Area News Group
1730 S. El Camino Real, Suite 450
San Mateo, CA 94402
408-920-5332

3445952

SAN MATEO COUNTY ASSOCIATION OF
GOVERNMENTS
SANDY WONG
555 COUNTY CTR., 5TH FLOOR
REDWOOD CITY, CA 94063

PROOF OF PUBLICATION

FILE NO. T.Madalena

In the matter of

San Mateo County Times

The undersigned deposes that he/she is the Public Notice Advertising Clerk of the SAN MATEO COUNTY TIMES, a newspaper of general circulation as defined by Government Code Section 6000, adjudicated as such by the Superior Court of the State of California, County of San Mateo (Order Nos. 55795 on September 21, 1951), which is published and circulated in said county and state daily (Sunday excepted).

The PUBLIC NOTICE

was published in every issue of the SAN MATEO COUNTY TIMES on the following date(s):

8/21/2015

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated: August 21, 2015



Public Notice Advertising Clerk

Legal No.

0005554239

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

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

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

The geographic scope of the ALUCP update includes a proposed Airport Influence Area (AIA). The Airport Influence Area defines a boundary for airport land use compatibility policy implementation. The boundary includes portions of unincorporated San Mateo County, and the cities of San Carlos, Belmont, Foster City, Redwood City, and San Mateo. Within the Airport Influence Area, local land use agencies would be required to submit proposed general plan amendments, specific plans, and zoning ordinances and amendments to C/CAG, in its role as the Airport Land Use Commission, for determinations of consistency with the ALUCP. The AIA boundary will be established by the C/CAG Board after hearing and consultation with the involved agencies, consistent with the requirements of Section 21675(c) of the California Public Utilities Code.

Public Review and Comment Period: The Initial Study and Negative Declaration is available for public review and comment for a 30-day period, beginning on Monday, August 17, 2015, and ending on Tuesday, September 15, 2015. Written comments must be received by mail or email no later than 5:00 p.m. on Tuesday, September 15, 2015. Please direct all comments to:

Tom Madalena
City/County Association of Governments
of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063
Email: tmadalena@smcgov.org

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

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SMCT#5554239; August 21, 2015

Airport Land Use Compatibility Plan Update for the Environs of San Carlos Airport

Airport Land Use Committee Briefing

June 25, 2015



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ALUCP Update for the Environs of San Carlos Airport

Presentation Outline

- Introduction
- Draft Final ALUCP
- Draft Initial Study and Negative Declaration
- Project Schedule



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Introduction

Reasons for the ALUCP Update

- The existing ALUCP was developed in 1996 and is based on out-of-date information regarding the airport
- Information regarding the airport environs contained in the 1996 ALUCP is similarly out-of-date
- Caltrans' Division of Aeronautics has updated their Handbook twice since the current ALUCP was adopted

Introduction

ALUCP Content/Issues

- Noise
- Safety
- Airspace Protection
- Overflight
- Airport Influence Area

Introduction Outreach Summary

- Four Project Advisory Team (PAT) meetings
- Three C/CAG Airport Land Use Committee (ALUC) briefings
- Two presentations to the C/CAG Board
- One public workshop
- Two public hearings
- Project website



Airport Land Use Compatibility Plan for the Environs of San Carlos Airport

[HOME](#) [CCAG](#) [PUBLIC OUTREACH](#) [COMMENTS](#) [CONTACTS](#) [REPORTS](#)

HOME

This website provides interested parties an opportunity to follow the study's progress, receive information regarding upcoming public information workshops, download materials presented at the workshops as they occur, and comment on the Draft Airport Land Use Compatibility Plan (ALUCP) for San Carlos Airport once it becomes available.

Materials that will be posted on this website as they become available include:

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- Public workshop notices and display materials
- The Draft ALUCP

Draft Final ALUCP Overview

Chapter 1 Purpose and Scope

- Describes State requirements for airport land use compatibility planning and the roles and responsibilities of Airport Land Use Commissions, the Federal Aviation Administration, the California Department of Transportation and local governmental agencies
- Provides information regarding the history, structure, and responsibilities of the San Mateo County Airport Land Use Commission (C/CAG Board) and Airport Land Use Committee
- Describes the need and purpose of the ALUCP update, the scope of the ALUCP, and primary planning assumptions

Draft Final ALUCP Overview

Chapter 2 San Carlos Airport and Environs

- Provides background information regarding San Carlos Airport and communities in the vicinity of the airport (generally within Review Area B of the existing Airport Influence Area)
- Also presents information regarding special districts and school districts in the vicinity of San Carlos Airport

Draft Final ALUCP Overview

Chapter 3 Definitions, General Policies, and Plan Implementation

- Provides definitions for terms used throughout the ALUCP
- Contains general policies related to amendment of the ALUCP, land use compatibility planning coordination, ALUCP implementation and administration, the Airport Land Use Commission Consistency Determination Process, and local agency override of an Airport Land Use Commission Determination
- Also contains information regarding the applicability of ALUCP policies to existing nonconforming land uses

Draft Final ALUCP Overview

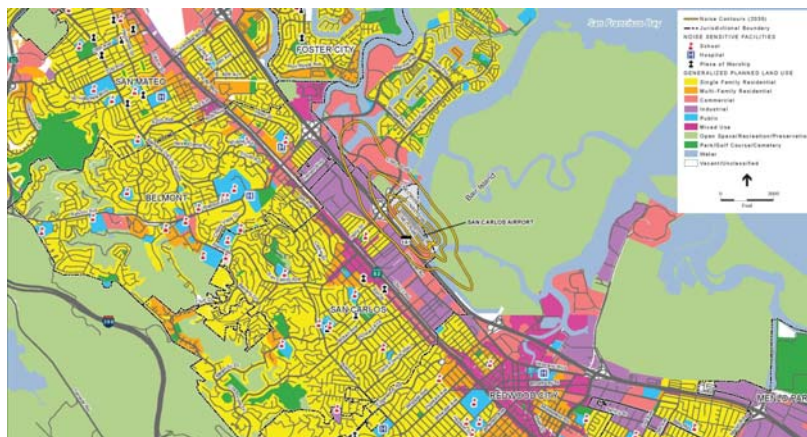
Chapter 4 Compatibility Factor Maps and Policies

- Contains specific policies, standards, and criteria to be used by the ALUC, the Airport Land Use Commission (C/CAG Board), affected local agencies, and others during the review of land use policy actions and development proposals affecting property within the San Carlos Airport AIA
- Presents policies and maps relating to the state-mandated airport compatibility factors – noise, safety, airspace protection, and overflight.
- Includes a map for the two part AIA within which the state real estate disclosure law related to aircraft overflights applies

Draft Final ALUCP Overview

- Appendix A Noise Modeling Assumptions
- Appendix B State Laws Related to Airport Land Use Planning
- Appendix C Title 14 Code of Federal Regulations Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*
- Appendix D Compatibility Factors Evaluated in ALUCPs
- Appendix E Implementation Materials
- Appendix F Consistency Checklist
- Appendix G Methods for Calculating Concentrations of People
- Appendix H Glossary of Terms

Compatibility Factor Map Noise



Compatibility Factor Map Safety



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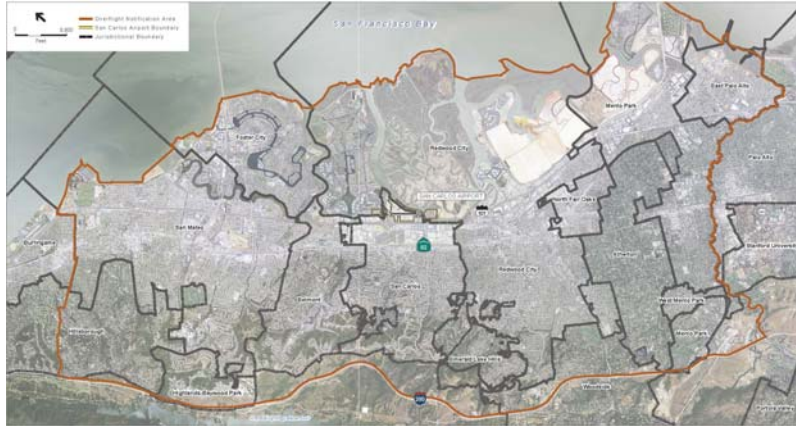
Compatibility Factor Map Airspace Protection – Part 77 Subpart C



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Compatibility Factor Map Overflight



Copyright 2015 Environmental Science Associates



Compatibility Criteria and Policies Noise

- Six draft policies to address noise are presented in the Draft Final ALUCP
- The noise compatibility criteria table addresses a wide variety of land uses and presents information regarding uses that are compatible, conditionally compatible, and incompatible with different levels of aircraft noise
- Land Uses in Table 4-3 are grouped by category

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Compatibility Criteria and Policies Safety

- 11 draft policies are identified in the Draft Final ALUCP to address safety
- Compatibility criteria are identified for residential land uses, non-residential land uses, and land uses of specific concern
- Specific compatibility policies are provided to address: mixed use development, clustering, infill, and storage and use of hazardous materials
- Compatibility criteria presented in Table 4-4 are primarily based on guidance provided in the 2011 Handbook

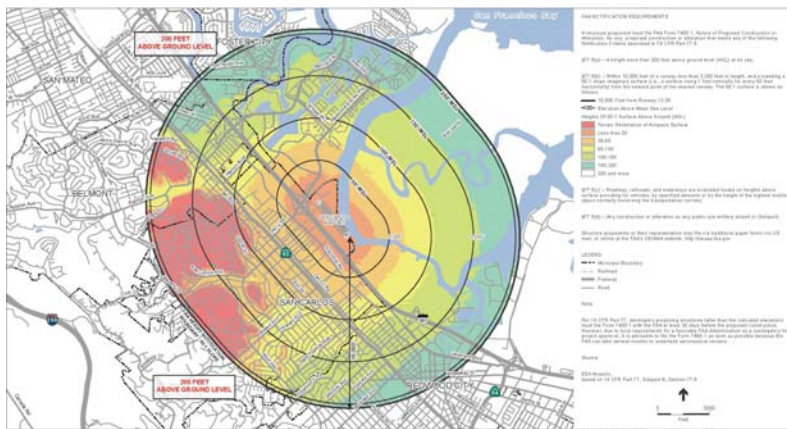
Compatibility Criteria and Policies Airspace Protection

- 6 policies included in the Draft Final ALUCP are specific to airspace protection
- The airspace protection policies address airspace obstruction criteria, maximum allowable building heights, and FAA notification requirements tied to construction of new structures or objects (or modifications to existing structures or objects) in the airport vicinity
- Airspace Protection Policy 6 addresses land uses that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at San Carlos Airport

Compatibility Criteria and Policies Airspace Protection

- Elevations shown on Part 77 airspace protection surfaces exhibit are expressed in feet above mean sea level (MSL)
- To determine the maximum allowable building height at a specific location subtract the ground elevation from the height/elevation of the applicable Part 77 surface
- For example, the maximum allowable building height for a structure proposed on a site underneath/within the Part 77 Horizontal Surface for San Carlos Airport would be 149 feet if the ground elevation is 5 feet MSL

Compatibility Criteria and Policies FAA Notification Surface – Part 77 Subpart B



Compatibility Criteria and Policies Overflight

- Two policies included in the Draft Final ALUCP address aircraft overflights
 - Overflight Policy 1 – Real Estate Transfer Disclosure
 - Overflight Policy 2 – Overflight Easement Review Area

Compatibility Criteria and Policies Airport Influence Area

- No changes to the adopted AIA boundary or associated policies are proposed
- Review Area B of the AIA is the “referral” area - area within which projects are potentially referred to the C/CAG Board for a consistency review
- State real estate disclosure requirements are applicable within Areas A and B of the AIA

NOTICE OF AIRPORT IN VICINITY

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

Compatibility Criteria and Policies Airport Influence Area



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 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.



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Draft Initial Study/Negative Declaration ALUCP for the Environs of San Carlos Airport

- Chapter 1 describes the purpose of the Initial Study, provides an outline for the Initial Study, provides and overview regarding the San Mateo County Airport Land Use Commission and Airport Land Use Committee (ALUC), and describes in general terms the CEQA process
- Chapter 2 describes the environmental setting. Details are provided regarding: the airport location and administration, the existing land use pattern in the airport environs, and the planned land use pattern in the airport environs
- Chapter 3 presents the CEQA project description: adoption of an updated Airport Land Use Compatibility Plan for the environs of San Carlos Airport



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Draft Initial Study/Negative Declaration ALUCP for the Environs of San Carlos Airport

- Chapter 4 describes the development displacement analysis and presents the results of the residential and non-residential displacement analysis calculations. Separate analyses were performed considering the noise, safety, and airspace protection compatibility policies and criteria contained in the Draft Final ALUCP
- Chapter 5 presents the completed Environmental Analysis Checklist Form. The form is based on information contained in the CEQA Guidelines, Appendix G.
- Chapter 5 is the most important Chapter of the Draft Initial Study

Draft Initial Study/Negative Declaration ALUCP for the Environs of San Carlos Airport

- Chapter 6 presents the Initial Study Determination
- Based on the Initial Study Analyses, C/CAG staff recommend preparation of a Negative Declaration
- Chapter 7 lists the individuals that prepared the Initial Study for the Draft Final ALUCP

Draft Initial Study/Negative Declaration ALUCP for the Environs of San Carlos Airport

Residential Development Displacement Analysis

- Housing Elements prepared by San Mateo County and the cities of Redwood City, San Carlos, Belmont, Foster City, and San Mateo were reviewed
- Housing opportunity sites identified by each jurisdiction were mapped using GIS software (used APN#)
- Once housing opportunity sites were mapped displacement calculations were performed using compatibility criteria and policies in the Draft Final ALUCP:
 - Noise
 - Safety
 - Airspace Protection

Draft Initial Study/Negative Declaration ALUCP for the Environs of San Carlos Airport



Map of San Carlos Airport and Environs showing Noise Contours and Housing Opportunity Sites. The map is based on the draft ALUCP for the Environs of San Carlos Airport.

Draft Initial Study/Negative Declaration ALUCP for the Environs of San Carlos Airport

Non-residential Development Displacement Analysis

- ESA used data obtained from the San Mateo County Planning and Building Department and aerial photography to identify vacant parcels in the vicinity of San Carlos Airport
- Information about the vacant parcels was assembled and input into a spreadsheet (e.g., parcel area, zoning classification, general plan land use, etc.)
- Displacement calculations were performed using compatibility criteria and policies in the Draft Final ALUCP:
 - Noise
 - Safety
 - Airspace Protection



Draft Initial Study/Negative Declaration ALUCP for the Environs of San Carlos Airport

- No residential development displacement anticipated
 - No dwelling units would be displaced as a result of implementing the policies in the Draft Final ALUCP
- Potential for non-residential development displacement on two parcels owned by the San Mateo County Airports Division
 - Less than significant development displacement impact due to the availability of other properties within and outside the AIA zoned and planned for commercial and industrial land uses
- No impact or less than significant impact – all Appendix G environmental resource categories



Draft Initial Study/Negative Declaration ALUCP for the Environs of San Carlos Airport

- The public review period for the Initial Study/Negative Declaration and the Draft Final ALUCP for the Environs of San Carlos Airport will be 30 days
- The public review period will begin in August 2015

Project Schedule

SAN CARLOS AIRPORT AIRPORT LAND USE COMPATIBILITY PLAN SCHEDULE

KEY:
ALUCP – Airport Land Use Compatibility Plan
ALUC – Airport Land Use Committee
PAT – Project Advisory Team
C/CAG – City/County Association of Governments



← We are here



Project Schedule

Upcoming Milestones

- C/CAG Board Meeting and Public Hearing – August 13, 2015
- 30 day public comment period – August 17th to September 15th
- C/CAG Board Adopts ALUCP and Certifies Initial Study – October 8, 2015



Airport Land Use Compatibility Plan Update for the Environs of San Carlos Airport

Airport Land Use Committee Briefing

Questions??



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Airport Land Use Compatibility Plan Update for the Environs of San Carlos Airport

C/CAG Board Briefing

August 13, 2015



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service meet.

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ALUCP Update for the Environs of San Carlos Airport

Introduction

Reasons for the ALUCP Update

- The existing ALUCP was developed in 1996 and is based on out-of-date information regarding the airport
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Airport Land Use Compatibility Plan for the Environs of San Carlos Airport

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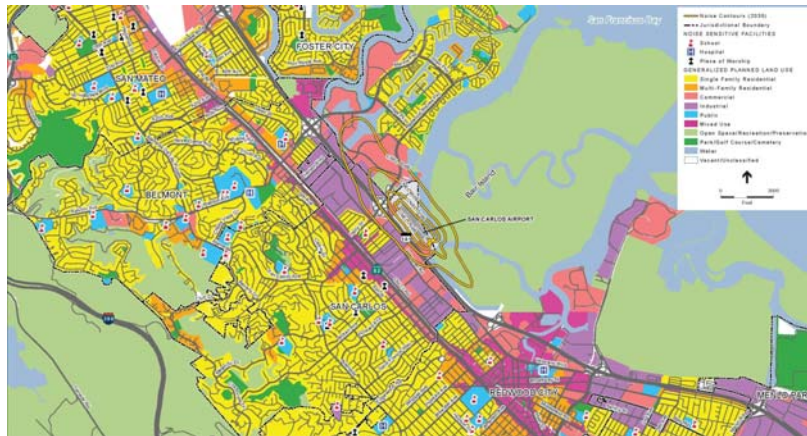
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Compatibility Criteria and Policies Noise

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Compatibility Factor Map Noise



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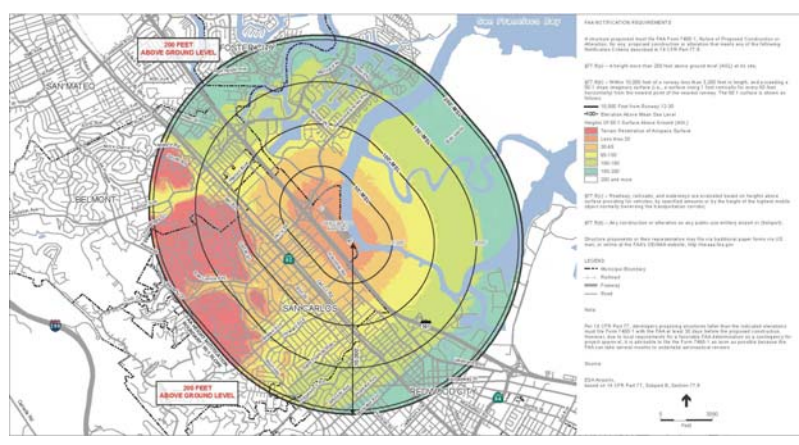
Compatibility Factor Map
Airspace Protection – Part 77 Subpart C



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Compatibility Factor Map
FAA Notification Surface – Part 77 Subpart B



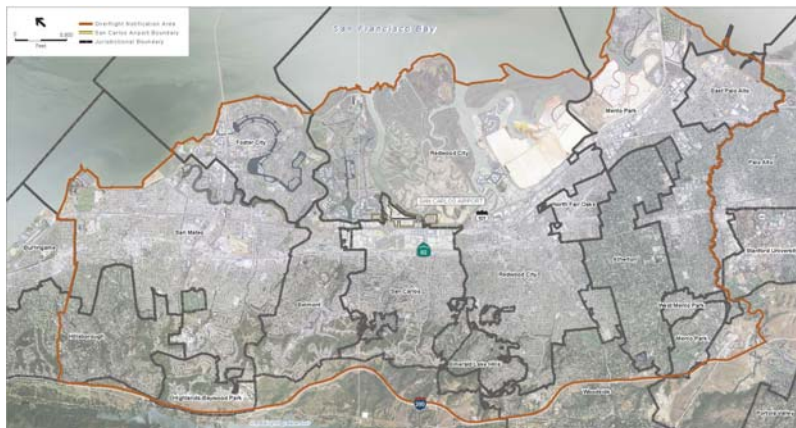
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Airport Influence Area



**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 (SAN) BOUNDARY (final website disclosure only)
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KEY:
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ALUC - Airport Land Use Committee
PAT - Project Advisory Team
C/CAG - City/County Association of Governments



← We are here

Project Schedule

Upcoming Milestones

- 30 day public comment period for Draft Final ALUCP and Draft Initial Study/Negative Declaration – August 17th to September 15th
- ALUC Briefing #4 – September 24, 2015
- The C/CAG Board considers adoption of the ALUCP and certification of the Initial Study/Negative Declaration – October 8, 2015

Airport Land Use Compatibility Plan Update for the Environs of San Carlos Airport

C/CAG Board Briefing

Questions??



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Draft Initial Study/Negative Declaration Airport Land Use Compatibility Plan Update for the Environs of San Carlos Airport

C/CAG Board Briefing

August 13, 2015



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Draft Initial Study/Negative Declaration ALUCP for the Environs of San Carlos Airport

- Chapter 6 presents the Initial Study Determination
- Based on the Initial Study Analyses, C/CAG staff members recommended preparation of a Negative Declaration
- Chapter 7 lists the individuals that prepared the Initial Study for the Draft Final ALUCP

Draft Initial Study/Negative Declaration ALUCP for the Environs of San Carlos Airport

- No residential development displacement anticipated
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 - Less than significant development displacement impact due to the availability of other properties within and outside the AIA zoned and planned for commercial and industrial land uses
- CEQA Guidelines, Appendix G - No impact or less than significant impact for all environmental resource categories

Comment Letters

DEPARTMENT OF TRANSPORTATION

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



*Serious Drought.
 Serious drought.
 Help save water!*

July 13, 2015

Mr. Tom Madalena
 Airport Land Use Planning
 City/County Association of Governments of San Mateo County
 555 County Center, Fifth Floor
 Redwood City, CA 94063-1665

Dear Mr. Madalena:

Thank you for providing the California Department of Transportation, Division of Aeronautics (Division), with a copy of the draft final Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the environs of San Carlos Airport (SQL), dated April 2015. According to California Public Utility Code (PUC) section 21675(e), the Division shall notify the airport land use commission (ALUC) if said ALUCP does not include the required matters pursuant to the California State Aeronautics Act (SAA), Public Utilities Code (PUC) sections 21001, *et seq.* and 21670, *et seq.*

Primarily, an ALUCP adopted pursuant to the SAA:

- Shall establish policies that discourage local agencies from granting building permits that would be inconsistent with the intent of the Legislature and incompatible with airport operations pertaining to matters such as height, use, noise, safety, and density (or intensity) as established by the SAA, the 2011 California Airport Land Use Planning Handbook (Handbook), PUC sections 21674.5 and 21674.7, and any applicable Federal Aviation Regulations (FAR)
- Will provide for the orderly growth of each public airport and the area surrounding the airport within its jurisdiction
- Will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general
- Shall include and be based on a long-range airport master plan or airport layout plan that reflects the anticipated growth of the airport during at least the next 20 years
- May develop height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports within the airport influence area
- Shall include a review schedule of the ALUCP so as to be reviewed as often as necessary in order to accomplish its purpose but shall not be amended more than once a year
- Shall include the area within its jurisdiction surrounding any military airport and be consistent with the safety and noise standards of Air Installation Compatible Use Zone prepared for such airport

1

The Division's role is advisory and the Division is statutorily limited in performing land use planning in the vicinity of SQL. We are, however, available to assist the City/County Association of



The Division's role is advisory and the Division is statutorily limited in performing land use planning in the vicinity of SQL. We are, however, available to assist the City/County Association of Governments of San Mateo County (C/CAG), the ALUC for San Mateo County, and its local agencies in ensuring proper land use compatibility planning near and surrounding airports.

We have reviewed the draft SQL ALUCP in accordance with the SAA, for consistency with the Handbook and compliance with FAR. Our comments on the draft ALUCP are intended to ensure that the provisions and processes of the SAA and Handbook are properly implemented. The Division offers this letter and the following comments on the ALUCP.

Local agencies include counties, cities, special districts, and school districts as specified by the SAA. It is important for these agencies to be a part of the process. Their awareness of airport land use compatibility with respect to height, use, noise, safety, and density (or intensity) may help them perform better due diligence in evaluating locations of their future development needs. The Division commends the ALUC in its efforts to foster and facilitate effective intergovernmental coordination with the local agencies as listed in Section 2.6.1 of the ALUCP. Further, the Division also appreciates the ALUC's efforts in coordinating with the State and federal governments regarding Don Edwards National Wildlife Refuge (Section 2.7 of the ALUCP).

1 cont.

Section 1.6.3, Limitations of the Plan, discusses existing land use and its applicability to the airport land use compatibility process. The Handbook provides three categories of land use: development rights established, development rights uncertain, and development rights not established. Development rights established must consist of three elements, which are: "Obtain a valid building permit, and perform substantial work, and incur substantial liability in good faith." Development rights not established includes issuance of a tentative tract map, recording of a final map, and filing of an application for a building permit. The descriptions and definitions of existing land use and vested rights contained in the draft ALUCP include the following:

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

2

A vesting tentative map and an executed development agreement do not meet the test of development rights established. These two matters must rely on the issuance of a building permit according to the case law cited in the Handbook's discussion on development rights established. Chapter 3, Section 3.5 of the Handbook, however, cites California Government Code section 65864 *et seq.* regarding vesting tentative maps and development agreements. This legislation was enacted to provide some certainty to the land development process but makes the matter less than definitive.

The Division's concern regarding existing land use policies is to ensure new development does encroach upon the airport and airport operations do not affect the new development. Any number of things can change at an airport, such as length of runway, types of aircraft, and air traffic patterns.

There may be instances where a vesting tentative map or a development agreement was approved or adopted several years prior to the issuance of a building permit and during that time airport operations had changed. Aviation data as provided by the Federal Aviation Administration, the Division, and an airport operator should be reconsidered prior to the issuance of a building permit. This new data may demonstrate that a project would then be subject to an operational hazard.

2 cont.

The Division suggests that the ALUC act on the side of caution in establishing updated policies regarding existing land use. In the event of an operational hazard, the ALUC can more easily defend its efforts in furthering the intent of the SAA by not including vesting tentative maps and executed development agreements.

Section 1.8, Environmental Review, discusses the environmental requirements under the California Environmental Quality Act as it pertains to the ALUCP. Pursuant to the Public Resources Code section 21096, the Handbook is required to be used as a technical resource for a “project” as defined by the California Environmental Quality Act. It states that, “a lead agency shall not adopt a negative declaration unless the lead agency considers whether the project will result in a safety hazard or noise problem.” The ALUCP should include a policy pertaining to a local agency’s responsibility in considering airport land use compatibility when preparing an initial study. This would be important, because it could alert local agency planners or staff to their responsibility in considering airport land use compatibility planning when formulating land use actions or reviewing land development projects.

3

Section 3.2, General Policies, GP-2, discusses amendments of the ALUCP. This discussion should include the sunset period for the ALUCP and require an update to the ALUCP.

4

Section 3.2, General Policies, GP-4.3, discusses exceptions for non-conforming schools and hospitals. This discussion could include other safety measures in allowing school and hospital building modifications or reconstruction. Such measures could include minimizing windows, increasing exits, increasing fire suppression systems or equipment, etc. Any of these types of measures should be vetted for the appropriateness on a case-by-case basis.

5

Further, K-12 schools and hospitals house occupants that are vulnerable in hazard situations. Students and patients require significant assistance and attention during emergencies. This policy would allow for nonconforming new structures and the enlargement of nonconforming existing structures of land uses that could increase their vulnerability. The Division understands that hospitals and schools are valuable community resources, and land for these uses is scarce, however, we recommend that the policy be modified. Qualifying criteria may include a statement such as: “If no other site in a non-hazardous safety zone is available, then new or enlarged structures shall be allowed.” Procedures and review processes should be developed and included in the policy to evaluate alternative sites and establish a public record of the decision.

6

Section 3.2, General Policies, GP-8.1, discusses notification and review of proposed land use policies. This discussion refers to Area B of the airport influence area (AIA) without illustrating the AIA and Area B prior to presenting this information or directing the reader to it.

7

Section 3.3.1, ALUC Review and Local Agency Actions, provides that local agencies must submit certain proposed actions to the ALUC for review. The best means for a local agency to assure itself of complying with this requirement is by adopting an airport overlay district as part of a local agency's general plans and zoning ordinances. An airport overlay district alerts planners to review the ALUCP for airport planning consistency and compatibility. Also, the posting of a map or list of assessor parcel numbers within the AIA in a planning and building department and in the special district offices would alert their staff to consider potential airport impacts.

8

Section 3.3.1, Airport Land Use Commission Review and Local Agency Actions, GP-12.1, discusses the ALUC's consistency determination process. This discussion should include the types of materials the local agency must submit to the ALUC so that the ALUC can make a consistency determination, i.e. site plans, density/intensity calculations, types of uses, etc. Please refer to Section 6.4 of the Handbook regarding the review of development projects. Further, if the land use action is a general or specific plan (or other non-specific land use) that does not specify proposed land uses, then the ALUC should review the proposed action under the most restrictive densities or intensities.

9

ALUCs often request that the Division interpret PUC sections 21676(b) and (c) and 21676.5(a). These sections of the SAA provide the framework for ALUCs to establish review processes but do not provide specific procedures. The ALUCP should spell out the review process procedures in more detail with respect to scheduling and number of hearings, noticing requirements, and adoption or approval carrying votes. In addition, the ALUCP review process should be consistent with the practices of the local governments within San Mateo County.

10

Section 3.3.2, Consistency Determinations, GP-13.1, lists consistency determination factors. The factors should include non-residential intensities.

11

Further, the ALUC's decision making role should be stated, because an ALUC can only make a determination of consistency or compatibility, or consistency or compatibility subject to conditions. It is the responsibility of the local agency to demonstrate that a land use action or land development project is consistent or compatible with the SQL ALUCP. The policy should state the specific roles and responsibilities of the ALUC and the local agencies consistent with the framework as provided by the SAA and the Handbook. This would help the ALUC to confine their decision to compatibility or consistency determinations.

12

Section 3.3.3, Local Agency Override of an ALUC Determination, cites PUC sections 21675.1(d), 21676(b) and (c), and 21676.5(a). The ALUCP relies on the framework established by the SAA for reviewing local agency override procedures. It does not provide specifics pertaining to scheduling and number of hearings, noticing requirements and adoption or approval carrying votes. The ALUC would be best served to spell out such procedures.

13

Mr. Tom Madalena
July 13, 2015
Page 5

Section 3.3.3.1, Findings, discusses what constitutes as findings for an override. A local agency must adopt specific findings to overrule the ALUC and must show that the local agency's action is consistent with, and conforms to, the Handbook and the SAA. The two primary issues a local agency's specific findings must address are: (1) would the override be in the public interest to provide for the orderly development of airports and (2) would the override minimize the public's exposure to excessive noise and safety hazards around airports. If the findings for an overrule of a consistency or compatibility determination do not demonstrate consistency with these provisions, then the local agency could be subject to liability pursuant to PUC section 21678.

14

Section 4.2.2, Safety, Safety Compatibility Policy 8, discusses infill criteria. This discussion should note the reason for not including Handbook, Table 4F, Sample Policy 4(a). If the reason is that lands in Safety Zone 1 or that lands fall in areas where the Community Noise Equivalent Level (CNEL) would exceed 65 decibels CNEL are in control of the airport, then it should be noted in the ALUCP. Please consider revising the policy to be consistent with the sample policy if said lands are not in control of the airport.

15

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

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

Sincerely,



ROBERT FIORE
Office of Aviation Planning

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

Adrian Jones

From: Carolyn Clebsch <plumsnow2@gmail.com>
Sent: Tuesday, December 09, 2014 2:48 PM
To: Comments@alucp-sancarlosairport.com
Subject: Airport land use compatibility plan

Hello,

Unfortunately, we are sick and not able to attend the open house at San Carlos Library tonight. We very much want to understand the study and give comments. We live under the SCA flight path in North Fair Oaks and are extremely impacted, especially since the ramp up of Surf Air. Please let us know how we might be part of the process.

1

Thank you so much,
Carolyn and Bill Clebsch
649 Eighth Ave
Menlo Park, CA 94025
650-364-5234

Adrian Jones

From: Rick Hunter <rick.hunter@comcast.net>
Sent: Wednesday, January 07, 2015 11:41 AM
To: Comments@alucp-sancarlosairport.com
Cc: Mayor Jeff Gee
Subject: Comment on San Carlos Airport Land Use Compatability Plan Update

Dear Sandy and Tom,

I attended the public workshop on December 9 and spoke to your consultants during the meeting. Since I was not able to complete the comment form at that time, I am providing my comments below. I am also copying Mayor Jeff Gee, the Redwood City representative to the Airport Land Use Committee.

My comments concern the levee adjacent to the San Carlos Airport. Currently, this levee is closed to the public, with a locked gate at each end. The levee is, however, a planned section of the San Francisco Bay Trail, as authorized by Senate Bill 100 and guided by the Bay Trail Plan, adapted by ABAG in July 1989. You can find more details at the Bay Trail website at <http://www.baytrail.org/baytrailmap.html>. In addition, this section is included in the detailed Gap Analysis Study at <http://www.baytrail.org/gap-analysis/GAP-ANALYSIS-REPORT-all.pdf>. The San Carlos Airport segment is listed as Gap Segment Number 2079 on page 48, and also listed in the appendices on pages A-3 and C-5.

I asked Gretchen Kelly, the Airports Division Manager, about this. She replied that the levee is part of the runway protection zone for the Airport and the Federal Aviation Administration requires that it remain clear of all persons, vehicles and equipment that are not required for the operation of the airport. Until the Federal Aviation Administration changes their regulations, the airport section of the levee road cannot become part of the Bay Trail.

I would respectfully ask that, as part of the ALUCP Update, you consider requesting the Federal Aviation Administration to review their regulations regarding the levee and amend them to allow the construction of the Bay Trail on the levee.

Thank you for the opportunity to provide my comments.

Sincerely,
Rick Hunter
Redwood City, CA



.....
Please use the space below to provide your questions and comments regarding the Preliminary Draft Airport Land Use Compatibility Plan for San Carlos Airport. Your comments and/or questions will be reviewed and considered during the Update. Your participation in the process is appreciated. If you wish to receive future project updates please provide your contact information below.

With all the development going on in the area, the Holly/
101 Interchange will never be able to handle the increased
traffic. Where are the plans for a north bound
exit at Brittan or Branston that would possibly
fall on Airport land? Space for this purpose
needs to be set aside.

Does the airport have plans for improve-
ments or land expansion?

NAME:

EMAIL ADDRESS:

PHYSICAL ADDRESS:

Disclaimer: Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.



December 8, 2014

Mr. Tom Madalena
C/CAG
555 County Center, Fifth Floor
Redwood City, CA 94063

RE: San Carlos Airport Land Use Compatibility

Dear Mr. Madalena:

I am writing on behalf of SyRES Properties and Syufy Enterprises, the respective developer and owner of 557 East Bayshore, Redwood City, CA. Our site lies within the Airport Influence Area as called out in your Preliminary Draft ALUCP dated November 2014.

There are a few items that I want to make sure are taken into consideration to ensure the viability of current and future development plans for our specific site.

1. 557 E. Bayshore is currently 100% improved, consisting of a movie theatre and associated parking lot. The project is planned to be re-developed into a mixed-use development providing for approximately 550 residential apartment units and an approximately 100,000 square foot athletic club. It is imperative that new San Carlos Airport plan does not adversely affect the development of our site into this proposed mixed-use plan.
2. Exhibit 4-1 seems to have the Existing Conditions of our site improperly coded as "Open Space/Recreation/Preservation." As stated in comment number 1, our site is currently 100% improved. The Exhibit 4-1 should be revised to reflect this.
3. Exhibit 4-2 indicates that our site is split between the 205' to 255' Conical Surfaces contour lines. Exhibit 4-4a indicates that our site is within the 100-150 MSL zones related to FAA filing requirements for construction. The current height of our planned project is approximately 80' and it is important that any modifications to the Airport Plan not lower the allowable building heights or notification areas as currently called out in your plan.
4. As shown in the Noise Contours of Exhibit 1, it seems that our site is not impacted by any restrictions as it falls outside the narrow bands shown. However, the notion that 60dB is the appropriate land use compatibility criteria for new residential development needs to be addressed. High density housing construction is very different than typical single family residential. The buildings are self-insulating because of the density of units built on top of each other. Using building systems and construction methods, it is achievable to have high density



housing close to noise generators. Furthermore, in evaluating residential compatibility of noise from the airport, it should be noted that residential uses should be classified into “for sale” and “for rent”. Rental communities have a significant turnover rate, and in fact the industry standard for the institutional quality product is at an annual 50% turnover rate or higher. This means that approximately 50% of the residents move-out of a given project each year. This is very different than “for sale” housing where residents would be exposed to potential noise impacts for a much longer duration. This fact should be taken into consideration in your analysis and determination for impact to residential projects in the vicinity in a similar way that commercial/office use has a different exposure determination.

4 cont.

I am happy to discuss these items with you in more detail. I would like to speak with you in person as well, to make sure that my interpretation of the contours and plans are correct and that they indeed do not pose any restrictions to development of our site at 557 E. Bayshore, Redwood City.

Sincerely,



Glen Ceridono
SVP
SyRES Properties

Cc: Michelle Littlefield, RWC Planning Dept



**Town of Atherton
Office of the Mayor
91 Ashfield Road
Atherton, California 94027
Phone: (650) 752-0500
Fax: (650) 614-1212**

September 11, 2015

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

SUBJECT: DRAFT AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) FOR SAN CARLOS AIRPORT

Dear Mr. Madalena:

The Town is taking this opportunity to comment on the Draft Airport Land Use Compatibility Plan for San Carlos Airport recently released for public comment by the City/County Association of Governments (C/CAG) for San Mateo County. While some of the Town's comments are directly related to the ALUCP document itself; others are general comments and requests directed at San Carlos Airport operations and how they directly affect Atherton citizenry. The City Council held a Study Session on September 2 to provide feedback to the Town's representative to C/CAG on the ALUCP. The comments below come from that review.

Role of the Airport Land Use Committee

The role of the Airport Land Use Committee (ALUC) is to “coordinate planning...to provide for the orderly development of air transportation, **while at the same time protecting the public health, safety, and welfare.**” The Town believes that the ALUC, in this case C/CAG, needs to take this obligation seriously as it reviews the ALUCP for San Carlos Airport. For nearly two years, the Town and other surrounding communities have petitioned, pleaded, and implored the Federal Aviation Administration (FAA), the San Mateo County Board of Supervisors, San Carlos Airport Operations, and aviation carriers themselves (Surf Air) to address a devastating disconnect between San Carlos Airport Operations and the **health, safety, and welfare** of the impacted communities. These pleas have been largely ignored as the overflights by Surf Air have not only become noisier but have increased in frequency. By failing to address these growing concerns the ALUC, the County, San Carlos Airport Operations, and the FAA have been derelict in their duty of protecting that health, safety, and welfare instead placing the expansion desires of commercial aviation ahead of the protection of its communities. This is unacceptable and must be remedied.

The Town asks that the County Board of Supervisors and San Carlos Airport take immediate and proactive steps to limit and mitigate the expansion impacts of airport operations on the surrounding communities – to include Atherton.

FAA Role and FAR Part 150

The FAA plays several roles with respect to airport/community land use compatibility **and the control of noise associated with aircraft operations**. From the pages of the ALUCP itself, Federal Aviation Regulations Part 150 provides for FAA grants to implement noise programs in communities impacted by aircraft noise. *Atherton is without any doubt impacted by aircraft noise operations and requests that the County Board of Supervisors and C/CAG request mitigation measures and grants to be applied locally to address this issue.*

2

Limitations on ALUCP Applicability and Approval Period

Aviation technology has changed greatly over the years and in doing so has allowed small hobbyist airports such as San Carlos Airport to expand into commercial aviation airports causing significant harm to communities that had heretofore been immune. We fully expect technology for these “air taxis” to continue to change at a rapid pace. Therefore, it is inappropriate for such an important issue to go unchecked for a 20-year expansion period. *The San Carlos Airport ALUCP should be shortened to a 10-year plan to allow for the appropriate governing boards to review and address the impacts and technology changes in a more realistic timeframe.*

3

Errors within the ALUCP and Commitments on behalf of Surf Air

The ALUCP fails to accurately account for activity through San Carlos Airport, particularly with respect to Surf Air operations. The Report inaccurately reflects current overflights as well as future expansion – both in relation to the number of flights but also in relation to the timing of those flights. While attempts have been made to accurately update the information, it seems inappropriate to review and approve a document that is clearly flawed at its core during initial review.

Over the last couple of years, several iterations of Surf Air management have made commitments to the local community on expansion plans, routes, flight patterns, and flight procedures. Most remain in limbo. The Town no longer has any assurances that these commitments will be honored and if the ALUCP is approved granting plenary permission for expansion at San Carlos Airport, any hope for solution will be lost.

4

The Town asks that any decisions on the ALUCP be postponed until accurate and current data can be compiled and shared with due and proper notice to affected communities.

FAA Assurances Document for Airport Sponsors

One of the many governing documents for the County and San Carlos Airport is the FAA Assurances document for Airport Sponsors. This document sets the terms, conditions, and assurances by both parties – the FAA and the County as Sponsor for operation of San Carlos Airport. Both parties are obligated to follow its provisions. *To that end, the Town hereby requests that the County Board of Supervisors and San Carlos Airport request under that document (Section C.22.h) that “...reasonable, and not unjustly discriminatory, conditions...be*

5

met by all users of the airport as may be necessary for the safe and efficient operation of the airport.” As noted above and in the ALUCP, the safe operation of the airport includes the health, safety, and welfare of the surrounding impacted communities. Noise is an impact and the Town requests that the County take steps under the Assurances document to request conditions be applied.

5 Cont.

Hosting a Public Meeting

Atherton, Palo Alto, Portola Valley, Menlo Park, and Redwood City have citizenry that have all stood up and become fed up with the noise impacts of the expansion of San Carlos Airport by Surf Air. It is time that the County Board of Supervisors stand with its citizenry to address the issue. The Town requests that the County Board of Supervisors hold a public meeting to hear and take action on this issue.

6

Noise Levels, Monitoring and Mitigation

In mid-May 2015, the County conducted a noise study from an Atherton property location specifically addressing noise from Surf Air flights in and out of San Carlos Airport. The Community Noise Equivalent Level (CNEL) is a 24-hour cumulative noise metric for describing aircraft noise. San Carlos Airport representatives state that Federal and State guidelines provide that a CNEL of 65 decibels is acceptable over residential areas. The Town finds that excessive and in fact, the 2015 Draft ALUCP advises that the 1996 ALUCP allowed a CNEL of 55 decibels; lower than the new CNEL of 60 decibels.

7

Nevertheless, the study conducted by the County was over a 21-hour period, captured 16 Surf Air flights and calculated a 43.13 CNEL for Surf Air flights and 47.78 CNEL for all aircraft overflights. Of the 16 Surf Air flights, 9 were over 65 decibels in single-event noise level (L-max) and all of the Surf Air flights registered above 60 decibels – with some over 70 decibels. Further, during the time period of the study, 6 of the Surf Air flights were between the hours of 7 pm and 7 am. Pursuant to the ALUCP, a 4.77 decibel weighting penalty is to be assigned to noise events that occur between 7 pm and 10 pm and a 10 decibel weighting penalty is to be assigned to those flights occurring between 10 pm and 7 am. Adding that penalty to the 6 Surf Air flights puts the single-event noise levels at 76 decibels. The study conducted by the County does not impose this penalty as required by the ALUCP nor does it appropriately measure the CNEL over a 24-hour period. The CNEL is calculated by combining the number of single events that occur with how loud the events were and at what time of day they occurred – with the penalties. Using that application, if every flight by Surf Air approaches 65 decibels with some approaching 76 decibels there is a significant noise impact.

8

The simple average alone, with penalty, of the 16 overflights by Surf Air in a 21-hour period is 67 decibels exceeding the FAA acceptable level, the 1996 CNEL level, and the proposed 2015 CNEL level. How can overflights be allowed to expand when the noise impact is clearly over the limits?

9

The Town does not agree with the noise assessments in the ALUCP and is further provoked by the planned expansion of San Carlos Airport and Surf Air operations. Continued impact is unacceptable and the Town requests that the County take immediate steps to mitigate the impacts. The Town believes that there are no legal impediments, either via the FAA, the Grant Assurances Act, or the Airport Noise and Capacity Act (ANCA) that would prevent the County and San Carlos Airport from implementing noise mitigation measures.

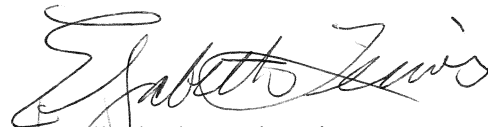
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Please accept the above as the Town's formal comments on the ALUCP for San Carlos Airport and our request for immediate action by the County and San Carlos Airport Operations to mitigate the impact on the Atherton community.

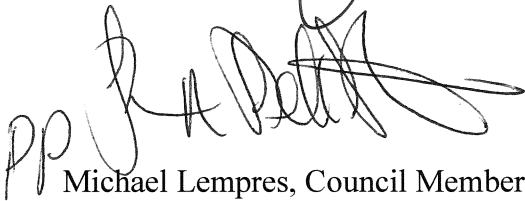
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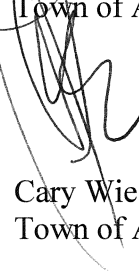
Rick DeGolia, Mayor
Town of Atherton



Elizabeth Lewis, Vice Mayor
C/CAG Representative
Town of Atherton



Michael Lempres, Council Member
Town of Atherton



Cary Wiest, Council Member
Town of Atherton



Bill Widmer, Council Member
Town of Atherton

cc: City Council
County Board of Supervisors
Representative Anna Eshoo
San Carlos Airport Operations