

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AIRPORT LAND USE COMMITTEE (ALUC)

AGENDA

Date: Thursday, May 26, 2016

4:00 p.m.

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

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

- | | | | |
|----|--|---|-------------|
| 1. | Call To Order | Action
(Ortiz) | |
| 2. | Public Comment On Items Not On The Agenda | Limited to 3
minutes per
speaker. | |
| 3. | Minutes of the January 28, 2016 ALUC Meeting | Action
(Ortiz) | Pages 1-2 |
| 4. | Election of Officers for Calendar Year 2016 | Action
(Madalena) | Page 3 |
| 5. | Airport Land Use Compatibility Plan for the Environs of San Carlos Airport Consistency Review – City of Redwood City, Oracle Design Tech High School Project | Information
(Madalena) | Pages 4-13 |
| 6. | Airport Land Use Compatibility Plan for the Environs of San Carlos Airport Consistency Review – City of San Carlos, Meridian 25 | Action
(Madalena) | Pages 14-31 |
| 7. | Member Communications | Information
(Ortiz) | |
| 8. | Adjournment | Action
(Ortiz) | |

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NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

Other enclosures/Correspondence

- None.

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

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

Airport Land Use Committee (ALUC)
Meeting Minutes
January 28, 2016

1. Call to Order

Member O'Connell called the Airport Land Use Committee (ALUC) Meeting to order at 4:08 pm.

Members Present:

Raymond Buenaventura, Ann Schneider, Ron Collins, Ken Ibarra, Liza Normandy, Adam Kelly, David Williams

Staff/Guests Attending:

Tom Madalena, John Bergener, Carol Ford, Brian Branscomb

2. Public Comment On Items Not On The Agenda

None

3. Minutes of the September 24, 2015 Meeting

Motion: Member Normandy motioned and member Williams seconded the motion for the approval of the September 24, 2015 minutes. Motion carried unanimously with member Schneider and member Buenaventura abstaining.

4. Nomination and election of an ALUC member to the San Francisco International Airport Community Roundtable

Tom Madalena, C/CAG staff, presented this item for the nomination and election of an ALUC member to the San Francisco International Airport Community Roundtable. Member Buenaventura nominated member O'Connell and member Collins seconded the nomination. Member O'Connell withdrew herself from the nomination process. Member Normandy nominated member Kelly and member Schneider seconded the nomination. Motion carried unanimously.

5. SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of San Bruno, Development Plan Amendment and associated 1250 Grundy Lane Project

Tom Madalena, C/CAG staff, presented this item on the consistency determination for the City of San Bruno, Development Plan Amendment and associated 1250 Grundy Lane Project. Staff recommended that the ALUC recommend that the C/CAG Board determine that the Development Plan Amendment and associated 1250 Grundy Lane Project is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP). The ALUC unanimously approved the motion by member Ibarra and seconded by member Schneider to recommend that the Development Plan Amendment and associated 1250 Grundy Lane Project be found consistent with the SFO ALUCP.

6. SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of San Bruno, The Crossing Springhill Suites Hotel Project

Tom Madalena, C/CAG staff, presented this item on the consistency determination for the City of San Bruno, The Crossing Springhill Suites Hotel Project. Staff recommended that the ALUC recommend that the C/CAG Board determine that the The Crossing Springhill Suites Hotel Project is conditionally consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP). The ALUC unanimously approved the motion by member Buenaventura and seconded by member Schneider to recommend that The Crossing Springhill Suites Hotel Project be found conditionally consistent with the SFO ALUCP.

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

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

7. Airport Land Use Compatibility Plan for the Environs of San Carlos Airport Consistency Review – City of Redwood City, Oracle Design Tech High School Project

Tom Madalena, C/CAG staff, presented this item on the consistency determination for the City of Redwood City, Oracle Design Tech High School Project. Staff recommended that the ALUC recommend that the C/CAG Board determine that the Oracle Design Tech High School Project is consistent with the applicable airport/land use policies and criteria contained in the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. Carol Ford, a member of the public, spoke during public comment about concern over the project being located within 2 miles of a runway and that it may not be an appropriate location for a school. As a result the ALUC asked staff to further investigate this issue and bring back more information to the ALUC. Member Ibarra motioned to table the item until the next ALUC meeting and member Collins seconded the motion. Motion carried unanimously.

8. 2016 ALUC Meeting Calendar

Tom Madalena presented the proposed 2016 ALUC meeting calendar. Motion was made by member Schneider and seconded by member Ibarra to approve the 2016 meeting calendar. Motion carried unanimously.

9. Member Communications

None

10. Adjournment

The meeting was adjourned at 4:56 pm.

C/CAG AGENDA REPORT

DATE: May 26, 2016
TO: Airport Land Use Committee
FROM: Tom Madalena
SUBJECT: Election of ALUC Officers for Calendar Year 2016

RECOMMENDATION

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) hold an election at this meeting to independently elect an ALUC Chairperson and an ALUC Vice-Chairperson for the 2016 calendar year.

BACKGROUND/ DISCUSSION

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

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

C/CAG AGENDA REPORT

DATE: May 26, 2016

TO: Airport Land Use Committee

FROM: Tom Madalena

SUBJECT: Airport Land Use Compatibility Plan for the Environs of San Carlos Airport
Consistency Review – City of Redwood City, Oracle Design Tech High School
Project

RECOMMENDATION

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

BACKGROUND

The City of Redwood City has referred the Oracle Design Tech High School to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the SQL ALUCP. The project is subject to ALUC/C/CAG review, pursuant to PUC Section 21676.5 (a).

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

This recommendation was brought forward to the Airport Land Use Committee (ALUC) at the January 28, 2016 ALUC meeting. However, the ALUC asked staff to further investigate whether the project would be an appropriate location for a school given that it was within two miles of an airport runway. A member of the public spoke during public comment and mentioned that it was within two miles of the San Carlos Airport runway and therefore did not believe it was an appropriate location for a school. As a result of this comment the ALUC decided not to take action on the staff recommendation and asked staff to complete further research.

The two mile concern that was mentioned by the member of the public that spoke relates to the State Education Code. Education Code Section 17215 requires that, before acquiring title to or leasing property for a new school site situated within two miles of an airport runway, a school district must notify the Department of Education. The Department of Education then notifies the

California Department of Transportation (Caltrans), which is required to investigate the site and prepare a written report.

Staff was aware of guidance in the California Airport Land Use Planning Handbook (Handbook), which is used to provide guidance to Airport Land Use Commissions on the development of Airport Land Use Compatibility Plans. The Handbook describes the required review by the Caltrans Division of Aeronautics. This review had occurred by the Caltrans Division of Aeronautics prior to the January 28th ALUC meeting but staff was unable to obtain the findings from the Caltrans Division of Aeronautics before the January 28th ALUC meeting. The ALUCP for the Environs of San Carlos Airport does not contain policies in relation to schools that are outside of the safety zones and outside of the CNEL (Community Noise Equivalent Level) 60 dB noise contour. This site for the Oracle Design Tech High School is outside of both the safety zones and the CNEL 60 dB noise contour. Staff obtained the letter from the Caltrans Division of Aeronautics, included as an attachment to this report, in which it describes that based on their review Caltrans would not object to the school district's acquisition of the proposed site for the school.

As a result of the March ALUC meeting being canceled and the timeline for the Redwood City approval of this project, staff brought the recommendation forward to the Board and the Board determined that the City of Redwood City, Oracle Design Tech High School Project is consistent with the applicable airport/land use policies and criteria contained in the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (SQL ALUCP) at the May 12th Board meeting.

DISCUSSION

I. ALUCP Consistency Evaluation

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

(a) Noise Policy Consistency Analysis

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

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

(b) Safety Criteria

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

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

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

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

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

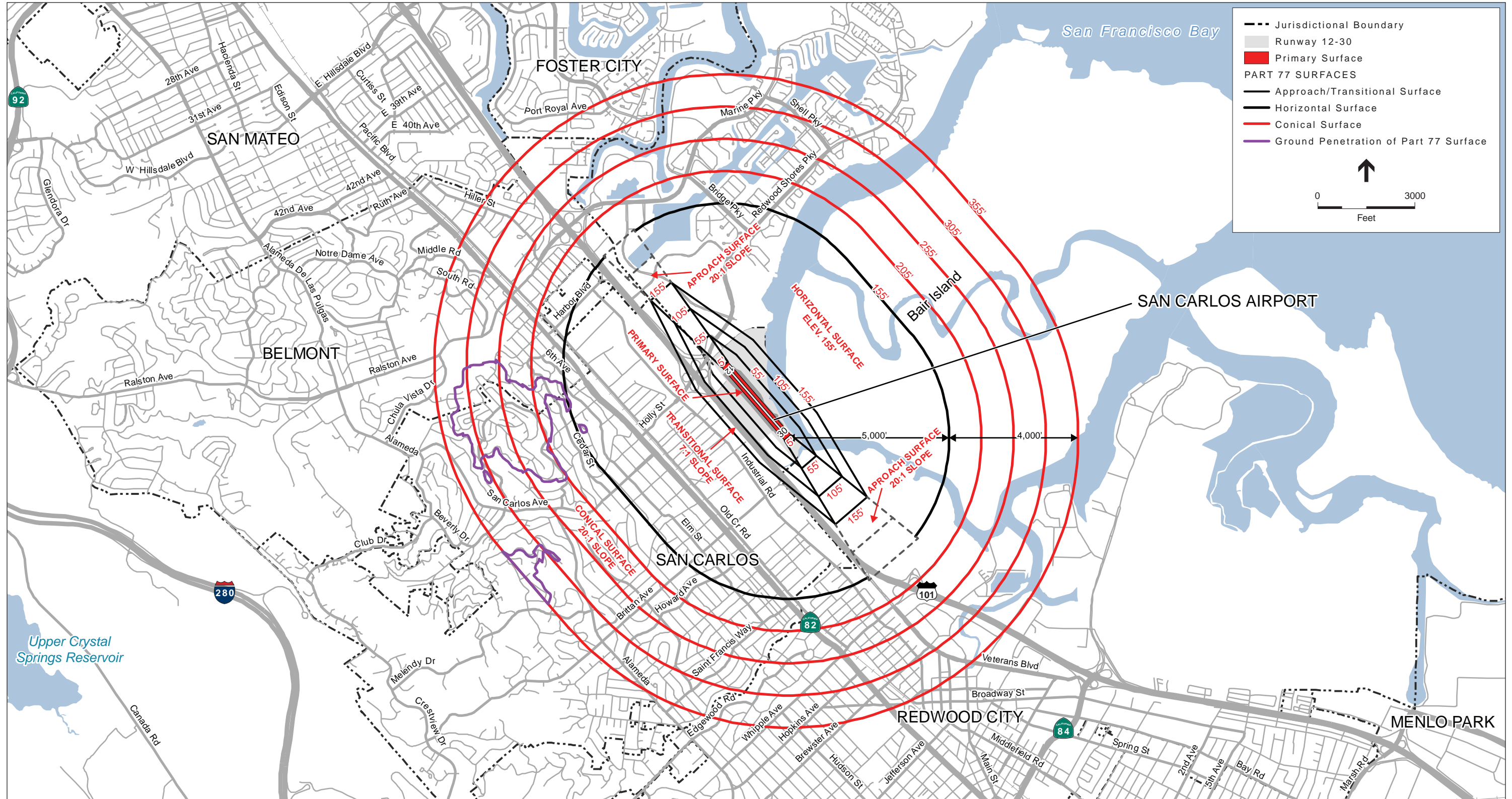
Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. The city should notify project sponsors of proposed projects at the earliest opportunity to file form 7460-1 *Notice of Proposed Construction or Alteration*,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

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

ATTACHMENTS

- Attachment 1 – San Carlos Airport Part 77 Airspace Protection Surfaces
- Attachment 2 – Oracle Educational Facility Location
- Attachment 3 – Oracle Education Facility Building Sections
- Attachment 4 – Letter from the State of California Division of Aeronautics

Attachment 1



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

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

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

San Carlos Airport ALUCP . 130753

Exhibit 4-4

San Carlos Airport Part 77 Airspace Protection Surfaces



CONTACT

CLIENT/OWNER
ORACLE CORPORATION
600 ORACLE PARKWAY, REDWOOD CITY, CA 94065
CONTACT: PAT GIANSIRACUSA
PHONE: (650) 506-2198

ARCHITECTS/LANDSCAPE ARCHITECT
DES ARCHITECTS + ENGINEERS
399 BRADFORD STREET, REDWOOD CITY, CALIFORNIA 94063
CONTACT: DAWN JEDKINS / KENNY HUNG
PHONE: (650) 364-6453

CIVIL ENGINEER
BKF ENGINEERS
SUITE 200, 255 SHORELINE DRIVE, REDWOOD CITY, CA 94065
CONTACT: LIANE WARE
PHONE: (650) 482-6300

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

APPLICABLE CODES

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

PROJECT DATA

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

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

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

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

SHEET INDEX

ARCHITECTURE

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

CIVIL

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

LANDSCAPE

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

ELECTRICAL

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

ORACLE EDUCATIONAL FACILITY

ORACLE PARKWAY, REDWOOD CITY, CA.

Project Number: 10026.001

PROJECT DATA, VICINITY MAPS AND SHEET INDEX

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

A1

DES
ARCHITECTS
ENGINEERS

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Attachment 4



CALIFORNIA
DEPARTMENT OF
EDUCATION

TOM TORLAKSON
STATE SUPERINTENDENT OF PUBLIC INSTRUCTION

October 6, 2015

Design Tech High School
Attention: Ken Montgomery
1800 Rollins Rd
Burlingame, CA 94010

**SUBJECT: AERONAUTICS REVIEW: site located at 355 Oracle Parkway,
Redwood City, CA**

Dear Mr. Montgomery:

In accordance with Education Code Section 17215, the California Department of Transportation, Division of Aeronautics has investigated a site for a new 9-12 school. The proposed site is located at 355 Oracle Parkway, Redwood City, California.

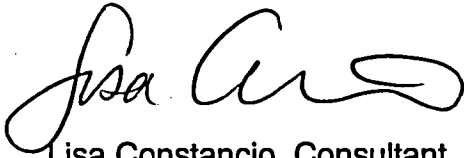
According to the Department of Transportation letter dated October 5, 2015 "Due to the proposed location of the school site, aircraft/helicopter over-flight noise at this site will be audible, and the potential exists for persons to be annoyed by individual aircraft noise events." If the site is selected, Caltrans has made several recommendations in the attached letter including "the Charter School should be required to grant San Mateo County an aviation easement that includes aircraft noise if this site is approved."

The letter goes on to state "the comments provided by the airport management should be seriously considered. However, based on our evaluation of existing conditions and planned development at the airport, Caltrans does not object to the school district's acquisition of the proposed site for a children's school." "This Caltrans recommendation is furnished pursuant to EC section 17215. The recommendation does not relieve the sponsor of compliance responsibilities relating to law, ordinance, or regulations of any federal, State or local government body, nor does it constitute Caltrans approval relative to the California Public Utilities Code (PUC), the California Code of Regulations and other State statutory or regulatory codes." Please see attached letter for more information.

If this site is not acquired by October 1, 2020 a re-evaluation of this site by the Department of Transportation will be required.

If you have further questions, please contact me at (916) 445-4889 or by email at lconstancio@cde.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa Constancio". The signature is fluid and cursive, with the first name "Lisa" being more prominent than the last name "Constancio".

Lisa Constancio, Consultant
California Department of Education
School Facilities Planning Division
attachment

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S. #40

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711

www.dot.ca.gov

*Serious drought!
Help Save Water!*

October 1, 2015

RECEIVED

OCT 05 2015

SCHOOL FACILITIES

Ms. Lisa Constancio, Field Consultant
School Facilities Planning Division
California Department of Education
1430 N Street, Suite 1201
Sacramento, CA 95814-5901

Dear Ms. Constancio:

In response to your request of August 19, 2015, and Section 17215 of the California Education Code (EC), the California Department of Transportation (Caltrans), Division of Aeronautics, has analyzed the proposed Design Technology High School site located at 355 Oracle Parkway in Redwood City. The proposed site is located approximately 7,100 feet north of the approach end of Runway 12 at the San Carlos Airport (SQL).

Our analysis consisted of a review of Caltrans Airport Land Use Planning Handbook (Handbook), California Code of Regulations (CCR) section 3570, San Mateo County Airport Land Use Compatibility Plans (ALUCP), airport traffic patterns, instrument approach/departure procedures, our files, and other publications relating to aircraft operations at the SQL. We also conducted a flight inspection of the proposed site on September 29, 2015. The San Mateo County Airport Land Use Commission and the airport's management were given an opportunity to comment, and their comments were considered during our study.

The SQL is a Metropolitan Reliever Airport with one runway designed to accommodate aircraft of 12,500 pounds or less maximum certificated takeoff weight and approximately 315 based aircraft. The SQL provides aviation access to the overall community and relieves congestion at San Francisco International Airport. Runway 12/30 is oriented on magnetic bearings of 120 degrees and 300 degrees, is approximately 2,600 feet long, and is classified as "a short general aviation runway," according to the Handbook. Using the CCR, the Handbook, and the ALUCP criteria, the proposed school site falls outside of all Handbook Safety Compatibility Zones and ALUCP Safety Zones.

Caltrans received written comments from airport management opposing any school building at the proposed school site stating in part: "The San Carlos Airport has 140,000 takeoffs and landings per year. 90 percent of those takeoffs are on Runway 30 which depart towards the proposed Charter High School location." The airport manager goes on to say that they recommend "Redwood City find a more suitable location for a charter school."

Based upon our flight evaluation, the proposed site will experience direct over-flights from aircraft departing from Runway 30 following the "Belmont Slough" departure route and will be heavily influenced by flyby traffic on the base and crosswind legs of the traffic pattern. It would be reasonable to expect overflights and single event noise impacts from aircraft as low as 400-500 feet above ground level. Additionally the proposed school site may be subject to a limited amount of over-flights from helicopters departing from Runway 30 toward the East Bay at approximately 600 feet above ground level.

Due to the proposed location of the school site, aircraft/helicopter over-flight noise at this site will be audible, and the potential exists for persons to be annoyed by individual aircraft noise events. Therefore, if this site is selected, we recommend that the school include provisions for buildings to have air circulation or air conditioning, so that all windows and doors can remain closed. The school should also include acoustical treatment in the design and construction of any buildings for use by students, faculty, or administrators, in order to reduce individual irritation from aircraft noise or disruption to instruction. We also point out that outdoor activities might be subject to disruption due to potential individual aircraft noise events. In addition, the Charter School should be required to grant San Mateo County an aviation easement that includes aircraft noise if this site is approved.

In summary, aircraft noise will be audible to students using facilities at a school located at the proposed site and that noise could be disruptive to the learning process. Additionally, the comments provided by airport management should be seriously considered. However, based on our evaluation of existing conditions and planned development at the airport, Caltrans does not object to the school district's acquisition of the proposed site for a children's school. While there is generally a low risk of an accident occurring at this site, the potential consequences of any accident could be severe. Caltrans cannot guarantee the safety of this site or any other site. If this site is approved, it must be acquired by September 30, 2020, or another site evaluation by Caltrans will be required prior to acquisition of the school site.


This Caltrans recommendation is furnished pursuant to EC section 17215. The recommendation does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any federal, State, or local government body, nor does it constitute Caltrans' approval relative to the California Public Utilities Code (PUC), the CCR, and other State statutory or regulatory codes.

The PUC sections 21670 through 21679.5 establishes a mandated process to implement airport land use laws throughout the State. Pertinent portions of PUC section 21670 (a) state that it is "in the public interest to provide for the orderly development of each public use airport in this state and ... to prevent the creation of new noise and safety problems." These sections require the creation of airport land use commissions within the counties, set forth the commissions' powers and duties, and call for the adoption of land use measures around the vicinity of public-use airports. Section 21670(f) specifically states that school districts are included among the

Ms. Lisa Constancio
October 1, 2015
Page 3

local agencies that are subject to airport land use laws and other requirements of the PUC. School site acquisitions pursuant to the EC section 17215 must comply with the above PUC sections.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald E. Haug". The signature is written in a cursive style with a large, looping initial "D".

DONALD E. HAUG
Aviation Safety Officer

C/CAG AGENDA REPORT

DATE: May 26, 2016

TO: Airport Land Use Committee

FROM: Tom Madalena

SUBJECT: Airport Land Use Compatibility Plan for the Environs of San Carlos Airport
Consistency Review – City of San Carlos, Meridian 25 Office Project

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the City of San Carlos, Meridian 25 Office Project is conditionally consistent with the applicable airport/land use policies and criteria contained in the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (SQL ALUCP).

The Meridian 25 Office Project would become fully consistent once the following three conditions have been met:

- The Meridian 25 Office Project shall comply with the height limits as defined in the most recent Federal Aviation Administration (FAA) “Determination of No Hazard to Air Navigation” that corresponds with the actual building heights.
- The Meridian 25 Office Project shall comply with Airspace Protection Policy 6 of the SQL ALUCP.
- Avigation easements for the three newly created parcels shall be granted to the County of San Mateo as the proprietor of San Carlos Airport. The avigation easement to be used in fulfilling this condition is provided in Appendix E of the SQL ALUCP.

BACKGROUND

The City of San Carlos has referred the Meridian 25 Office Project to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport/land use compatibility criteria in the SQL ALUCP. The project is subject to ALUC and C/CAG Board of Directors review, pursuant to PUC Section 21676.5 (a).

The project proposes the demolition of the six existing buildings and development of office uses on the project site. The project would consist of two equally-sized six-story, L-shaped Class A office buildings totaling 528,520 square feet. The height of the office buildings is proposed to be 97’-2” to the top of the roof screen and a maximum height of 100’ to the top of the equipment.

Parking for the project is proposed in a parking structure with three levels of below grade parking, one level at grade, and two levels of above grade parking to include a total of 1,510 parking spaces. The height of the parking structure is proposed to be 39’-8” to the highest point of the elevator tower. There are trees at the upper deck level that may grow above the height of the structure.

The office buildings would front onto Industrial Road and the parking structure would be located adjacent to U.S. 101. A landscaped amenity space approximately 1.7 acres in size is proposed at the center of the site. Landscaping and street trees would also be provided around the perimeter of the site.

DISCUSSION

I. ALUCP Consistency Evaluation

There are three airport/land use compatibility issues addressed in SQL CLUP that relate to the proposed Meridian 25 Office Project. These include: (a) consistency with noise compatibility policies, (b) safety criteria, and (c) airspace compatibility criteria. The following sections address each issue.

(a) Noise Policy Consistency Analysis

The SQL ALUCP uses the CNEL (Community Noise Equivalent Level) 60 dB noise contours for determining land use compatibility. The Meridian 25 Office Project is located between the CNEL 60 dB and CNEL 64 dB noise contours. Office buildings and parking structures are allowed uses between these Community Noise Equivalent Levels.

Based upon this analysis, the Meridian 25 Office Project is consistent with the SQL ALUCP noise policies.

(b) Safety Criteria

The California Airport Land Use Planning Handbook requires airport land use compatibility plans to include safety zones for each runway end. The SQL ALUCP includes 6 safety zones and related land use compatibility policies and criteria. The Meridian 25 Office Project is located inside of Safety Zone 6 established for the SQL ALUCP. Both offices and parking structures are allowed uses inside of Safety Zone 6

Therefore, the Meridian 25 Office Project is consistent with the SQL ALUCP safety policies.

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

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

The City of San Carlos is located inside of the 14 CFR Part 77 horizontal, conical, primary, approach and transitional imaginary surface contours. The parcels for the Meridian 25 Office Project are located within the horizontal surface and transitional surface contours. The height for the imaginary surface established for the horizontal surface at the site location is 155 feet above

mean sea level. The height for the imaginary surface for the transitional surface is at approximately 130 feet above mean sea level. The project parcels are located at 12 feet above mean sea level. The two office buildings are designed to be constructed at a maximum building height of 97'-2" and up to 100'-0" to the top of all appurtenances. The parking structure is designed to be constructed at 39'-8" to the top of the elevator tower, the highest point.

Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. The project sponsor of the Meridian 25 Office Project has filed form 7460-1 *Notice of Proposed Construction or Alteration* with the Federal Aviation Administration (FAA) to determine whether the project will constitute a hazard to air navigation.

The project sponsor has obtained Determinations of No Hazard to Air Navigation from the FAA. However these determinations are based upon lower overall heights than they now plan for the structures included in the project. The heights limits established in the ALUCP would be higher than those currently prescribed in the attached Determinations of No Hazard to Air Navigation (for the two office buildings and the parking structure) based up the limits of 155' above mean sea level (155'-12' = 143' above ground level) for the conical surfaces and the approximately 130' above mean sea level (130'-12' = 118' above ground level) for the transitional surface.

Airspace Protection Policy 5 in the SQL ALUCP states that the lower of the two shall apply when considering both the imaginary surface heights established in the ALUCP and those established by a determination from the FAA. The project sponsor intends on submitting a revised form 7460-1 to the FAA to obtain new Determinations of No Hazard to Air Navigation for revised building heights for the office buildings and parking structure.

Airspace Protection Policy 6 provides that lands 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 are incompatible in Area B of the Airport Influence Area in which the project site lies.

Therefore, the Meridian 25 Office Project would be conditionally consistent with the airspace criteria as established in the adopted SQL ALUCP and shall comply with the most recent FAA Determination of No Hazard to Air Navigation that corresponds with the actual building heights and with Airspace Protection Policy 6 to obtain full consistency.

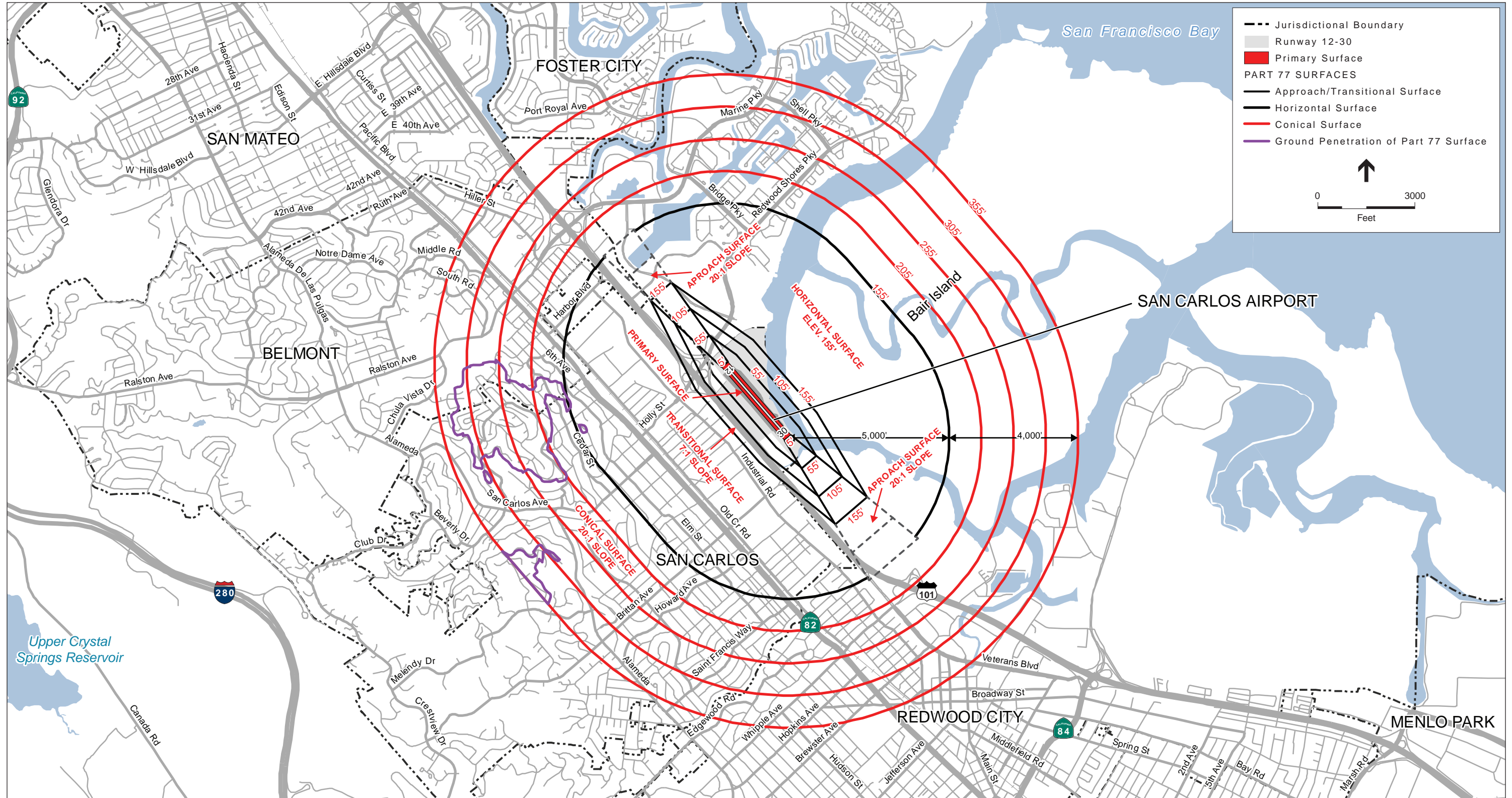
(d) Overflight

Overflight Policy 2 in the SQL ALUCP provides for an Overflight Easement Review Area. The Meridian 25 Office Project meets the criteria to be reviewed as it is inside of the 60 dB CNEL noise contour as depicted in Exhibit 4-2 of the SQL ALUCP. The Meridian 25 Office Project involves real property and also includes a Zoning Ordinance Amendment as part of the project approval and therefore shall be required to grant an aviation easement to the County of San Mateo, as the proprietor of San Carlos Airport. The aviation easement to be used in fulfilling this condition is presented in Appendix E of the SQL ALUCP.

ATTACHMENTS

- Attachment 1 – San Carlos Airport Part 77 Airspace Protection Surfaces
- Attachment 2 – Project Location
- Attachment 3 – Illustrative Site Plan
- Attachment 4 – FAA Determinations of No Hazard to Air Navigation

Attachment 1



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

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

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

San Carlos Airport ALUCP . 130753

Exhibit 4-4

San Carlos Airport Part 77 Airspace Protection Surfaces

Attachment 2

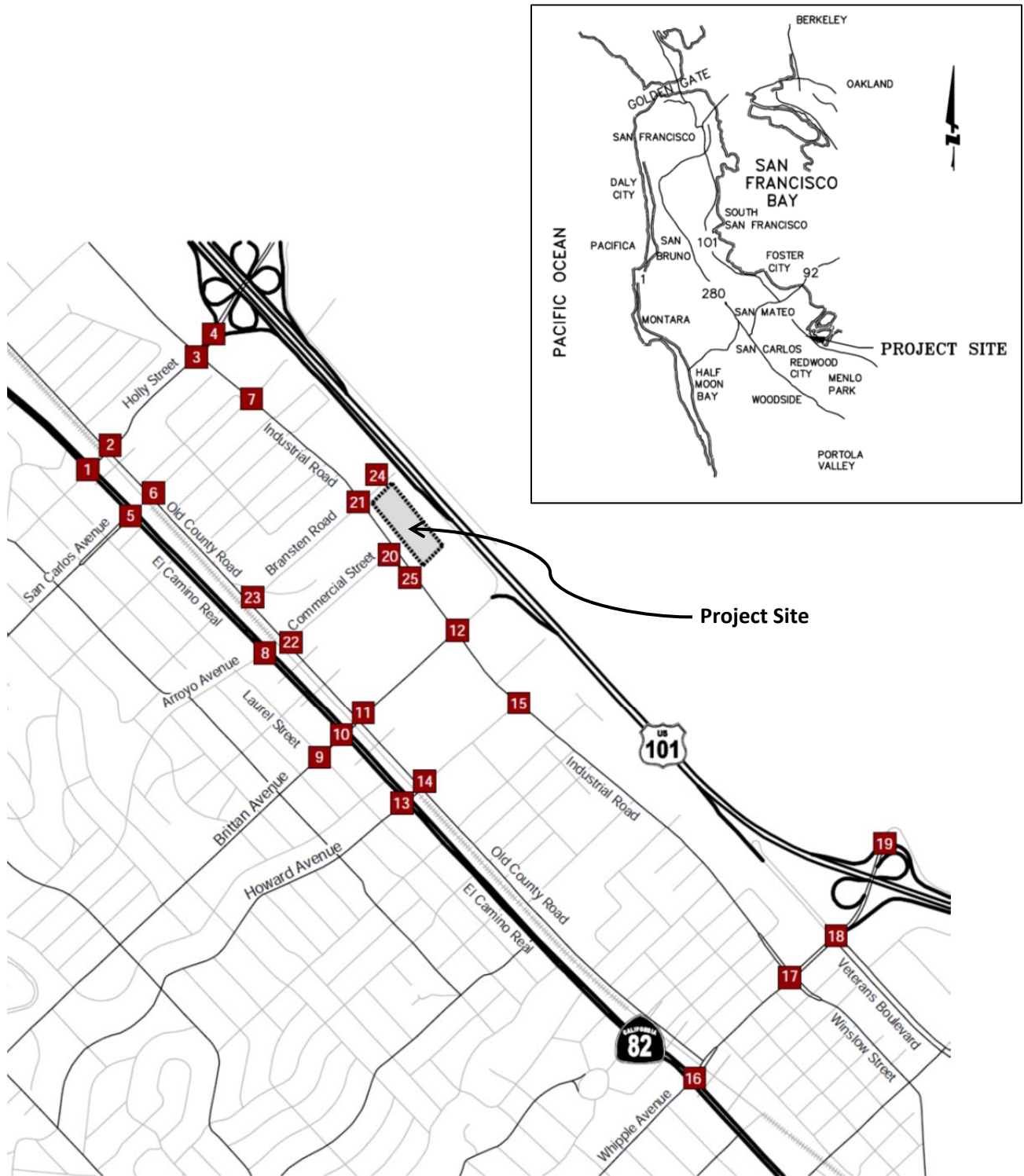


Figure 1: Project Location

Numbers in boxes mark the intersections studied in the traffic study.

Source: KHA

Attachment 3



LEGEND

1) CENTRAL COURTYARD

Main plaza access to bldgs w/ light panels in paving; centralized tilted lawn panels and DG seating area under shade tree canopies.

2) OFFICE PATIOS

Private outdoor conference rooms under trellises w/ lounge furniture.

3) DINING COURTYARD

Outdoor dining area w/ communal tables under shade trees and twinkle lights for evening effect; bldg stair access w/ guest bike parking (10 racks-20 spaces).

4) DROP-OFF

Garage drop-off area w/ continuous plaza paving, accent planter pots and bollards.

5) LOUNGE COURTYARD

Dining / game areas w/ communal tables, outdoor kitchen, fireplace lounge and bocce ball court.

6) ENTRY AREAS

Small plazas w/ project signage / directory entry features.

7) PROJECT ENTRY ZONE

Main project signage w/ grass mound / or grassy treatment area and accent trees.

8) ACCESS PLAZA

Promenade access w/ accent paving, sign elements and illuminated bench seating at plaza.

Activated sidewalk at Industrial Road w/ pedestrian scale lighting and bench seating.

9) GARAGE ROOF (top level)

Raised planter beds with accent trees in raised planters and planting cascading down garage walls.

10) GARAGE PODIUM (below roof level)

Raised planter beds with planting cascading down garage walls.

Figure 2: Illustrative Site Plan

Source: The Guzzardo Partnership, 7/10/2015



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Attachment 4

Aeronautical Study No.
 2015-AWP-3698-OE

Issued Date: 04/29/2015

Mike Field
 Windy Hill Property Ventures
 530 Emerson Street
 Suite 150
 Palo Alto, CA 94301

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Lot 1
 Location: San Carlos, CA
 Latitude: 37-30-26.91N NAD 83
 Longitude: 122-15-03.83W
 Heights: 12 feet site elevation (SE)
 96 feet above ground level (AGL)
 108 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

Any height exceeding 96 feet above ground level (108 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/29/2016 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3698-OE.

Signature Control No: 247325346-250523242

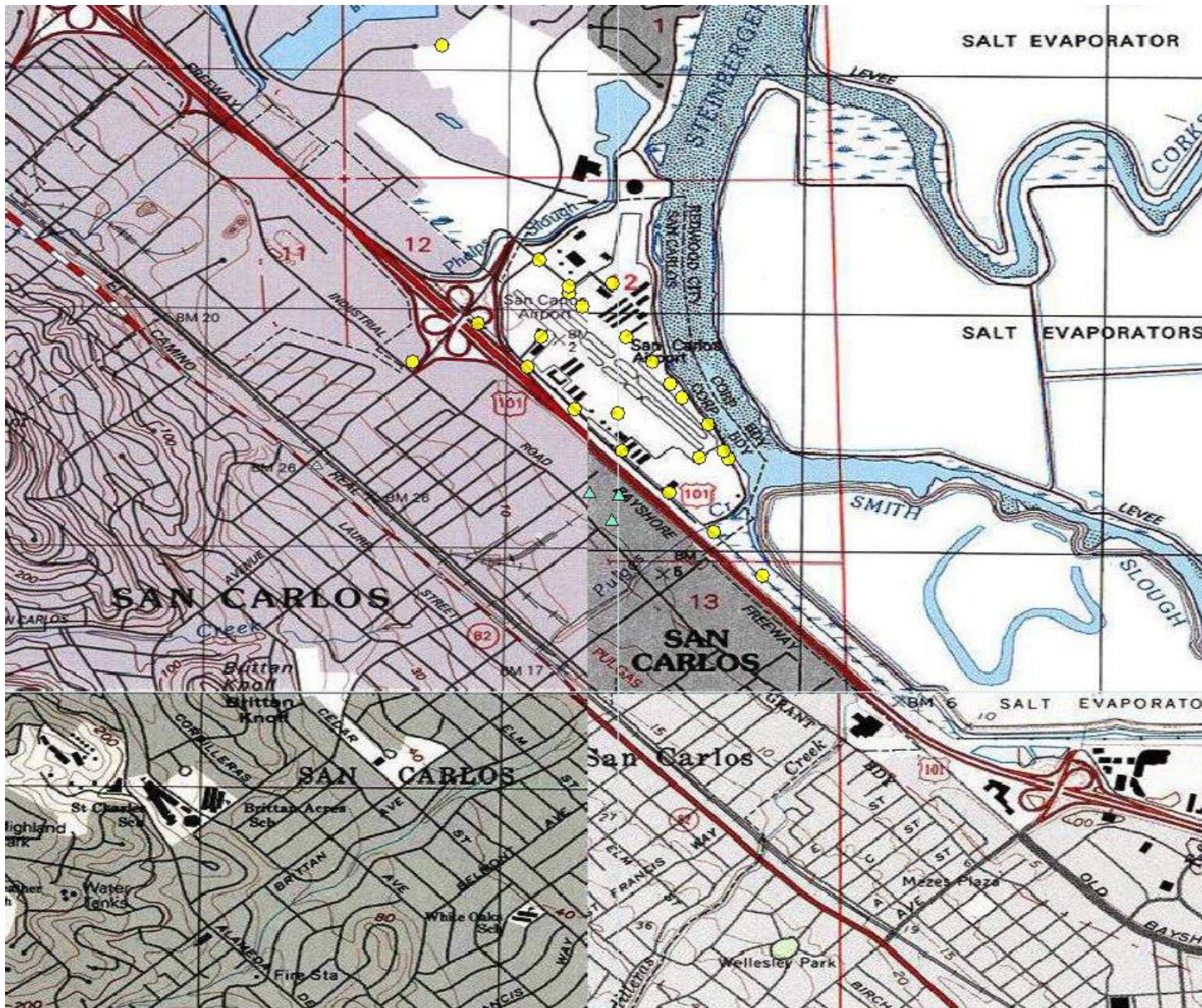
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-3698-OE

The project is located at 821-887 Industrial Road and comprises a parking garage adjacent to Highway 101, with a height of 38.5-feet, that will have three below grade levels and two six-story office buildings that front Industrial Road totaling 96' in height each.





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Aeronautical Study No.
 2015-AWP-3699-OE

Issued Date: 04/29/2015

Mike Field
 Windy Hill Property Ventures
 530 Emerson Street
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**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Lot 2
Location:	San Carlos, CA
Latitude:	37-30-23.24N NAD 83
Longitude:	122-15-00.77W
Heights:	12 feet site elevation (SE)
	96 feet above ground level (AGL)
	108 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

Any height exceeding 96 feet above ground level (108 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/29/2016 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3699-OE.

Signature Control No: 247325347-250523244

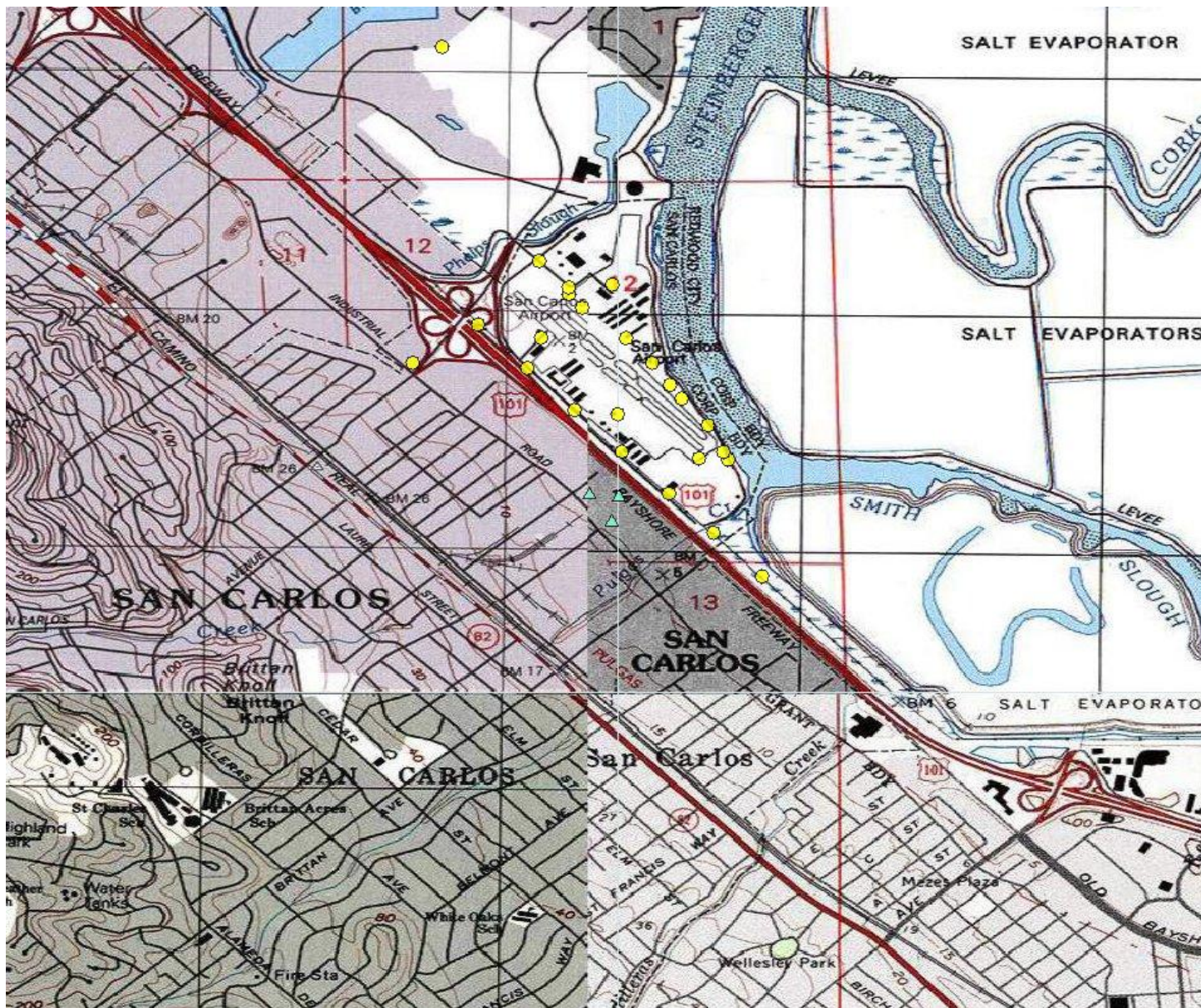
(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-3699-OE

The project is located at 821-887 Industrial Road and comprises a parking garage adjacent to Highway 101, with a height of 38.5-feet, that will have three below grade levels and two six-story office buildings that front Industrial Road totaling 96' in height each.





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Aeronautical Study No.
 2015-AWP-3700-OE

Issued Date: 04/29/2015

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**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Lot 3
Location:	San Carlos, CA
Latitude:	37-30-26.64N NAD 83
Longitude:	122-14-59.81W
Heights:	12 feet site elevation (SE)
	39 feet above ground level (AGL)
	51 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

Any height exceeding 39 feet above ground level (51 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/29/2016 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AWP-3700-OE.

Signature Control No: 247325348-250523243

(DNE)

Karen McDonald
Specialist

Attachment(s)
Case Description
Map(s)

Case Description for ASN 2015-AWP-3700-OE

The project is located at 821-887 Industrial Road and comprises a parking garage adjacent to Highway 101, with a height of 38.5-feet, that will have three below grade levels and two six-story office buildings that front Industrial Road totaling 96' in height each.

