

# C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

## AIRPORT LAND USE COMMITTEE (ALUC)

### AGENDA

**Date:** Thursday, July 28, 2016

**4:00 p.m.**

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

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

- |    |   |   |            |
|----|---|---|------------|
| 1. | Call To Order   | Action<br>(Ortiz)                       |            |
| 2. | Public Comment On Items Not On The Agenda   | Limited to 3<br>minutes per<br>speaker. |            |
| 3. | Minutes of the May 26, 2016 ALUC Meeting  | Action<br>(Ortiz)                       | Pages 1-2  |
| 4. | Review and recommend approval of a conditionally<br>consistent determination for the City of Belmont, 1201<br>Shoreway Hotel Project, General Plan Amendment and<br>Rezoning with the Airport Land Use Compatibility Plan<br>for the Environs of San Carlos Airport | Action<br>(Madalena)                    | Page 3-7   |
| 5. | Review and recommend approval of a consistent<br>determination for the Town of Colma, Veterans Housing<br>Project with the Comprehensive Airport Land Use<br>Compatibility Plan for the Environs of San Francisco<br>International Airport                          | Action<br>(Madalena)                    | Pages 8-11 |
| 6. | Member Communications   | Information<br>(Ortiz)                  |            |
| 7. | Adjournment   | Action<br>(Ortiz)                       |            |

# C/CAG

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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**  
**May 26, 2016**

**1. Call to Order**

Chair Ortiz called the Airport Land Use Committee (ALUC) Meeting to order at 4:04 pm.

Members Present:

Terry O’Connell, Catherine Mahanpour, Ann Schneider, Ron Collins, Liza Normandy, David Williams

Staff/Guests Attending:

Tom Madalena, Sandy Wong

**2. Public Comment On Items Not On The Agenda**

None

**3. Minutes of the January 28, 2016 Meeting**

Motion: Member Schneider motioned and member Collins seconded the motion for the approval of the January 28, 2016 minutes. Motion carried unanimously with member Manhanpour and chair Ortiz abstaining.

**4. Election of Officers for Calendar Year 2016**

Tom Madalena, C/CAG staff, presented this item for the nomination and election of ALUC officers for 2016. Member Collins nominated chair Ortiz for chair and member Schneider seconded the nomination. Motion carried unanimously. Member Collins nominated member Normandy for vice-chair and member Schneider seconded the nomination. Motion carried unanimously.

**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**

Tom Madalena, C/CAG staff, presented this information 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 (ALUCP) for the Environs of San Carlos Airport at the January 28, 2016 meeting. The ALUC requested that staff investigate concerns that were brought up by a member of the public regarding the proximity of the school in relation to the airport runways. After further investigation, staff determined that there were no relevant policies contained in the ALUCP or state law that would cause the project to be found inconsistent with the ALUCP. As a result of the cancellation of the March 24, 2016 ALUC meeting staff brought the recommendation forward to the C/CAG Board at the May 12, 2016 meeting without a recommendation from the ALUC. The C/CAG Board, acting as the Airport Land Use Commission, determined that the project was

consistent with the applicable airport/land use policies and criteria contained in the ALUCP for the Environs of San Carlos Airport.

**6. SFO Airport Land Use Compatibility Plan for the Environs of San Carlos Airport Consistency Review – City of San Carlos, Meridian 25**

Tom Madalena, C/CAG staff, presented this item on the consistency determination for the City of San Carlos, Meridian 25. Staff recommended that the ALUC recommend that the C/CAG Board determine that the Meridian 25 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. The ALUC unanimously approved the motion by member Schneider and seconded by member O’Connell to recommend that Meridian 25 Project be found conditionally consistent with the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.

**7. Member Communications**

Member Schneider mentioned that the SFO Community Roundtable is having its 35<sup>th</sup> Anniversary.

**8. Adjournment**

The meeting was adjourned at 4:47 pm.

## **C/CAG AGENDA REPORT**

**DATE:** July 28, 2016

**TO:** Airport Land Use Committee

**FROM:** Tom Madalena

**SUBJECT:** Review and recommend approval of a conditionally consistent determination for the City of Belmont, 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning with the Airport Land Use Compatibility Plan for the Environs of San Carlos Airport

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### **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 Belmont, 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning 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 1201 Shoreway Hotel Project would become fully consistent once the following conditions have been met:

- The 1201 Shoreway Hotel Project shall comply with Airspace Protection Policy 2 of the SQL ALUCP.
- The 1201 Shoreway Hotel 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.

### **BACKGROUND**

The City of Belmont has referred the 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning 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 proposal includes the construction of a 96-room Hilton Homewood Suites Hotel for the subject property. The five-story hotel would occupy a 43,560-sq. ft. (one-acre) lot on the east side of Shoreway Road, north of Sem Lane. The building would be set back approximately 59 feet east of Shoreway Road.

The proposed 62,640 sq. ft. building would have a resulting floor area ratio (FAR) of 1.4. In addition to 96 guest rooms, the hotel would include a meeting room, a breakfast area, an exercise room, an indoor swimming pool & spa, and a 4,553-sq. ft. outdoor patio. For the operations of the hotel, the building would also provide an employee break room, laundry and linen storage, a kitchen, offices, miscellaneous work areas, electrical and mechanical rooms, and various storage rooms. The sole vehicular access to the site would be provided via a driveway along Shoreway

Road. Parking for the hotel is provided at the ground level (36 uncovered spaces and 37 covered spaces under the podium of the building).

## **DISCUSSION**

### **I. ALUCP Consistency Evaluation**

There are three airport/land use compatibility issues addressed in SQL ALUCP that relate to the proposed 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning. 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 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning are located outside of the CNEL 60 dB noise contour.

Based upon this analysis, the 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning are 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 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning is located inside of Safety Zone 6 established for the SQL ALUCP. Hotels are an allowed use inside of Safety Zone 6.

Therefore, the 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning is consistent with the SQL ALUCP safety policies.

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

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

The City of Belmont is located inside of the 14 CFR Part 77 horizontal and conical imaginary surface contours. The parcel for the 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning is located between the horizontal and conical imaginary 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 conical surface is at approximately 205 feet above mean sea level. The project parcel is located at 9 feet, 6 inches above mean sea level. The hotel is designed to be constructed at a maximum building height of 71 feet, 10 inches above ground level to the top of the entry tower. For this analysis the lower of the closest imaginary

surface of 155 feet above mean sea level was used. This imaginary surface is compared to the total height for the for the project including the ground in relation to mean sea level which adds up to 81 feet, 4 inches. It can be concluded that the project will be constructed at a minimum of 73 feet below the nearby imaginary surface contour of 155 feet above mean sea level.

### Critical Airspace Surface Comparison

Ground level in relation to mean sea level at project location	Highest point of structure above ground level	Ground level + highest point of structure	Height of structure compared to the critical airspace surface of 155 feet above mean sea level
9 feet, 6 inches above mean sea level	71 feet, 10 inches above ground level	81 feet, 4 inches above mean sea level	Highest point of structure will be approximately 73 feet below the critical airspace surface

The proposed hotel will require the site, currently zoned as Limited Manufacturing (M-1), to be rezoned. The most appropriate zoning district to accommodate the proposed use is Highway Commercial (C-3), which is consistent with the proposed General Plan Amendment. The C-3 district would allow a maximum height of 28 feet above ground level. A conditional use permit is required when the proposed height is above 28 feet and a variance is required is required when the proposed height is above 40 feet. As a result the City of Belmont is also processing a conditional use permit and variance to allow for a maximum building height of 71 feet for the proposed hotel. Given that the rezoning allows for a maximum height of 28 feet this rezoning would be consistent with the SQL ALUCP airspace policies.

Under Federal law, it is the responsibility of the project sponsor to comply with all notification and other requirements described in 14 CFR Part 77. The city should notify project sponsors 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>

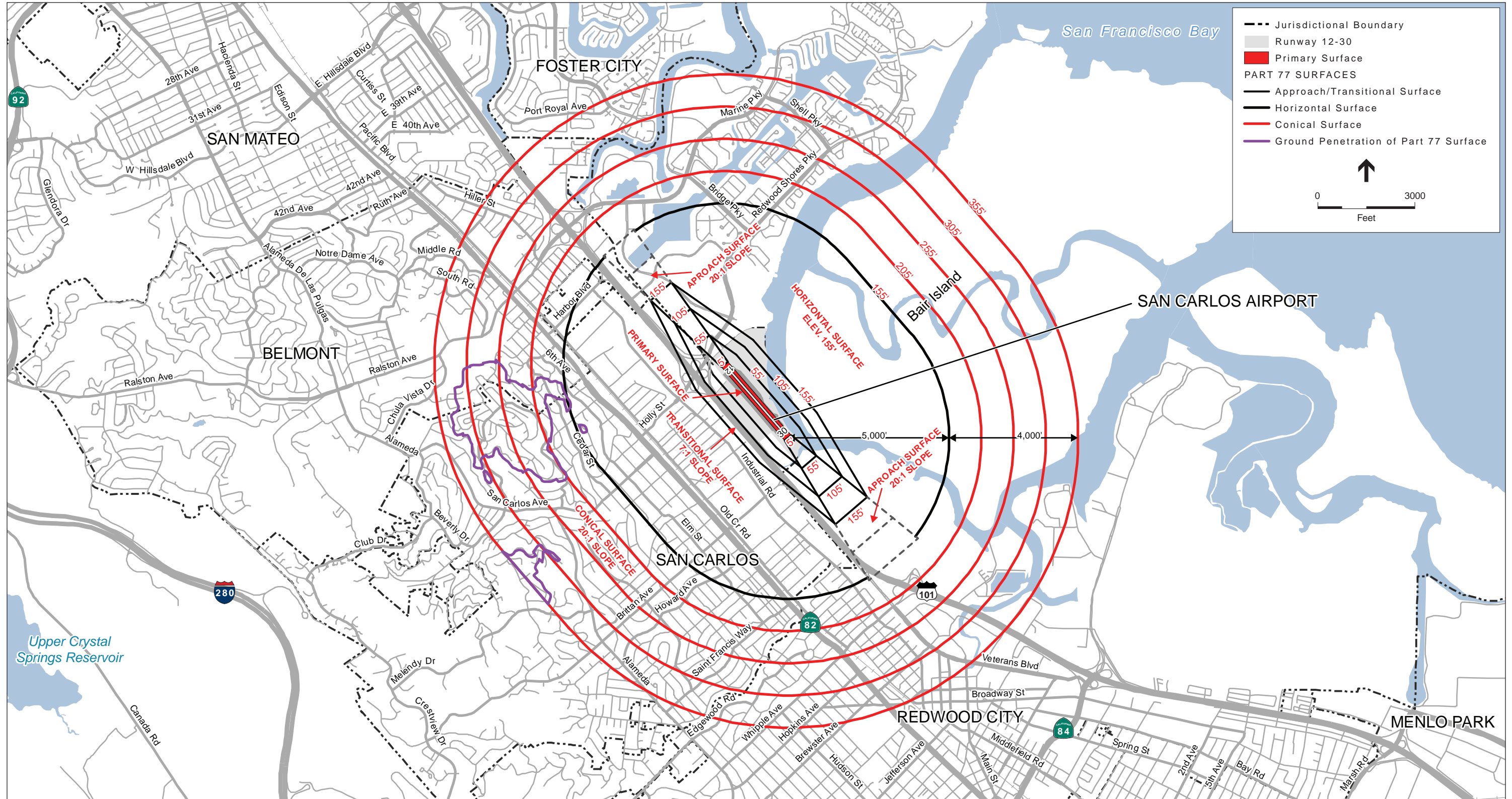
The 1201 Shoreway Hotel Project shall comply with the height limits as defined in the most recent FAA “Determination of No Hazard to Air Navigation” that corresponds with the actual building heights. The project sponsor has been notified by City of Belmont staff that they will need to complete this requirement with the FAA. This step has not yet been completed by the project applicant. Airspace Protection Policy 2 in the SQL ALUCP delineates the requirements for FAA notification of proposed construction.

Therefore, the 1201 Shoreway Hotel Project, General Plan Amendment and Rezoning would be conditionally consistent with the airspace criteria as established in the adopted SQL ALUCP.

### ATTACHMENTS

- Attachment 1 – San Carlos Airport Part 77 Airspace Protection Surfaces
- Attachment 2 – Project Elevation

# 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.

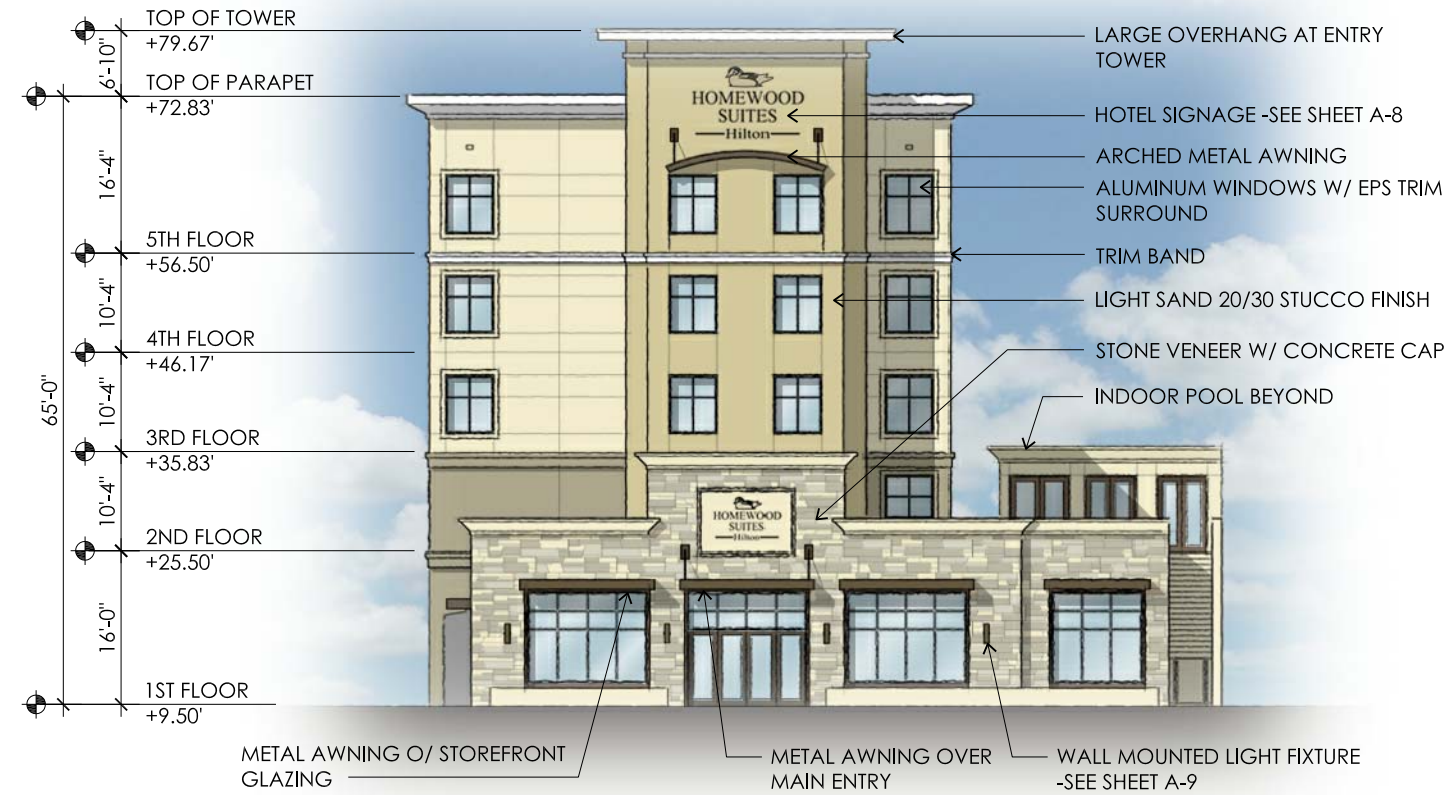
NOTE 2: Locations where the ground/terrain penetrates the FAR Part 77 airspace surfaces are approximate and were developed using ground elevation contours provided by the San Mateo County Planning and Building Department, 2014.

San Carlos Airport ALUCP . 130753

**Exhibit 4-4**

San Carlos Airport Part 77 Airspace Protection Surfaces



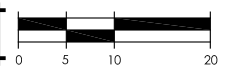


**PAINT COLOR NOTE:**  
ALL COLOR AND MATERIAL CHANGES SHALL OCCUR AT INTERIOR CORNERS. NO COLOR OR MATERIAL CHANGES AT EXTERIOR CORNERS ARE PERMITTED.

**PROPOSED WEST (SHOREWAY ROAD) ELEVATION**



**PROPOSED NORTH ELEVATION**



	<b>HOMWOOD SUITES</b> BPR Properties 1201 Shoreway Road Belmont, California	Date: March 14, 2016 Scale: 1" = 20' @ 11x17 1" = 10' @ 24x36 Sheet:
		A-5

## **C/CAG AGENDA REPORT**

**DATE:** July 28, 2016

**TO:** Airport Land Use Committee

**FROM:** Tom Madalena

**SUBJECT:** Review and recommend approval of a consistent determination for the Town of Colma, Veterans Housing Project with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport

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### **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 Town of Colma, Veterans Housing Project is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

### **BACKGROUND**

The Town of Colma has referred the Veterans Housing 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 SFO ALUCP. The project is subject to ALUC and C/CAG Board of Directors review, pursuant to PUC Section 21676.5 (a).

The proposed affordable housing community would be located at 1670-1692 Mission Road in the Town of Colma. The project site is triangular shaped with frontage along Mission Road and is approximately 2.23 acres in size (Assessor's Parcel Number 011-370-220). The project is located within an area of the Town that contains a mix of land uses including cemetery, industrial and residential uses. In general, the project parcel is surrounded to the north and east by cemetery and BART uses and to the west and south by auto repair and commercial uses.

The project would demolish all on site features except for the main pump house building which will be restored and used either for workshop and classroom or general storage space for the development. A portion of the building will be utilized for bicycle storage. The project would construct 65-1 bedroom units and one two bedroom manager's unit in a single residential building varying between two to three stories in height (maximum 36 feet, 4 inches tall) and would include an indoor fitness center and laundry facility. There will also be a stairway tower constructed with the building that will be at a maximum height of 39 feet, 8 inches above ground level. The massing of the development steps down to one-story moving south across the site including offices for on-site staff, a community meeting space and the rehabilitated/restored pump house building. Landscaping included in the project plans generally surround the project site to screen off-site views of the development. Project plans also show several outdoor courtyards and green space areas. A total of 69 parking spaces are provided by the project in two lots, one on the north side of the project site (34 spaces) and one on the south east side along and in the BART right of way (35 spaces).

## **DISCUSSION**

### **I. ALUCP Consistency Evaluation**

There are three airport/land use compatibility issues addressed in SFO ALUCP that relate to the proposed Veterans Housing 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 SFO ALUCP uses the CNEL (Community Noise Equivalent Level) 65 dB noise contours for determining land use compatibility. The Veterans Housing Project is located outside of the CNEL 65 dB noise contour.

Based upon this analysis, the Veterans Housing Project is consistent with the SFO 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 SFO ALUCP includes 5 safety zones and related land use compatibility policies and criteria. The Veterans Housing Project is located outside of the Safety Zones established for the SFO ALUCP.

Therefore, the Veterans Housing Project is consistent with the SFO ALUCP safety policies.

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

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

The Town of Colma is located inside of the Terminal Instrument Procedures (TERPS) Approach and One Engine Inoperative (OEI) Departure imaginary surface contour. The parcel for the Veterans Housing Project is also located within TERPS Approach and OEI Departure imaginary surface contour. The heights for the OEI departure surfaces established for the site location are between 250-260 feet above ground level. The highest point of the residential building will be the stairway tower which will be constructed at 39 feet, 8 inches above ground level. The residential building will be over 210 feet below the established critical airspace surfaces at the site location.

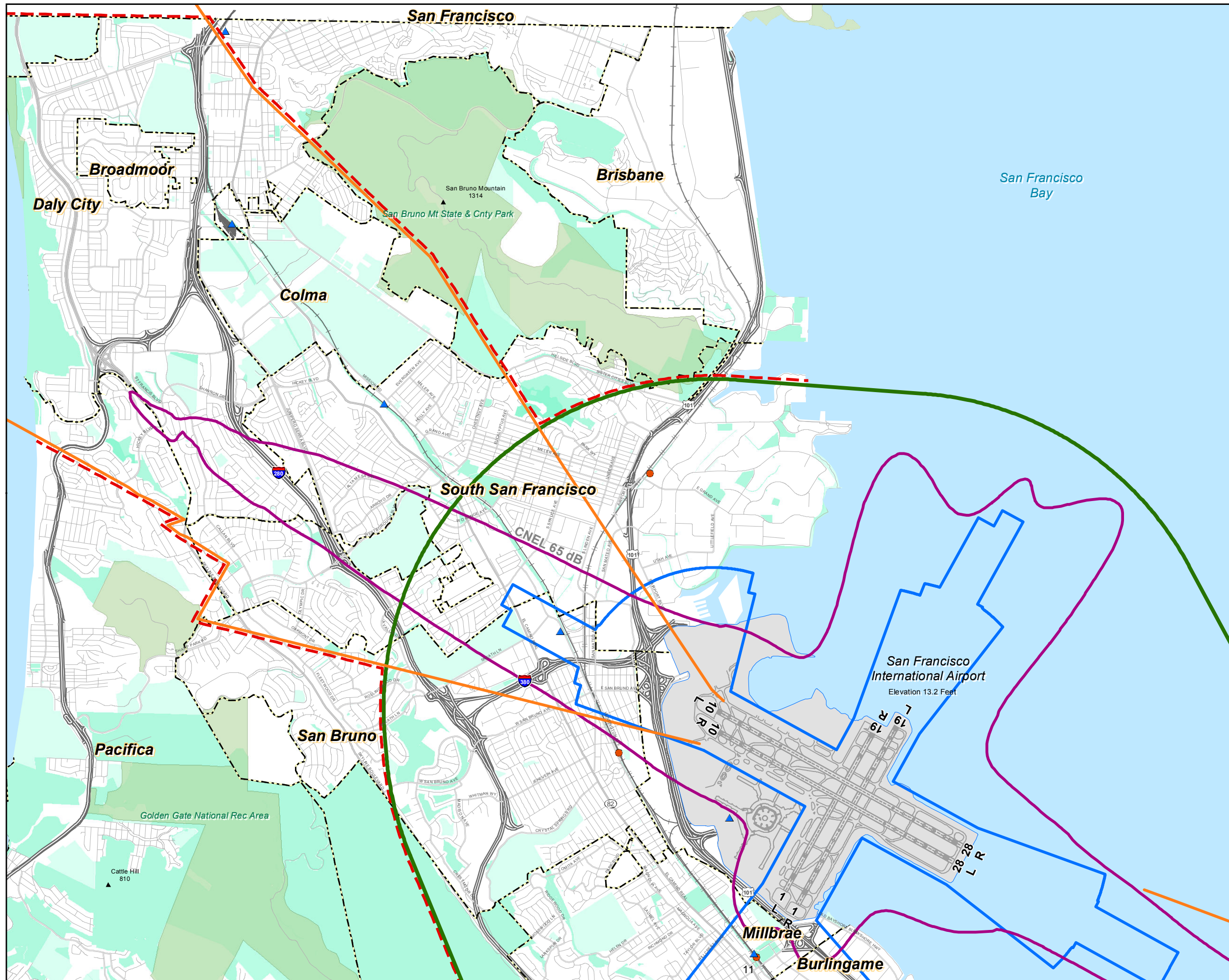
### **Critical Airspace Surface Comparison**

<b>Highest point of structure above ground level</b>	<b>Height of structure compared to the OEI critical airspace surface of 250 feet above ground level</b>
39 feet, 8 inches above ground level	Highest point of structure will be approximately 210 feet below the OEI critical airspace surface

Therefore, the Veterans Housing Project would be consistent with the airspace criteria as established in the adopted SFO ALUCP.

### **ATTACHMENTS**

- Attachment 1 – SFO Airport Part 77 Airspace Protection Surfaces



**LEGEND**

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

Sources:

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

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

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

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

