



**APPLICATION FOR LAND USE CONSISTENCY DETERMINATION**  
**San Mateo County Airport Land Use Commission**  
**C/CAG ALUC**

**APPLICANT INFORMATION**

Agency: City of Redwood City

Project Name: 557 East Bayshore Road

Address: 557 East Bayshore Road

APN: 052-520-330 and 052-520-160

City: Redwood City

State: California

ZIP Code: 94063

Staff Contact: Ryan Kuchenig, Planner

Phone: (650) 780-7239

Email: rkuchenig@redwoodcity.org

**PROJECT DESCRIPTION**

The project proposes to demolish existing vacant theatre buildings and construct two 5-story, wood-framed multifamily residential buildings and a 2-story, 97,101 square foot (SF) athletic club and spa with outdoor swimming pools (including two 26-ft. waterslides) and kids outdoor play areas on 14.36 acres. The project will provide 480 units of needed rental housing including 85 affordable units (21 Very Low, 21 Low and 43 Moderate) consisting of studio, 1 bedroom and 2 bedroom units ranging between 510 SF to 1,348 SF. The project will feature 339 parking spaces at grade and an additional 783 parking spaces added by constructing two new 5-story wrapped parking structures within the two residential buildings.

**REQUIRED PROJECT INFORMATION**

For General Plan, Specific Plan or Zoning Amendments and Development Projects:

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
  - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.
    - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.
  - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
    - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.
  - c) Airspace Protection:
    - Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

2. Real Estate Disclosure requirements related to airport proximity
3. Any related environmental documentation (electronic copy preferred)
4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site
3. Building heights relative to mean sea level (MSL)

ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

Please contact C/CAG staff at 650 599-1467 with any questions.

<i>For C/CAG Staff Use Only</i>
<b><i>Date Application Received</i></b>
<b><i>Date Application Deemed Complete</i></b>
<b><i>Tentative Hearing Dates:</i></b>
- <b><i>Airport Land Use Committee</i></b>
- <b><i>C/CAG ALUC</i></b>

**C/CAG Application for Land Use Consistency Determination  
Supplemental Information**

**AGENCY NAME:** City of Redwood City  
**PROJECT NAME:** 557 East Bayshore Road  
**APN:** 052-520-330 and 052-520-160 (14.36 acres)  
**GENERAL PLAN:** Front: Commercial Regional  
Rear: Mixed Use – Water Front  
**ZONING:** General Commercial

**PROPERTY AND PROJECT DESCRIPTION**

**Property.** The Project Site is located at 557 East Bayshore Road in the northeastern waterfront of the City of Redwood City, in San Mateo County, across from US Highway 101. The Project Site is bound by East Bayshore Road to the south, a Pacific Gas and Electric Company (PG&E) parcel containing a drainage ditch, the Bay Trail, and Smith Slough to the north, car dealerships and a mini-storage facility to the east, and car dealerships and a steel supply yard and warehouse (Allen Steel & Supply Co. at 505 East Bayshore Road) to the west.

**Existing Conditions.** The 14.36-acre Project Site was used as a drive-in theater site in the 1950s. It was redeveloped in 1991 and used as a movie theater complex known as Century Park 12 theater, which operated until 2003. Currently, the theater buildings are vacant and the site is being used for the temporary storage of new vehicles for several nearby car dealerships. The site includes an approximate 70,000 square foot (SF) theater building and 1,140 parking spaces. Located just east of US Highway 101, the site is accessed via East Bayshore Road, with a drainage ditch owned and controlled by PG&E bounding the rear of the site to the north.

**Proposed Project.** A mixed-use development is proposed, which includes residential apartments of which 20% will be affordable housing, a first-class athletic club and spa, a paseo view corridor, a bayshore open space, including a multi-use pathway connecting to neighboring properties, and other public amenities. The Project proposes providing a new 0.16-acre right-of-way adjacent to East Bayshore Road to Redwood City so that the post-Project site is 14.20 acres net.

The proposal includes the construction of two new 5-story residential buildings, providing 480 new residential units consisting of studio, one bedroom and two-bedroom units ranging in size between 510 SF and 1,348 SF, and the Project includes 85 affordable housing units. The residential buildings have been designed to integrate with the shoreline, including staggered front facades and the placement of active amenities such as clubhouse, pools, BBQs, and spa facing and opening out onto the shoreline. In addition to providing much-needed housing, the proposed Project will include a 2-story 97,101 SF VillaSport Athletic Club and Spa with outdoor swimming pools (including two 26-ft. waterslides) and kids outdoor play areas, a new paseo scenic view corridor to the shoreline, and a new 18-foot wide bike/pedestrian/multi-use path, overlook decks, seating areas, and 211 trees. The Project will feature only 339 parking spaces at grade, with an additional 783 parking spaces added by constructing two new 5--story wrapped parking structures within the two residential buildings.

**General Plan and Zoning.** The proposed Project conforms to the current land use designation under the 2010 City of Redwood City General Plan for the site, which is Commercial Regional for the front of the site where the athletic club and spa is proposed and Mixed Use – Water Front (MU-WF) for the rear of

the site, which includes all of the residential buildings and part of the athletic club and spa. The current zoning of the site is General Commercial (CG), which allows the proposed athletic club and spa use but does not permit residential; however, rezoning to develop the proposed housing was not necessary pursuant to California's Housing Accountability Act as amended by SB 330.

Please see the enclosed *557 E. Bayshore Road– Airport Land Use Consistency Analysis* for an analysis of the Project relative to ALUC requirements.



## **505 East Bayshore Project - Airport Land Use Consistency Analysis**

Below is our summary of the Project's consistency with the San Carlos Airport ALUCP. First, we note that the Draft EIR describes the Project's consistency as follows ([Draft EIR](#), Page 117):

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**Impact HAZ-5:** The project is located within an airport land use plan and would not result in a safety hazard or excessive noise for people residing or working in the project area. **(Less than Significant Impact)**

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The project site is located within San Carlos Airport Influence Area B and is subject to formal ALUC/C/CAG review to ensure development is consistent with aviation safety requirements. These requirements include conformance with regulations concerning land uses, noise exposure, and airspace protection.

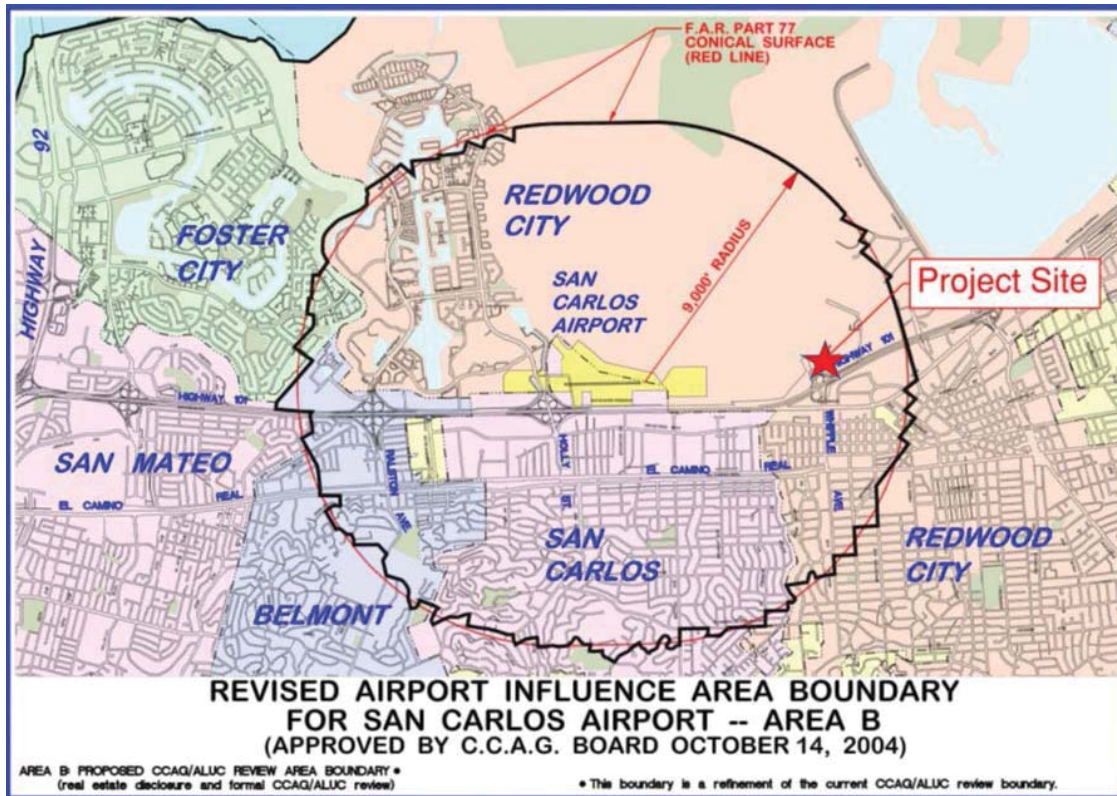
The site is located within the San Carlos Airport's Safety Zone 6, which represents the Airport's Traffic Pattern Zone, an elliptical area that includes the majority of regular air traffic patterns and pattern entry routes.<sup>60</sup> Per the San Carlos Airport ALUCP, new residential and commercial development is compatible within this area. Commercial daycare operations are conditionally compatible based on their location, size, bulk, density, and intensity of use, which will be addressed by the ALUC/C/CAG review process.

Residential land uses are considered conditionally compatible in areas exposed to noise levels between CNEL 60-64. Areas that would be exposed to less than 60 dB CNEL are considered outside the San Carlos Airport noise impact area. As the proposed development is outside the 60 dB CNEL noise contour, people residing or working in the project area would not be exposed to excessive noise. Lastly, the proposed residential and commercial structures would be 62 feet tall at their highest point, well under the maximum allowable building height permitted by the ALUCP. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. **(Less than Significant Impact)**

## 557 East Bayshore Project - Airport Land Use Analysis

### 1. Airport Influence Area B - Real Estate Disclosures

The property is located in the San Carlos Airport's Airport Influence Area (Area B). (Final Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport ("[ALUCP](#)"), Exhibit 4-7). See red star for the Project Site.



The Project will be required to notify residents of this location in the following form (ALUCP, Page 4-38):

#### ***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.

## 2. Safety

The Project Site is located in Safety Zone 6 (ALUCP, Exhibit 4-3). See red star for the Project Site:



New residential and most commercial development is compatible within this area. And, in Zone 6, there are no limits as to residential and commercial intensities.

Per ALUCP, Page 4-16:

- e. In Safety Zone 6, new residential development is compatible and is not restricted for safety reasons. Other compatibility policies (e.g., noise and airspace protection) may apply.

Per ALUCP, Page 4-19:

- e. Though no limit is placed on the intensity of new, nonresidential uses within Safety Zone 6, exceptions to these criteria should be considered on a case-by-case basis by the C/CAG Board when reviewing development proposals or during mandatory reviews that entail large indoor or outdoor assembly facilities.

Per ALUCP, Page 4-20:

- h. Generally no limit is placed on the intensity of new nonresidential uses within Safety Zone 6. Exceptions to these criteria should be considered on a case-by-case basis by the C/CAG Board when it performs consistency reviews for development proposals that involve schools, day care centers, hospitals, indoor assembly facilities, outdoor assembly facilities, and correctional facilities (See General Policies 8 and 10 for information regarding local agency actions requiring review by the Airport Land Use Commission). Large indoor or outdoor assembly facilities (greater than 1,000 people) should be avoided in Safety Zone 6.

While we note that the ALUCP separates "assembly" use from other commercial uses, "assembly" use is limited to uses such as churches, theaters, amphitheaters, and other large-group meeting places. The



proposed VillaSport Athletic Club and Spa (VillaSport) is a more typical commercial use as members are not gathered in a large single room with occupancies of 1,000 people or more. On the contrary, the members will be actively using the spaces and spread throughout the club, including the outdoor spaces.

While the Project's EIR mentions that commercial daycare operations are considered conditionally compatible in Zone 6 (ALUCP, Pages 4-20, 4-25), the Project does not contains a "commercial daycare operation."

The purpose of this requirement of the ALUCP is that uses that "pose the greatest concern are those in which the occupants have reduced effective mobility or are unable to respond to emergency situations." (ALUCP, Page 4-19). A use where "the majority of occupants are children" is one such concern. (ALUCP, Page 4-19):

Land uses which pose the greatest concern are those in which the occupants have reduced effective mobility or are unable to respond in emergency situations. Children's schools, day care centers, hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped shall be prohibited within Zones 1 through 5. High capacity and medium capacity indoor assembly rooms shall be prohibited in Zones 1 through 5.

While VillaSport offers temporary childcare, its health club use is not a use where the majority of occupants are children. VillaSport does plan to operate *temporary* child care for parents, but the parents will remain present onsite at all times using the facilities. Accordingly, the temporary childcare is not a "day care" center as defined by the ALUCP.<sup>1</sup> It is also not a use that causes the "greatest concern" under the ALUCP, because parents will be available to assist in any emergency situation.

All proposed uses are compatible within Zone 6.

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<sup>1</sup> The ALUCP uses State law definitions of "day care." The California Day Care Act defines a day care center as a "child day care facility other than a family day care home, and includes infant centers, preschools, extended day care facilities, and schoolage child care centers, and includes child care centers licensed pursuant to Section 1596.951." ([Health and Safety Code \(HSC\) § 1596.76.](#)) The VillaSport is not a "day care center" and therefore does not fit within this definition. Even if it did, the California Child Day Care Act specifically exempts "[a]ny child daycare program that offers temporary childcare services to parents" and provides services "to parents and guardians who are on the same premises as the site of the child daycare program" that "is not operated on the site of a ski facility, shopping mall, department store, or any other similar site identified by the department by regulation." ([HSC § 1596.792\(k\).](#))

### 3. Noise

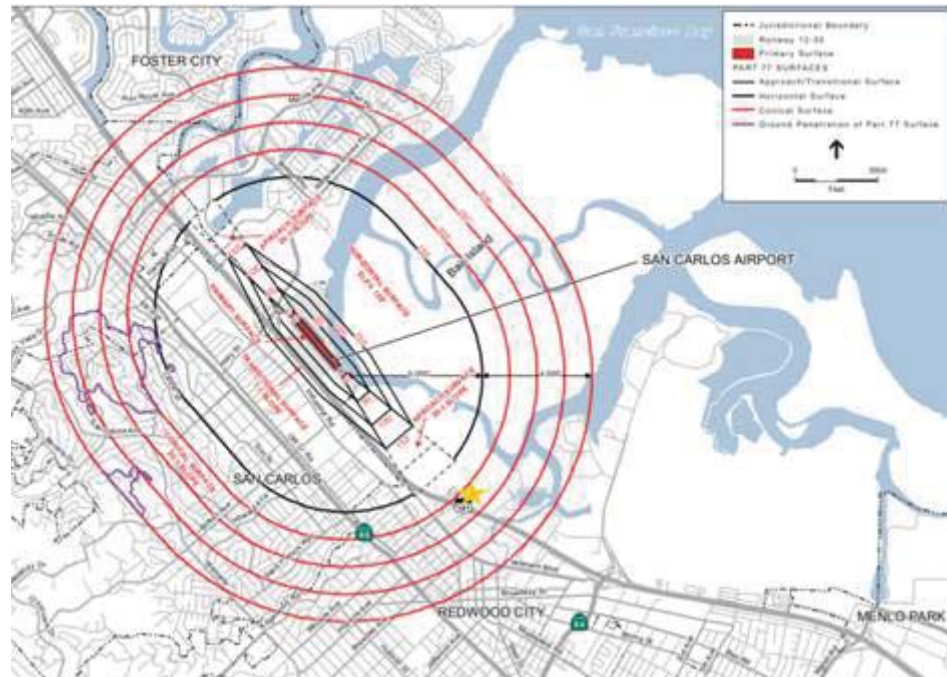
The property is outside of the noise contours and is therefore not subject to any noise compatibility requirements. (ALUCP, Exhibit 4-2). See red circle for Project Site.



#### 4. Height/Airspace Protection Surfaces

The FAA establishes review policies and height limits in certain areas in order to avoid obstructions to air navigation. A maximum building height of 150 vertical feet is permitted at the Project Site per Part 77 Airspace Protection Surfaces. (ALUCP, Exhibit 4-4). See yellow star for Project Site:

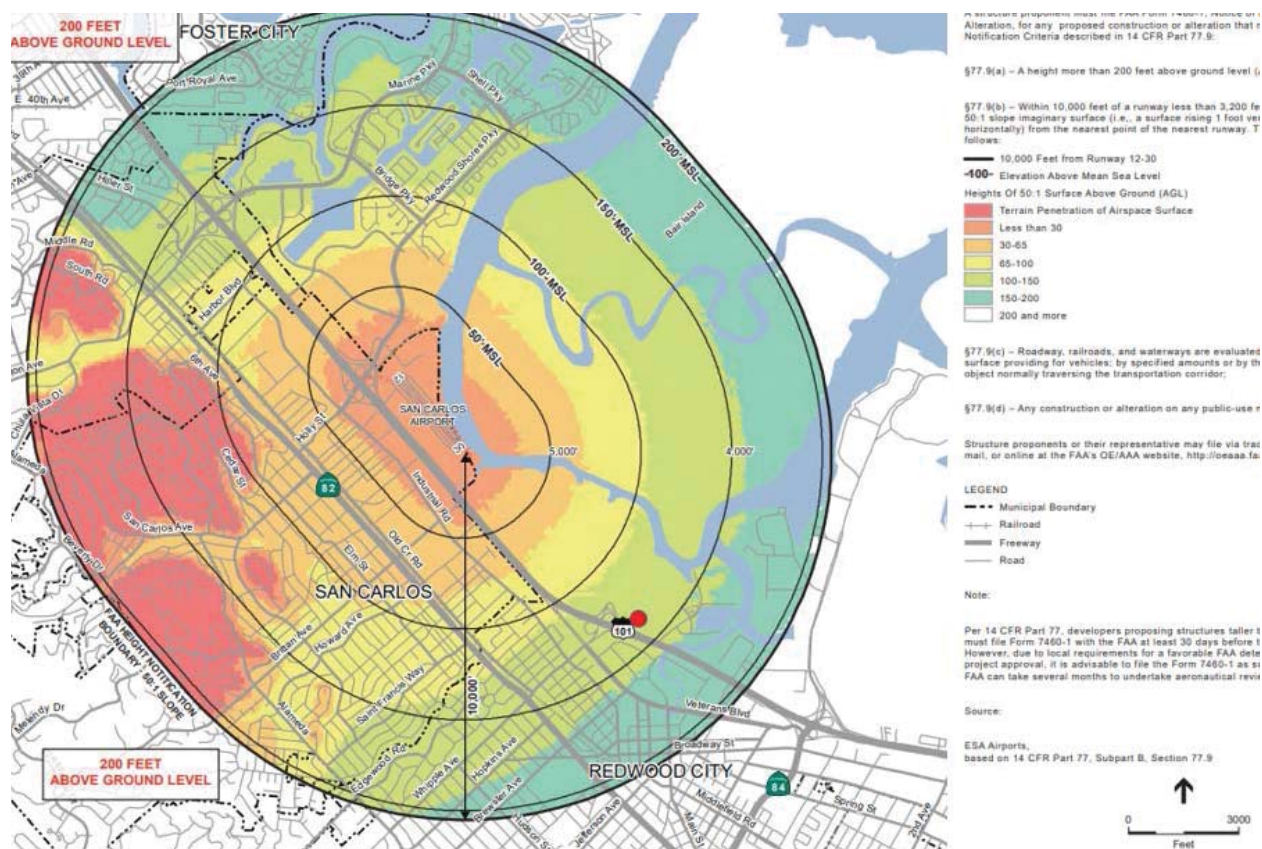
##### **ALUCP EXHIBIT 4-4**



Further, any buildings exceeding 200 feet above ground level (AGL) would be required to inform the FAA 30 days prior to the start of construction, and, based on Exhibit 4-4a below, where the project is sited, if the project at least 100 feet to 150 feet AGL. (ALUCP, Exhibit 4-4a).

The heights of the proposed buildings would be up to 62'1" (AGL) for the highest parapet of the residential building and up to 36'9" (AGL) for the highest parapet of the VillaSport building. Even using mean sea level (MSL) only increases these by 13' (75'1" MSL and 49'9" MSL, respectively) so they are both below the minimum 100 foot (AGL) standard that might apply. Therefore, the proposed project would not be subject to further height-related review or notification requirements.

## ALUCP EXHIBIT 4-4a



## 5. Avigation Easement

The location of the Project Site and the Project's proposed uses do not appear to meet the criteria in the ALUCP (as amended in October, 2022) that would trigger a requirement to grant an avigation easement. When considering whether to require an avigation easement, the ALUC considers the following:

- (i) The proposed land use policy action involves real property located beneath the airspace protection surfaces.

Analysis: The Proposed Project is under the Part 77 conical surface.

- (ii) The proposed land use policy action would allow the construction of structures or other objects in the vicinity of San Carlos Airport that could exceed the height standards as defined in 14 CFR Part 77, Subpart C, and based on the elevation above mean sea level (AMSL) of the applicable runway end.

Analysis: The highest heights of the Project are 62'1" (AGL) (or 75'1" MSL), which is well below the FAA height limits of 350 feet for development within this area.

- (iii) Whether the proposed land use policy action would allow land uses that may cause visual, electronic, navigational, or wildlife hazards to aircraft in flight or taking off or landing at San Carlos Airport.

*Analysis: Proposed Project does not involve any land use policy actions that would cause any unusual visual, electronic, navigational, or wildlife hazards.*

## 6. Hazardous Uses

The Project does not consist of any of the hazardous uses that the ALUCP regulates with regard to permitted type and location. (ALUCP, Page 4-22, 4-23).

### **Additional information For Development Projects:**

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site

Latitude: 37.497588 Longitude: -122.229472

3. Building heights relative to mean sea level (MSL):

[To top of high parapet]

Residential Building A:	75'1" MSL
Residential Building B:	75'1" MSL
VillaSport Building:	49'9" MSL



# 557 EAST BAYSHORE ROAD PLANNING APPLICATION

REDWOOD CITY, CALIFORNIA  
NOVEMBER 10, 2022



**BDE**  
ARCHITECTURE

**SyRES**  
PROPERTIES

**VillaSport**  
ATHLETIC CLUB AND SPA

**els**  
architecture+  
urban design

**TGP** The  
Guzzardo  
Partnership, Inc.  
Landscape Architecture | Land Planners  
181 Greenwich Street  
San Francisco, CA 94111  
415.455.4675 [www.tgp-usa.com](http://www.tgp-usa.com)

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ENGINEERS  
SURVEYORS  
PLANNERS

# PROJECT DESCRIPTION



THE PROJECT IS BEING PROPOSED PURSUANT TO TERMS OF THE STATE AND LOCAL DENSITY BONUS LAWS AND IS DESIGNED ACCORDINGLY. THE PROJECT IS A MIXED-USE PROJECT WITH RESIDENTIAL AND COMMERCIAL COMPONENTS. THE RESIDENTIAL COMPONENT WILL CONSIST OF 480 RENTAL UNITS, OF WHICH 422 ARE THE BASE DENSITY UNITS AND 58 ARE THE BONUS DENSITY UNITS. TO OBTAIN THE BONUS UNITS, THE APPLICANT WILL RENT FIVE PERCENT OF THE 422 BASE DENSITY UNITS AT RENTAL RATES AFFORDABLE TO VERY LOW-INCOME HOUSEHOLDS. IN ADDITION, THE APPLICANT WILL RENT FIVE PERCENT TO LOW-INCOME HOUSEHOLDS AND TEN PERCENT TO MODERATE-INCOME HOUSEHOLDS. THE TOTAL NUMBER OF AFFORDABLE UNITS FOR THE PROJECT WILL BE 85. THE SUPPORTING AND INTEGRAL COMMERCIAL COMPONENT WILL CONSIST OF A PREMIER ATHLETIC CLUB AND SPA FOR FAMILIES, PRIMARILY CONSISTING OF A TWO-LEVEL, 96,800 SQUARE FOOT BUILDING AND RELATED OUTDOOR SPACES. MORE DETAILS ABOUT THE RESIDENTIAL AND ATHLETIC CLUB COMPONENTS ARE IN THE SUBSECTIONS BELOW.

DESPITE THE REQUEST FOR GREATER DENSITY (AS PERMITTED UNDER STATE AND LOCAL LAW), THE PROJECT IS BEING DESIGNED TO PROVIDE APPROPRIATE, HIGH QUALITY DESTINATION COMMERCIAL ALONG EAST BAYSHORE ROAD THAT WILL SERVE THE NEIGHBORHOOD AND SEPARATE AND BUFFER THE RESIDENTIAL FROM HIGHWAY 101 AND EAST BAYSHORE AND FEATURE AND RESPECT THE SAN FRANCISCO BAY AND THE SHORELINE EXPERIENCE. (SEE SHEET A0.30) THE PROPOSED PROJECT WILL EXPAND AND ENHANCE THE CURRENT PUBLIC ACCESS ALONG THE SHORELINE, WITH NEW LANDSCAPING AND A BRAND NEW BAY TRAIL CONNECTION, BORDERING ALONG THE PUBLIC OPEN SPACE. THE PROJECT WILL FEATURE PUBLICLY ACCESSIBLE RESIDENTIAL OPEN SPACE, WHICH SHALL INCLUDE WOODEN LOOKOUTS, PICNIC TABLES, SEATING AREAS, PUBLIC ART INSTALLATIONS AND NEW LANDSCAPING. ALL THESE SHORELINE IMPROVEMENTS WILL BE CONNECTED TO A 60-FOOT VISUAL AND PEDESTRIAN LANDSCAPED PASEO, WHICH WILL CREATE A VISUAL AND PHYSICAL CONNECTION TO THE SHORELINE AND THE SAN FRANCISCO BAY FROM EAST BAYSHORE ROAD. FINALLY, IT IS IMPORTANT TO NOTE THAT ALTHOUGH STATE AND LOCAL LAW PERMIT THE CONSTRUCTION OF 85 BONUS DENSITY UNITS, THE APPLICANT IS ONLY ELECTING TO CONSTRUCT 58 BONUS DENSITY UNITS.

AS FOR THE PARKING, THE PROJECT WILL PROVIDE A TOTAL OF 1122 SPACES WITH A MAJORITY OF THE PARKING HIDDEN FROM VIEW BY WRAPPING THE GARAGES WITH THE APARTMENT UNITS. THE PROJECT WILL ALSO SIGNIFICANTLY REDUCE THE EXISTING SURFACE PARKING TO 338 FROM 1140 PARKING SPACES. THE PROJECT WILL ALSO INCREASE THE NUMBER OF PUBLIC PARKING SPACES DEDICATED FOR SHORELINE ACCESS TO SEVEN (FROM FOUR). FOR MORE DETAILS ON THE PARKING, SEE SHEET A0.39.

AS PART OF THE PROJECT, THE EXISTING THEATER AND PARKING LOT WILL BE DEMOLISHED. IN ADDITION, THE CURRENT SITE ELEVATION WILL BE INCREASED BY THREE FEET (3') ABOVE THE FEMA BASE FLOOD ELEVATION TO PROTECT FROM FLOODING AND SEA LEVEL RISE. THE PROJECT WILL ALSO INCLUDE THE MERGER OF THE TWO EXISTING PARCELS INTO ONE PARCEL TO CREATE A 14.36-ACRE PARCEL. FROM THIS NEW PARCEL, THE APPLICANT WILL AGREE TO DEDICATE 0.16 ACRES FOR THE EXPANSION OF EAST BAYSHORE ROAD. THE REMAINING SINGLE PARCEL WILL MEASURE 14.20 ACRES. FINALLY, THE APPLICANT WILL AGREE TO ENTER INTO A STORMWATER LICENSE WITH THE CITY AND THE PROJECT WILL BE DESIGNED TO ACCOMMODATE THIS STORMWATER.

## RESIDENTIAL DEVELOPMENT COMPONENT:

THE RESIDENTIAL DEVELOPMENT WILL INCLUDE A TOTAL OF 480 APARTMENT HOMES SITUATED IN TWO FIVE-STORY BUILDINGS CONSTRUCTED ADJACENT TO WRAP-AROUND INTERNAL FIVE-STORY PARKING STRUCTURES TOTALING 614 PARKING SPACES. RESIDENTIAL BUILDING A WILL HAVE 222 UNITS AND RESIDENTIAL BUILDING B WILL HAVE 258 UNITS. BOTH BUILDINGS WILL HAVE STUDIO, ONE BEDROOM AND TWO BEDROOM UNITS, VARYING IN SIZE FROM 510 SQUARE FEET FOR THE STUDIOS TO 1,348 SQUARE FEET FOR THE TWO BEDROOMS. THE PROJECT WILL PROVIDE 85 AFFORDABLE UNITS SPREAD OVER THE LOCALLY PRESCRIBED INCOME LEVELS (I.E., VERY LOW, LOW AND MODERATE).

ARCHITECTURALLY, THE TWO RESIDENTIAL BUILDINGS WILL FEATURE AND RESPECT THE SAN FRANCISCO BAY AND THE SHORELINE EXPERIENCE. NOT ONLY WILL A SIGNIFICANT NUMBER OF RESIDENTIAL UNITS HAVE SPECTACULAR VIEWS OF THE BAY, BUT ALSO THE RESIDENTIAL BUILDINGS WILL LOCATE THEIR COMMUNITY POOL, SPA, CLUB ROOM, BARBECUE AREA AND FITNESS FACILITIES ON THE SHORELINE SIDE OF THE PROPERTY. TO FURTHER ENHANCE AND PRESERVE THE SHORELINE EXPERIENCE, THE BUILDINGS WILL BE SETBACK FROM THE SHORELINE PROPERTY LINE ANYWHERE FROM 103 TO 123 FEET. FURTHERMORE, THE MASSING OF THE BUILDINGS ALONG THE SHORELINE IS BROKEN UP WITH COURTYARDS, A POOL AREA, PATIOS AND OTHER ARCHITECTURAL FEATURES. FINALLY, ALTHOUGH EACH BUILDING WILL FEATURE ITS OWN PALETTE OF MATERIALS AND COLORS, THEY WILL BE COMPLEMENTARY WITH THE OVERALL PROJECT DESIGN.

THE PROJECT WILL PROVIDE ITS RESIDENTS WITH A WIDE VARIETY OF HIGH-QUALITY AMENITIES, INCLUDING OUTDOOR POOL, SPA WHIRLPOOL, FITNESS CENTER, BARBECUE AREAS, CLUB HOUSE, BUSINESS LOUNGE, BIKE STORAGE, AND RECREATIONAL LOUNGE.

## ATHLETIC CLUB AND SPA COMPONENT (COMMERCIAL):

VILLASPORT CLUB AND SPA ("VILLASPORT") WILL OPERATE THE ATHLETIC CLUB AND SPA TO BE LOCATED ON THE COMMERCIAL PORTION OF THE PROPERTY. THE CLUB WILL CONSIST OF A TWO-LEVEL BUILDING, AN OUTDOOR POOL AREA, OUTDOOR CAFE AREA AND OUTDOOR CHILDREN PLAY AREA. THE CLUB WILL PROVIDE 476 PARKING SPACES, OF WHICH 307 WILL BE SURFACE PARKING AND 169 WILL BE STRUCTURED PARKING IN THE RESIDENTIAL BUILDING A GARAGE. (SEE SHEET A0.39)

VILLASPORT OFFERS A UNIQUE COMBINATION OF FITNESS AND SOCIAL PROGRAMMING IN A RESORT-STYLE ENVIRONMENT FOR THE ENTIRE FAMILY. WHETHER RELAXING BY THE POOL, JOINING THE BOOK CLUB, CREATING AN ART PROJECT OR ATTENDING A SPIN CLASS, EVERYONE HAS SOMETHING TO ENJOY AT VILLASPORT. VILLASPORT WILL OFFER A WIDE ARRAY OF AMENITIES OFFERINGS, INCLUDING THE FOLLOWING:

- SIX DISTINCT EXERCISE STUDIOS, FEATURING OVER 100 FREE CLASSES PER WEEK
- OVER 120 STATE-OF-THE-ART CARDIO MACHINES, FREE WEIGHTS, AND CIRCUIT EQUIPMENT
- NBA REGULATION BASKETBALL COURT DESIGNED TO ACCOMMODATE OTHER INDOOR SPORTS
- ADULT RELAXATION LOUNGES WITH WHIRLPOOLS, SAUNAS AND STEAM ROOMS
- DAY SPA OFFERING MASSAGES, FACIALS, NAIL SERVICES AND RETAIL PRODUCTS, WHICH IS OPEN TO NON-MEMBERS
- 15,000-SQUARE FOOT CHILDREN INDOOR AND OUTDOOR PLAY AREA, FEATURING ART STUDIOS, SPORTS COURT, READING AREAS AND DANCE STUDIOS
- TWO INDOOR POOLS (RECREATION POOL AND 25-YARD LAP)
- TWO OUTDOOR POOLS (FAMILY RECREATION POOL WITH TWO 26-FOOT WATERSLIDES AND ADULT 25-YARD LAP POOL)
- HIGH-END LOCKER ROOMS WITH LOUNGES AND WOOD LOCKERS
- INDOOR AND OUTDOOR CAFE, WHICH IS OPEN TO NON-MEMBERS

IN ADDITION TO THESE AMENITIES, THE CLUB WILL OFFER YEAR-ROUND PROGRAMMING FOR THE ENTIRE FAMILY, INCLUDING SUMMER BARBECUES, SCHOOL EXPO, BREAKFAST WITH SANTA, MUSIC BY THE POOL, MOVIE NIGHTS, WINE DINNERS, EASTER EGG HUNTS, DADDY-DAUGHTER DANCES, LOCAL CHARITY EVENTS AND PINEWOOD DERBY RACES.

ONE OF THE UNIQUE ASPECTS OF VILLASPORT IS ITS CHILDCARE EXPERIENCE. VILLASPORT PROVIDES MORE THAN JUST BABYSITTING; IT IS AN ENRICHMENT PROGRAM WHERE KIDS WANT TO GO AND STAY. WITH OVER 15,000 SQUARE FEET DEDICATED TO CHILDREN FROM 6 WEEKS TO 12 YEARS OLD, VILLASPORT IS ABLE TO OFFER A WIDE ARRAY OF ENRICHMENT AND SPORTS PROGRAMMING FOR CHILDREN. THIS PROGRAMMING IS YEAR ROUND, WITH EXPANDED SERVICES DURING SCHOOL BREAKS, WHICH INCLUDE ALL-DAY SUMMER CAMPS.

IT IS IMPORTANT TO NOTE THAT VILLASPORT IS NOT JUST FOR MEMBERS. VILLASPORT OFFERS A VARIETY OF SERVICES AND FACILITIES TO NON-MEMBERS, SUCH AS THE CAFE AND THE SPA. IN ADDITION, CERTAIN CHILDREN'S PROGRAMS (E.G., CAMPS, SWIM LESSONS, SWIM TEAMS, ETC.) ALLOW NON-MEMBERS TO PARTICIPATE. FINALLY, ANYONE CAN BUY A DAY PASS AND ENJOY THE ENTIRE CLUB FOR THE DAY. WITH ALL THESE AMENITIES, VILLASPORT WILL BE A WELCOME BENEFIT TO THOSE LIVING ALONG THE SHORELINE AS WELL AS THE REST OF THE REDWOOD CITY COMMUNITY AND SURROUNDING AREAS.

Issue Date

PLANNING SUBMIT 07.25.19

PLANNING SUBMIT 11.10.22

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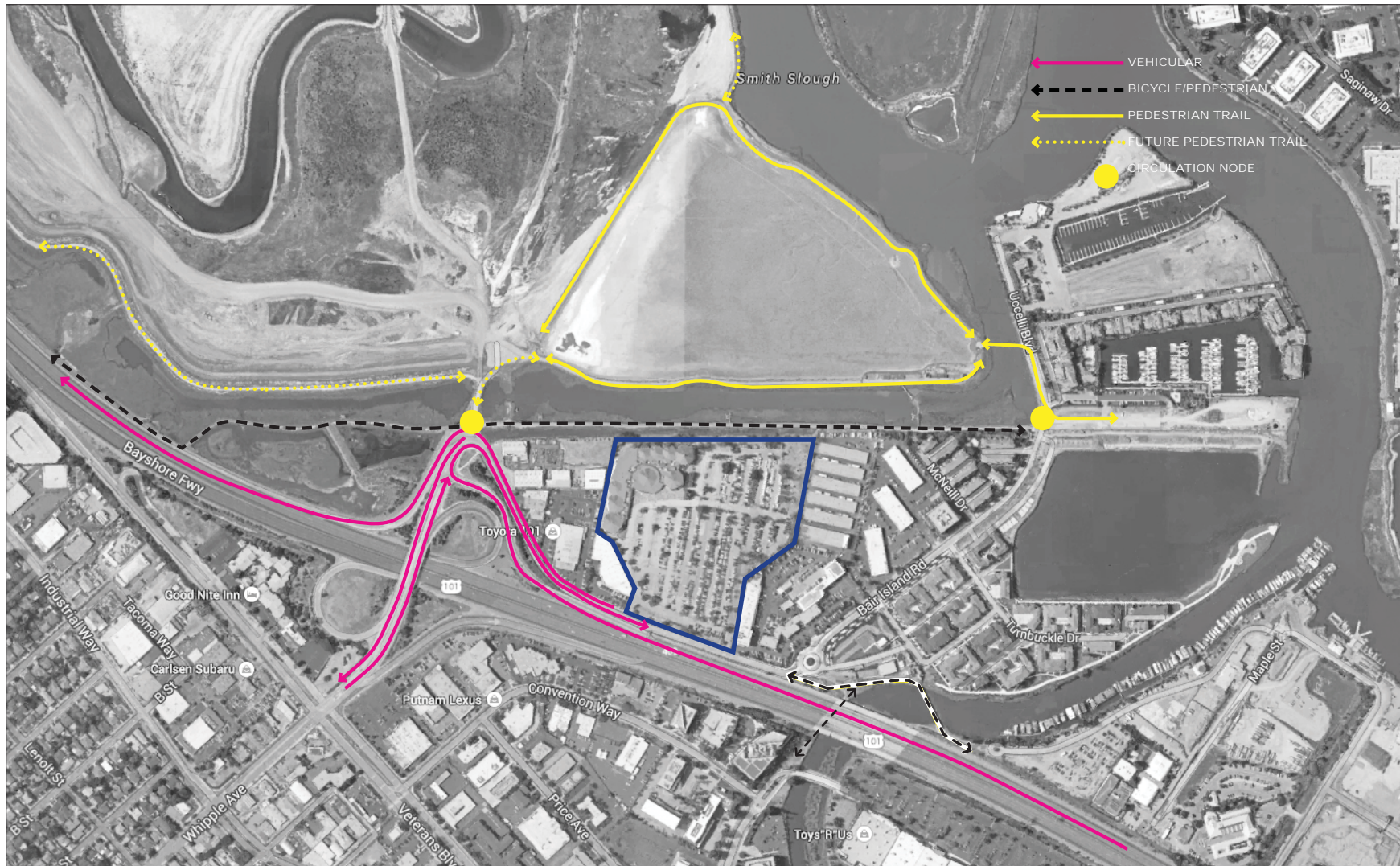
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# EXISTING AREA CIRCULATION DIAGRAM



BUILDING HEIGHT



550 HOWARD STREET  
SAN FRANCISCO  
CA 94103  
P. 415.677-0964



557 EAST BAYSHORE ROAD  
REDWOOD CITY, CA

DATE: 04/19

PLANNING SUBMIT: 07.25.19

PLANNING SUBMIT: 11.10.22

DATE: 04/19

DATE: 04/19

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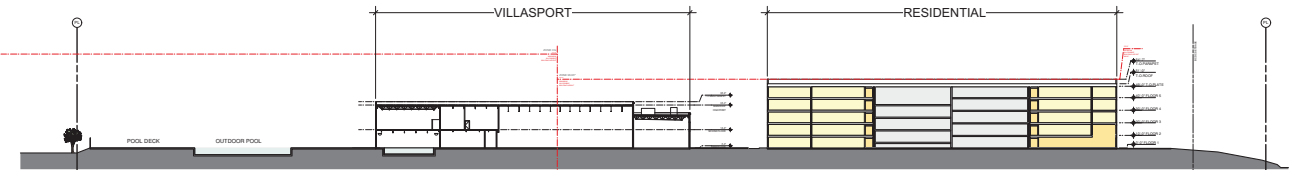
DATE: 04/19

DATE: 04/19

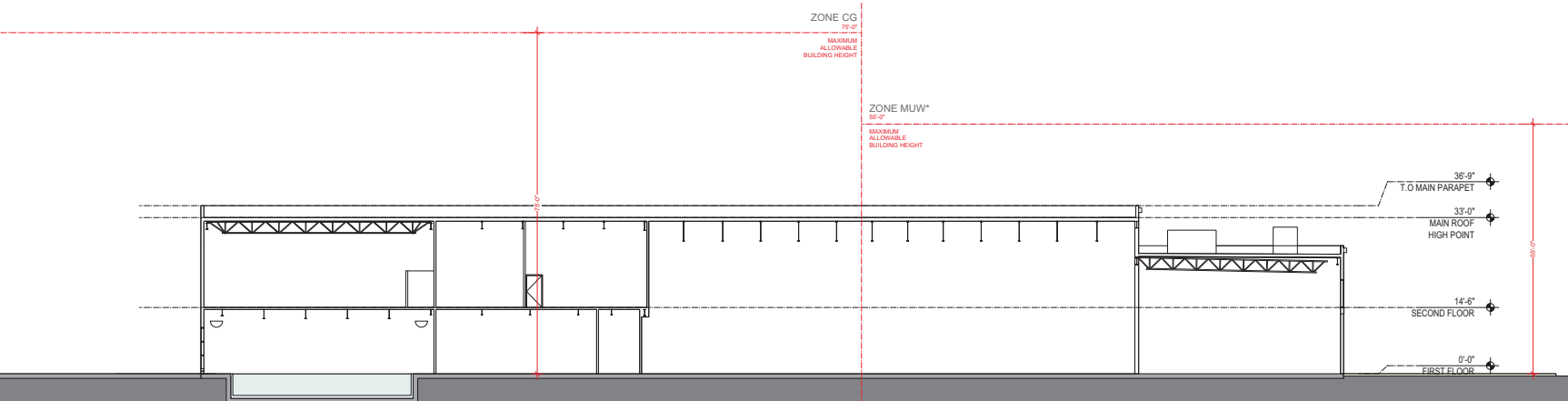
DATE: 04/19

MAXIMUM ALLOWABLE BUILDING HEIGHT	
CG	75'-0"
MUW* (W/ COMMUNITY BENEFITS)	55'-0"
RESIDENTIAL BUILDINGS	
MAX. TOP OF ROOF	51'-0"
MAX. TOP OF HIGH PARAPET	62'-1"
NOTE: ELEVATIONS FOR BUILDING A AND BUILDING B ARE IDENTICAL	

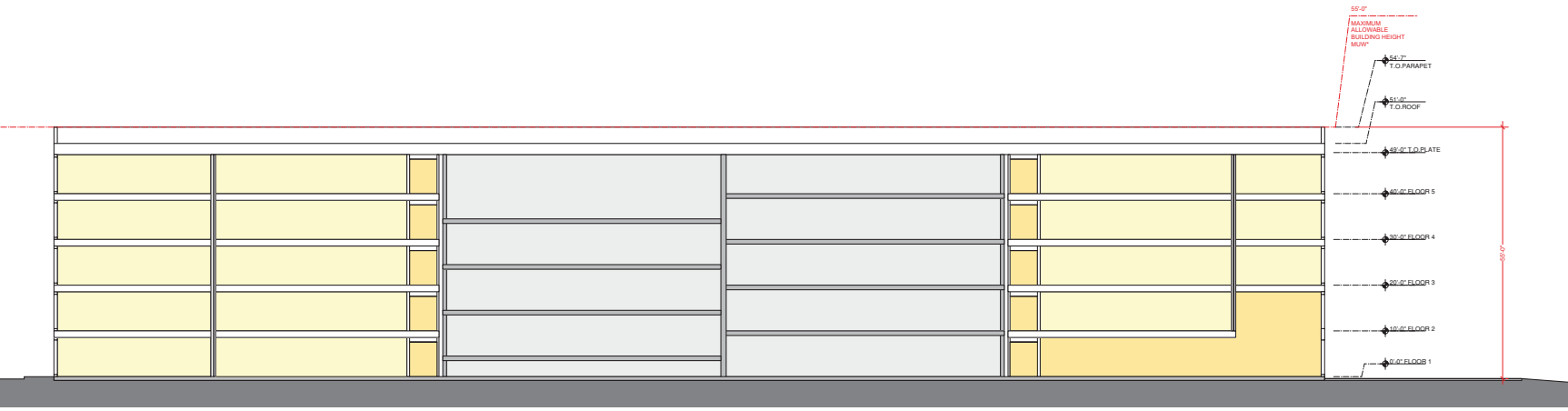
VILLASPORT BUILDING	
MAX. TOP OF ROOF	33'-0"
MAX. TOP OF HIGH PARAPET	36'-9"
MAX. TOP OF CANOPY	38'-9"



SITE SECTION 1  
1" = 40'-0"



VILLASPORT BUILDING 2  
1" = 10'-0"



RESIDENTIAL BUILDING 3  
1" = 10'-0"

\*ELEVATIONS FOR BUILDING A AND BUILDING B ARE IDENTICAL

\*PROVIDED FOR INFORMATIONAL PURPOSES ONLY

# BUILDING A - EXTERIOR ELEVATIONS



BUILDING A - EAST ELEVATION - MATERIALS 1A  
1/8" = 1'-0"



BUILDING A - EAST ELEVATION 1B  
1/8" = 1'-0"



BUILDING A - SOUTH ELEVATION - MATERIALS 2A  
1/8" = 1'-0"



BUILDING A - SOUTH ELEVATION 2B  
1/8" = 1'-0"

## SHEET NOTES

- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- 1 SAND FINISHED PLASTER - COLOR #1 - DOVE WING
  - 2 SAND FINISHED PLASTER - COLOR #2 - NATURAL LINEN
  - 3 SAND FINISHED PLASTER - COLOR #3 - OAK ROSE
  - 4 SAND FINISHED PLASTER - COLOR #4 - GRAY MOUNTAIN
  - 5 SAND FINISHED PLASTER - COLOR #5 - FRENCH BERRY
  - 6 NOT USED
  - 7 SAND FINISHED PLASTER - COLOR #7 - BLUE NOISE
  - 8 SAND FINISHED PLASTER - COLOR #8 - MONTANA AGATE
  - 9 FOAM SHAPE TRIM - PAINTED
  - 10 MEDIUM BRONZE METAL PANEL
  - 11 DARK GREY BRICK
  - 12 GREY CONCRETE CMU
  - 13 METAL AWNING - PAINTED "NOBLE GREY"
  - 14 HORIZONTAL METAL RAIL - PAINTED
  - 15 ALUMINUM STOREFRONT - DARK BRONZE
  - 16 VPI VINYL WINDOW - BRONZE
  - 17 1/2" ALUMINUM PLASTER REVEAL - PAINTED TO MATCH WALL
  - 18 GARAGE ENTRANCE
  - 19 OPENING
  - 20 ADDRESS NUMBERS - 12" MIN. ILLUMINATED WITH A CONTRASTING BACKGROUND FACING THE STREET FROM WHICH THE BUILDING TAKES THE ADDRESS. CFC 509

BDE  
ARCHITECTURE

550 HOWARD STREET  
SAN FRANCISCO  
CA 94103  
P. (415) 677-0964

SyRES  
DESIGN + BUILD

VillaSport  
ARCHITECTURE + DESIGN

els  
architecture +  
urban design

The Guzzardo  
Partnership, Inc.

ENGINEERS  
SURVEYORS  
PLANNERS

BKF  
ENGINEERS  
SURVEYORS  
PLANNERS

557 EAST BAYSHORE ROAD  
REDWOOD CITY, CA

DATE

PLANNING SUBMIT 07.25.19

PLANNING SUBMIT 11.10.22

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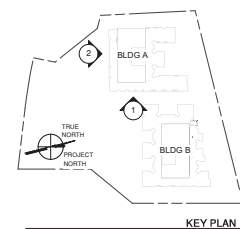
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KEY PLAN

## EXTERIOR ELEVATIONS

Scale: 1/8" = 1'-0"

Scale: 1/8" = 1'-0"

Scale: 1/8" = 1'-0"

Scale: 1/8" = 1'-0"

Scale: 1/8" = 1'-0"

Scale: 1/8" = 1'-0"

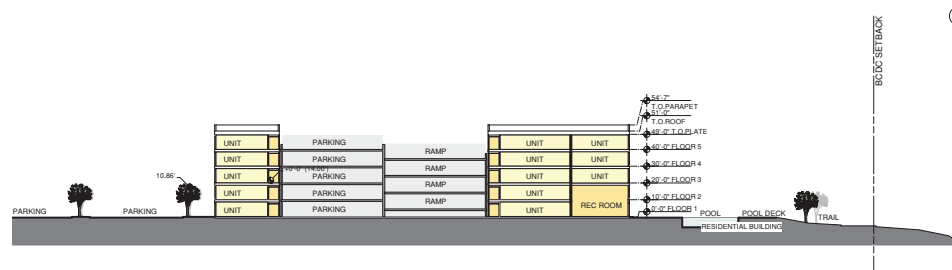
Scale: 1/8" = 1'-0"

Scale: 1/8" = 1'-0"

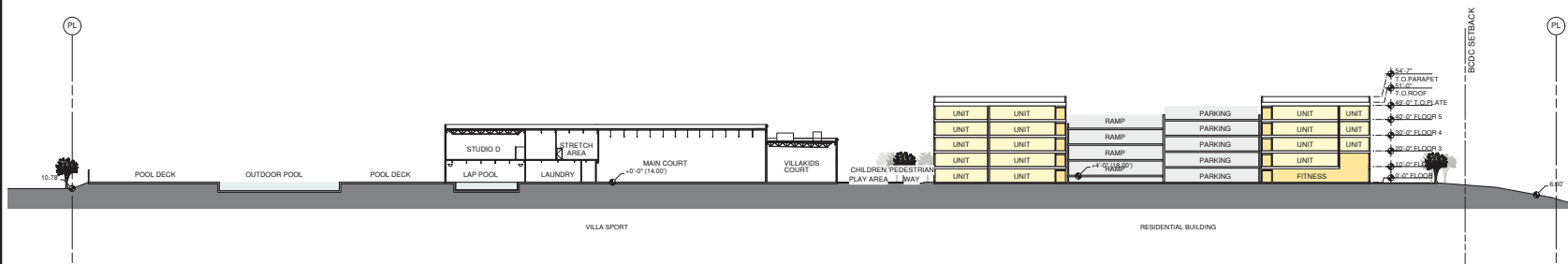
Scale: 1/8" = 1'-0"

Scale: 1/8" = 1'-0"

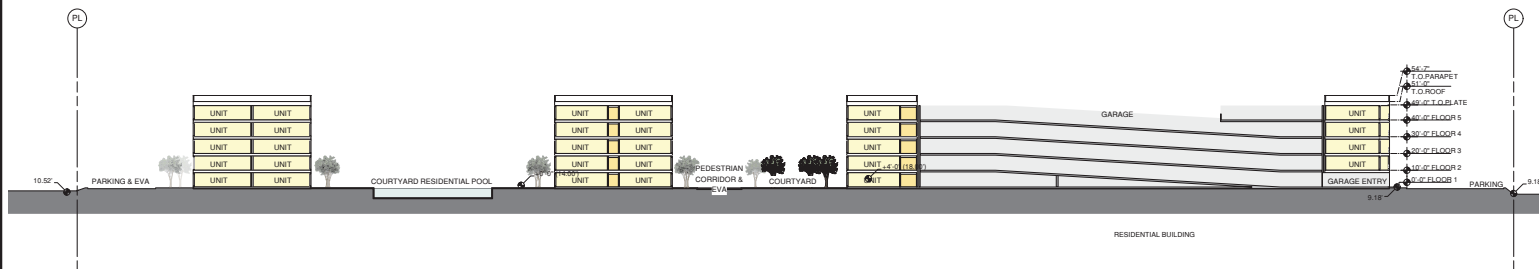




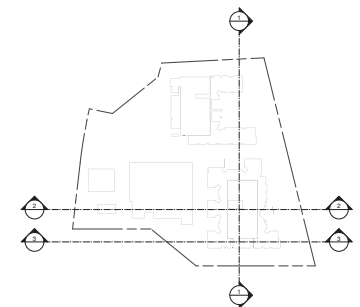
SECTION 3  
1" = 30' 0"



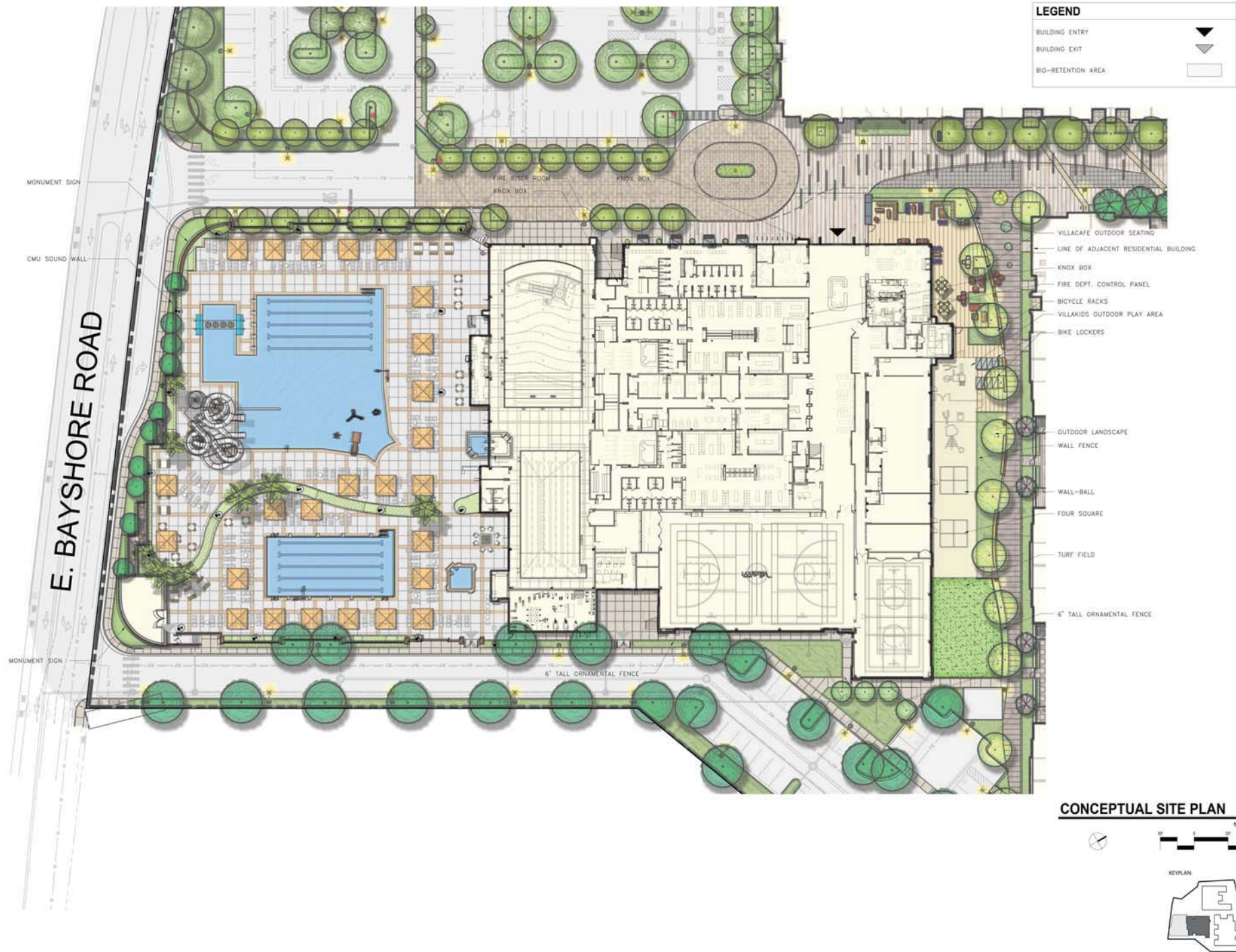
SECTION 2  
1" = 30' 0"



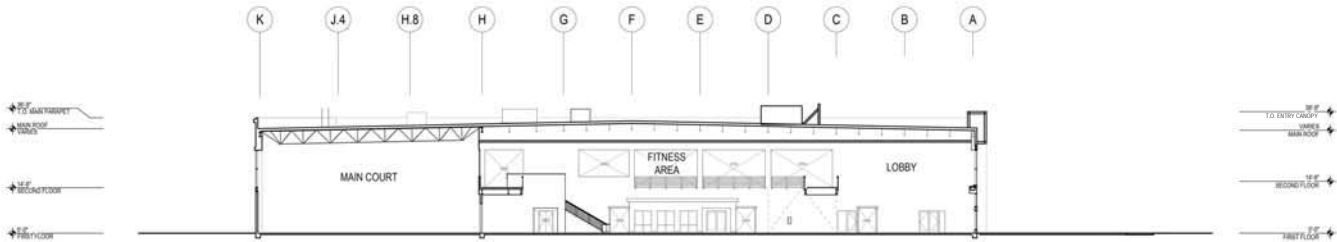
SECTION 1  
1" = 30' 0"



DATE	REVISION
07.25.19	PLANNING SUBMIT.
11.10.22	PLANNING SUBMIT.



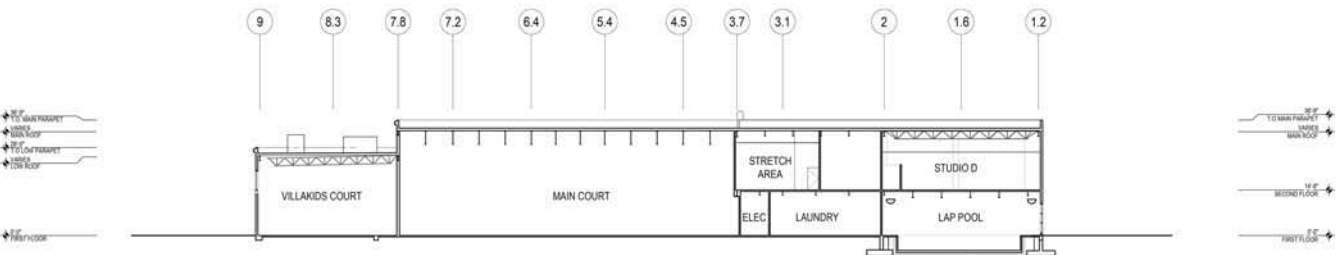
VILLASPORT - SECTIONS



CONCEPTUAL BUILDING SECTION A  
1/16" = 1'-0"

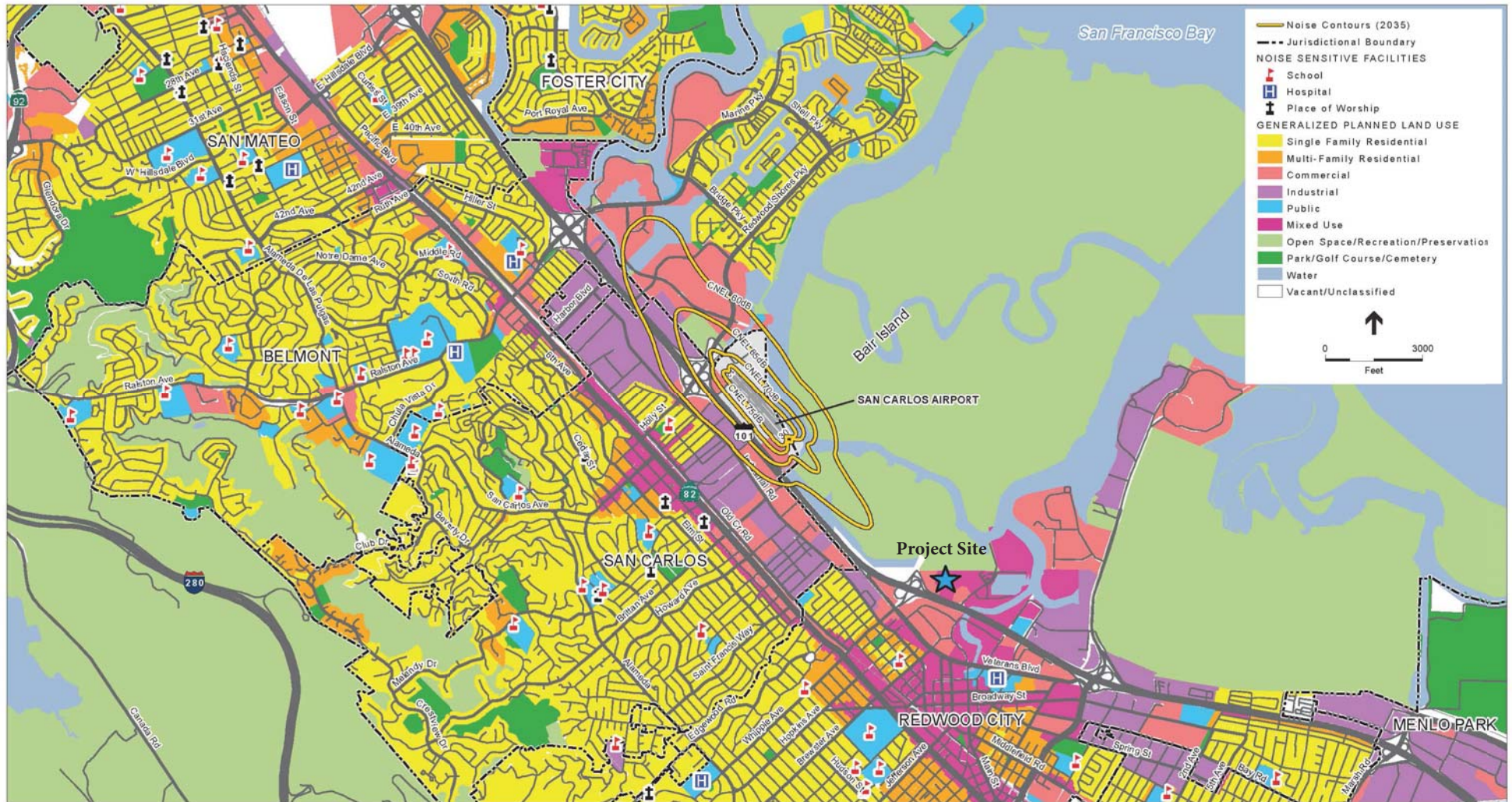


CONCEPTUAL BUILDING SECTION B  
1/16" = 1'-0"



CONCEPTUAL BUILDING SECTION C  
1/16" = 1'-0"





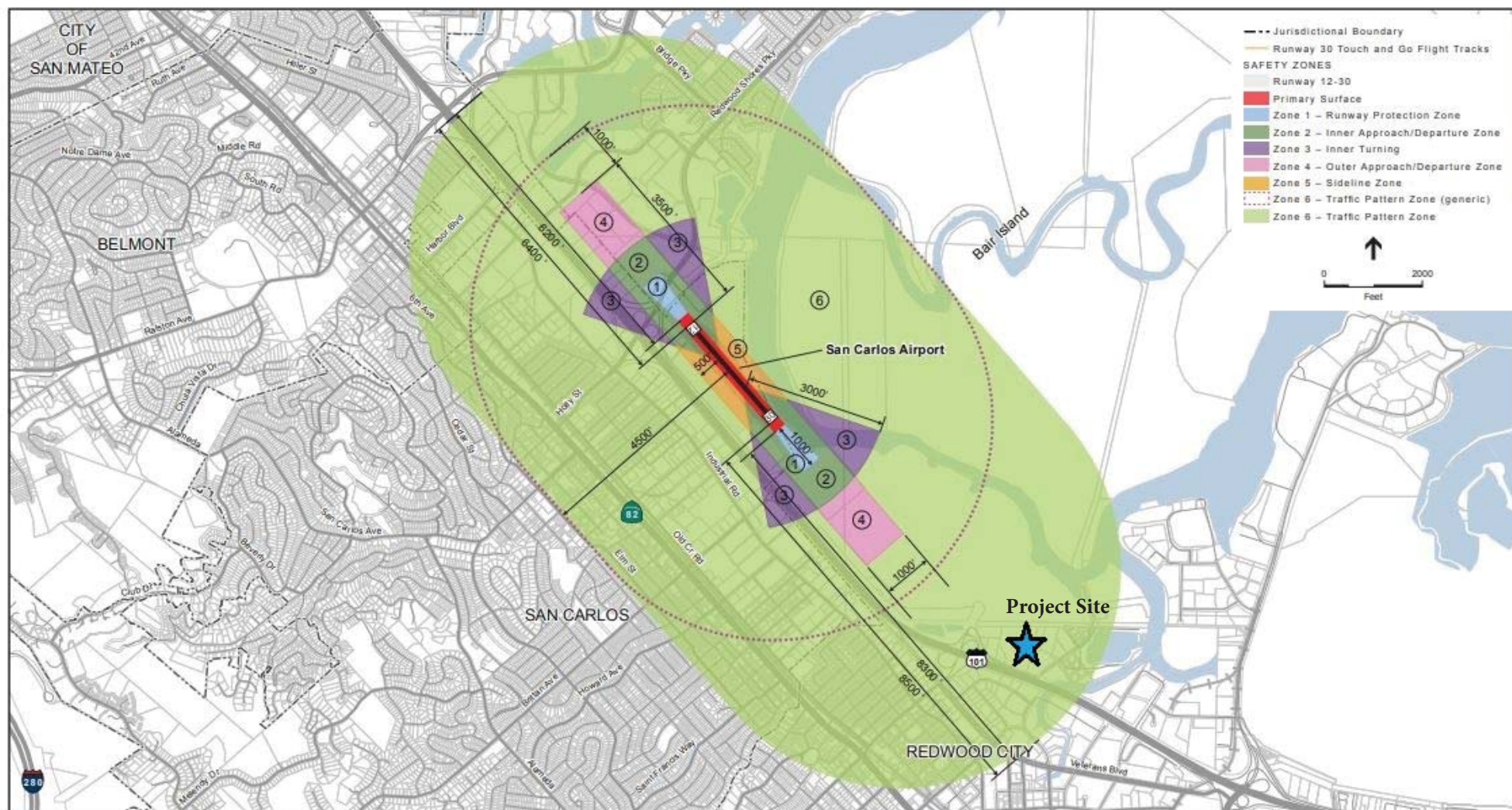
SOURCE: Belmont, 1982; San Mateo County, 1986; Foster City, 1993; Menlo Park, 1994; San Carlos, 2008; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

San Carlos Airport ALUCP - 130753

Exhibit 4-2

Future Conditions (2035) Aircraft Noise Contours





SOURCE: ESRI, 2014; ESA Airports, 2014

San Carlos Airport ALUCP - 130753  
**Exhibit 4-3**  
 San Carlos Airport Safety Zones

**TABLE 4-4  
SAFETY COMPATIBILITY CRITERIA**

Land Uses	Safety Compatibility Zones					
	1	2	3	4	5	6
Maximum Non-Residential Intensity (Site wide average people per acre)	0	60	100	150	100	No Limit
Required Open Land	100%	30%	20%	20%	30%	10%
Residential Land Uses						
➤ Note: Where uses are listed as “C”- Conditionally Compatible, please refer to Safety Compatibility Policy 2.						
Short-term lodging facilities (≤ 30 nights): hotels, motels, etc. (approx. 200 s.f./person)	N	N	C	C	C	Y
Long-term lodging facilities (> 30 days): extended-stay hotels, dormitories, etc.	N	N	C	C	N	Y
Single-family residential: detached dwellings, duplexes, townhomes, mobile homes	N	N	Zones 3 and 4: Incompatible at density > 4.0 d.u./ac		N	Y
Multi-family residential: low-to-high density apartments, condominiums	N	N	Zones 3 and 4: Incompatible at density > 12.0 d.u./ac		N	Y
Sensitive Land Uses (Land Uses of Particular Concern)						
➤ Note: Where uses are listed as “C”- Conditionally compatible, please refer to Safety Compatibility Policy 4.						
Schools, K-12	N	N	N	N	N	C
Commercial Daycare (≥8 children)	N	N	N	N	N	C
Nurseries/In-home day care (≤14 people)	N	N	N	N	N	Y
Inpatient facilities: hospitals, sanitariums, psychiatric facilities (approximately 250 s.f./person)	N	N	N	N	N	C
Outpatient facilities (>5 patients): dentist offices, clinics, etc. (approximately 240 s.f. /person)	N	N	C	C	N	Y
Congregate Care Facilities- ambulatory and non-ambulatory (includes assisted living, convalescent/rehab facilities, retirement homes)	N	N	N	N	N	C
Correctional Facilities	N	N	N	N	N	C
High Capacity Indoor assembly room (≥ 1,000 people)	N	N	N	N	N	N
Medium to large indoor assembly room (≥300. <1,000 people)	N	N	N	N	N	C
Low capacity indoor assembly room (≤ 300 people)	N	N	C	C	N	C
Large outdoor assembly area (≥1,000 people)	N	N	N	N	N	N
Medium outdoor assembly area (>300, <999 people)	N	N	C	C	N	C

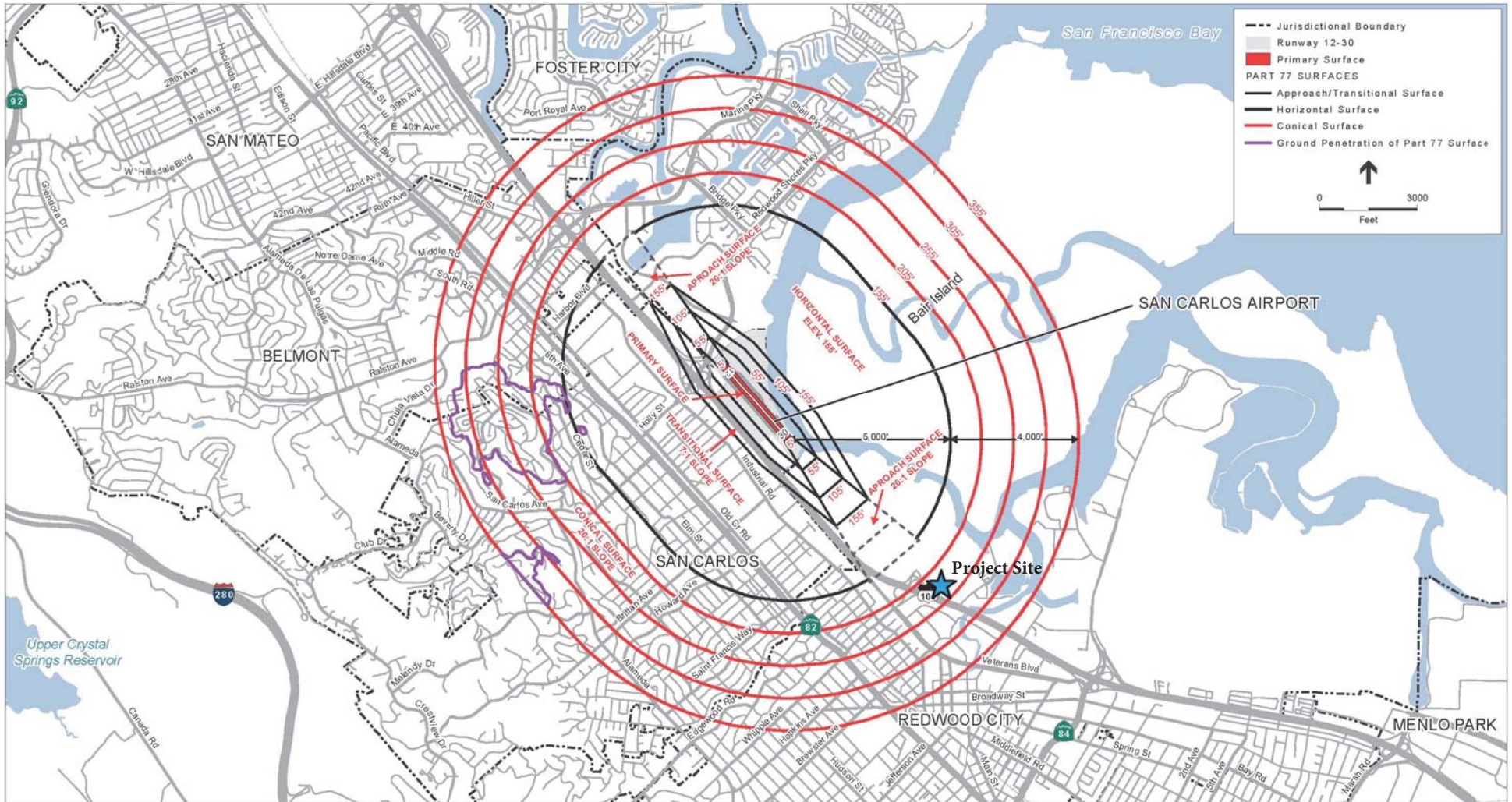
**TABLE 4-4 (Continued)**  
**SAFETY COMPATIBILITY CRITERIA**

Land Uses	Safety Compatibility Zones					
	1	2	3	4	5	6
Small outdoor assembly area ( $\geq 50$ , $\leq 299$ people)	N	N	C	C	N	C
<b>Non-Residential Land Uses</b>						
<b>Commercial Land Uses</b>						
➤ Note: Where uses are listed as "C"-Conditionally Compatible, please refer to Safety Compatibility Policy 3.						
Offices (approx. 215 s. f. /person)	N	C	C	C	C	Y
Small eateries/drinking establishments (approx. 60 s.f./person)	N	N	C	C	C	Y
Medium sized business (approx. 200 s.f./person)	N	C	C	C	C	Y
Mixed use retail centers with restaurant facilities (approx. 110 s.f./ person)	N	N	C	C	C	Y
Retail center with no restaurant facilities (approx. 170 s.f./ person)	N	C	Y	Y	Y	Y
<b>Manufacturing, R&amp;D, Industrial Land Uses</b>						
➤ Note: Where uses are listed as "C"-Conditionally Compatible, please refer to Safety Compatibility Policy 3.						
Manufacturing, research and development (approx. 300 s.f./ person)	N	N	C	C	C	Y
Occupancies utilizing hazardous (flammable, explosive, corrosive, or toxic) materials	N	N	Zones 3 - 5: C "Conditionally Compatible": Please refer to Safety Compatibility Policies 4 and 9.			Y
Storage of hazardous materials: gas stations, etc.	N	N	Zones 3 - 5: C "Conditionally Compatible": Please refer to Safety Compatibility Policies 4 and 9.			Y
Warehouses, distribution facilities (approx. 500 s.f./ person)	N	C	C	Y	Y	Y
Repair garages not requiring use of flammable objects	N	Y	Y	Y	Y	Y
Open parking garages	N	Y	Y	Y	Y	Y
Private garages, carports, and agricultural buildings	N	Y	Y	Y	Y	Y
<b>Agriculture, Natural Features, Resource Operations</b>						
➤ Note: These uses may attract birds or other wildlife considered potentially hazardous to flight. For uses listed as C-Conditionally Compatible, see Airspace Protection Policy 6 and FAA Advisory Circular 150/5200-33B, <i>Hazardous Wildlife Attractants On or Near Airports</i> .						
Tree farms, landscape nurseries, and greenhouses	N	N	C	C	N	Y
Community Gardens	N	N	C	C	N	Y
Fish farms	N	N	N	N	N	Y
Land reserves and open space	N	Y	Y	Y	N	Y
Waterways (rivers, creeks, swamps bays, lakes)	N	N	N	C	N	C
Reservoirs; quarry lakes; detention ponds; aquifer recharge; recycled water storage; flood control or water conveyance channels.	N	N	C	C	C	C

**TABLE 4-4 (Continued)**  
**SAFETY COMPATIBILITY CRITERIA**

Land Uses	Safety Compatibility Zones					
	1	2	3	4	5	6
<b>Utilities</b>						
➤ Note: These uses may generate dust, smoke, thermal plumes, or other hazards to flight. These uses may attract birds or other wildlife considered potentially hazardous to flight. Power lines, smoke stacks, or other tall objects associated with these uses may be hazards to flight. For uses listed as C-Conditionally Compatible, see Airspace Protection Policy 6.						
Water treatment	N	C	C	C	N	C
Electrical substations	N	N	C	N	C	Y
Power plants	N	N	N	N	N	N
Power lines	N	N	N	N	N	Y
Roadways	C	Y	Y	Y	Y	Y
Other transit-oriented uses (train stations, bus stations, etc.)	N	C	Y	Y	N	Y
<b>Recreational Land Uses</b>						
➤ Note: Golf courses and parks may attract birds or other wildlife considered potentially hazardous to flight. For uses listed as C- Conditionally Compatible, see Airspace Protection Policies 4 and 6.						
Golf courses	N	N	N	N	N	C
Parks (playgrounds, picnic areas, athletic fields, tennis courts, etc.)	N	C	C	C	N	Y
Riding stables and trails	N	Y	Y	Y	N	Y
NOTES:						
N – INCOMPATIBLE: Uses should not be permitted under any circumstances as they may expose persons to airport-related safety hazards.						
C – CONDITIONALLY COMPATIBLE: Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.						
Y – COMPATIBLE: Uses or activities are compatible with airport operations and are permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards. Noise, airspace protection, and/or overflight policies may still apply.						
<i>All uses or activities identified in Table 3-4 are subject to intensity and density limitations as indicated. Particular attention should be given to developments that, when located in combination with other permitted or limited activities, may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards. Noise, airspace protection, and/or overflight policies may still apply.</i>						
Source: ESA Airports, September 2014.						





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.

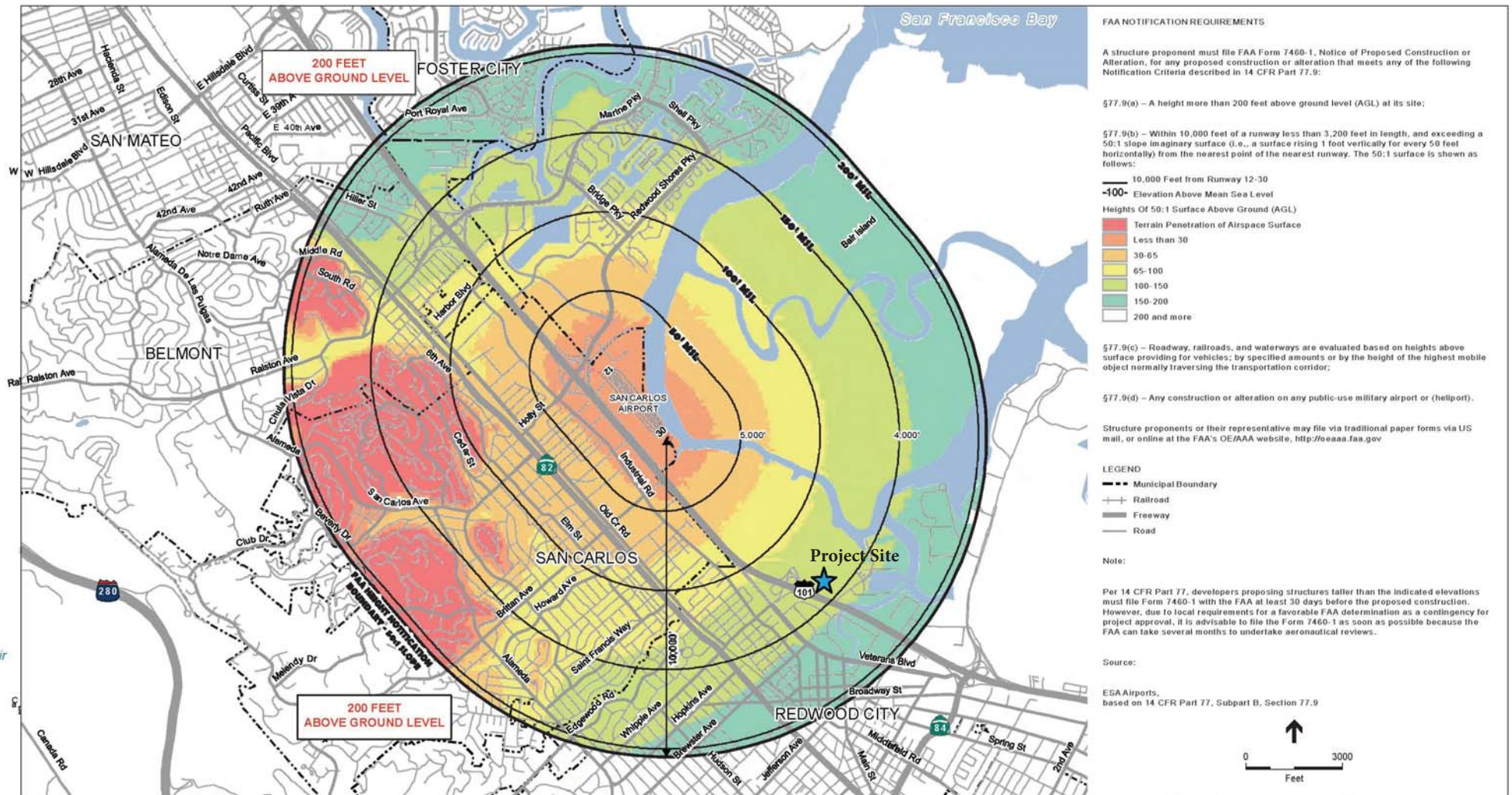
NOTE 2: Locations where the ground/terrain penetrates the FAR Part 77 airspace surfaces are approximate and were developed using ground elevation contours provided by the San Mateo County Planning and Building Department, 2014.

San Carlos Airport ALUP - 130753

Exhibit 4-4

San Carlos Airport Part 77 Airspace Protection Surfaces





SOURCE: USGS, 1999-2013; ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

San Carlos Airport ALUCP - 130753

**Exhibit 4-4a**  
FAA Notification Form 7460-1 Filing Requirements