

APPENDIX J

ATTACHMENTS TO COMMENT LETTER 230 FROM MID-COAST COMMUNITY
COUNCIL, NEIL MERRILEES, DATED DECEMBER 23, 2009.

RECEIVED

DEC 24 2009

San Mateo County
Planning Division**DRAFT**

**Action Minutes for the April 30, 2009
C/CAG Airport Land Use Committee (ALUC)
Special Meeting**

1. Call to Order, Roll Call

Richard Newman, Aviation Representative and Committee Chairperson, called the Special Meeting of the C/CAG Airport Land Use Committee (ALUC) to order, at approximately 4:05 p.m. in the City Council Chambers, at Burlingame City Hall, 501 Primrose Road, Burlingame, California. David F. Carbone, C/CAG Airport Land Use Committee (ALUC) staff, called the roll. A quorum (at least 7 Regular Members) was present, as follows:

Regular Members Present

Ann Keighran, City of Burlingame
David Canepa, City of Daly City
Marina Fraser, City of Half Moon Bay (Alternate)
Paul Seto, City of Millbrae
Ken Ibarra, City of San Bruno
Omar Ahmad, City of San Carlos
Richard Garbarino, City of South San Francisco (Alternate)
Mark Church, County of San Mateo/Aviation Representative
Richard Newman, Aviation Representative
George Auld, Half Moon Bay Airport Pilots Association

Regular Members Absent

City of Brisbane
City of Foster City
City of Redwood City

Airport Land Use Committee Staff

David F. Carbone, C/CAG Airport Land Use Committee (ALUC) Staff

Others Present

There was no audience attendance list for this meeting.

2. Election of ALUC Officers for Calendar Year 2009

a. Election of ALUC Chairperson

Action: ALUC Vice-Chairperson Mark Church NOMINATED Richard Newman, current ALUC Chairperson, to serve as ALUC Chairperson for calendar year 2009. Ann Keighran SECONDED the motion. Vice-Chairperson Church MOVED to close the nominations. Omar Ahmad SECONDED the motion. The MOTION CARRIED, unanimously. Richard Newman was unanimously ELECTED ALUC Chairperson for calendar year 2009.

b. Election of ALUC Vice-Chairperson

Action: ALUC Chairperson Richard Newman NOMINATED Mark Church, current ALUC Vice-Chairperson, to serve as the ALUC Vice-Chairperson for calendar year 2009. Omar Ahmad SECONDED the motion. Omar Ahmad MOVED to close the nominations. Ann Keighran SECONDED the motion. The MOTION CARRIED, unanimously. Mark Church was unanimously ELECTED ALUC Vice-Chairperson for calendar year 2009.

3. Public Comment on Items Not on the Agenda

None.

4. Consideration/Adoption of ALUC Resolution No. 01- 09 to Specify the Day, Time, and Place for Holding Regular Meetings of the C/CAG Airport Land Use Committee (ALUC) for Calendar Year 2009 to Comply With the Relevant Provisions in the Ralph M. Brown Act

Action: ALUC Vice-Chairperson Mark Church MOVED approval of ALUC Resolution No. 01-09, as shown on p. 7 of the Agenda Packet for April 30, 2009. Ann Keighran SECONDED the motion. The MOTION CARRIED, unanimously.

5. Consideration a Referral From the City of South San Francisco, re: Airport/Land Use Compatibility Plan (CLUP) Consistency Review of the *South El Camino Real General Plan Amendment*

David F. Carbone, ALUC Staff, presented the ALUC Staff Report on this item. He noted that, prior to this meeting, he discussed the proposed ALUC Staff recommended conditions with South San Francisco Planning Staff. Based on that discussion, he explained ALUC Staff is recommending a revised set of CLUP consistency conditions, as follows:

Agenda Item No. 5 - continued

Revise Condition No.1 to read as follows:

"At the time that C/CAG formally adopts the Airport Influence Area (AIA) boundary for the environs of San Francisco International Airport, the City shall coordinate with C/CAG to ensure that all future planning activities in the City adhere to the then applicable AIA boundary configuration and the related airport/land use commission formal review process."

Condition No. 2 A. – Ok as written.

Revise Condition No. 2 B. to read as follows:

Incorporate text that indicates all future development in the South El Camino Real Corridor is subject to the FAR Part 77 airspace protection surfaces (height limits) for the environs of San Francisco International Airport and the related federal notification and review process for new construction.

Revise Condition No. 3A:

Delete the text in the bullet item at the top of page 9-3 in the general plan amendment.

Condition No. 3 B – Ok as written.

Condition No. 4 - Ok as written.

Condition No. 5 - Put the ALUC staff recommended text in the resolution that adopts the general plan amendment rather than in the text of the amendment.

Elizabeth Pucinelli, representing the former movie theater property at the corner of Huntington Ave. and Noor Ave. in South San Francisco (Syufy), expressed her concern about a potential change in land use and zoning that would affect the theater property. David Carbone, ALUC Staff, suggested that she discuss her concerns with the South San Francisco Planning Staff.

Action: Ken Ibarra MOVED approval of the revised CLUP consistency conditions, regarding the City of South San Francisco *South El Camino Real Corridor General Plan Amendment*, as recommended by ALUC Staff. ALUC Vice-Chairperson Mark Church SECONDED the motion. The MOTION CARRIED unanimously.

6. Consideration of a Referral From the Town of Hillsborough, Re: Airport/Land Use Compatibility Plan (CLUP) Review of the Hillsborough General Plan Housing Element

David F. Carbone, ALUC Staff, briefly reviewed his Staff Report and presented a revision to his proposed CLUP consistency condition. The revised condition would put the proposed text of his recommendation into the Town Council resolution to adopt the *Housing Element 207-2014*, rather than in the document itself.

Action: Richard Garbarino MOVED approval of the revised ALUC Staff CLUP consistency recommendation, regarding the Town of Hillsborough *General Plan Housing Element*. Vice-Chairperson Mark Church SECONDED the motion. The MOTION CARRIED unanimously.

7. Informational Presentation: Presentation by the Project Sponsor for the Big Wave Office Park and Wellness Center, a Mixed-Use Development on Airport Street in the Unincorporated Princeton Area Adjacent to the Southwest Corner of Half Moon Bay Airport

Note: This was an informal presentation. No action was taken by the ALUC on this item.

Project Background

The proposed project is a proposed mixed-use development on two adjacent properties across the street from Half Moon Bay Airport, near the threshold of Runway 30. The proposed land uses include: (1) a Wellness Center that will include residential units for developmentally disabled children and adults (50 ultra-low income units and 20 low income units for on-site staff) and support activities; all units will be resident owned, and (2) 156,000 square-feet of high tech office space, related parking, and a two-story storage building.

The 5.2-acre Wellness Center site is zoned W/AO/DR (Waterfront, Airport Overlay, and Design Review). None of the dwelling units are located within the AO zone portion of the property. The 14.6-acre office park site is zoned M-1/DR (Light Industrial/Design Review). All of the proposed land uses are allowed in the existing zoning districts with approval of a conditional use permit. The project does not require a general plan amendment or a rezoning and therefore is not subject to formal ALUC/CCAG review/action.

The project sponsor, Big Wave Group, Inc. is a non-profit 501 (c) 3 organization. Its goal is "to provide affordable housing, food services, employment, recreation, and educational services for developmentally disabled children and adults." The project will be operated as a Cooperative, with the residents owning shares of the residential units and the office park.

Agenda Item No. 7 - continued

Big Wave Project Required Permits:

Office Park (14.2 acres); 156,000 sq. ft.

- Coastal development permit
- Major subdivision in to 5 parcels
- Grading permit for 38,000 cubic yards
- Off-street parking exception

Wellness Center (5.2 acres; 70 dwellings)

- Coastal development permit
- Minor subdivision in to 2 parcels
- Conditional Use Permit
- Design Review
- Grading permit for 12, 000 cubic yards

Comments from the Project Sponsor and ALUC Representatives

Nicole DeMartini, Big Wave Project spokesperson, presented a powerpoint overview of the proposed project. She noted that the Big Wave Company sees Half Moon Bay Airport as an asset for marketing the project. She further explained the project goal is to develop a high-tech office park development supported by a special needs community (developmentally disabled). She further explained that the office park is the economic engine for the proposed Wellness Center. She also noted the about half of the property will be devoted to environmental protection.

Ms. DeMartini mentioned several airport considerations:

Airport neighbors

The DEIR will address aircraft noise impacts and mitigation actions

The project will include double/triple pane windows

The occupant will grant an aviation easement/noise release to San Mateo Co.

She emphasized the Big Wave project is a "unique opportunity of a lifetime."

ALUC Chairperson Richard Newman noted several airport-related concerns regarding the proposed project:

Aircraft noise impacts

Safety impacts

Wind impacts

Agenda Item No. 7 - continued

He expressed his concern about the placement of the proposed buildings opposite the approach area to Runway 12/30 at Half Moon Bay Airport, in reference to wind impacts. He described a similar existing situation at San Carlos Airport where wind blows between two buildings that are located opposite of the approach area to the runway and the increased wind velocity created by the proximity of the buildings makes for an unsafe condition for a light aircraft at slow speed for landing.

Ms. Martini explained Pillar Point Ridge is located directly behind the property and the proposed buildings will be located below the ridgeline. She indicated the Big Wave staff would research the wind issue related to aircraft operations.

George Auld, Half Moon Bay Airport Pilots Association Representative, noted the biggest concern is aircraft noise impacts and the frequency of aircraft operations. Camille Leung, County Project Planner, noted the potential airport impacts would be addressed in the DEIR.

8. Information Item: Review of Correspondence/Information Items

ALUC Staff noted the October 3, 2009 letter in the Agenda packet to the City of San Carlos, from Richard Newman ALUC Chairperson, re: ALUC comments regarding a proposed general plan amendment and a zoning ordinance text amendment to facilitate development of a mixed-use commercial/residential project at 767 Industrial Road near San Carlos Airport, w/o attachments.

9. Member Communications/Announcements

Ann Keighran noted she cannot attend the May 28, 2009 ALUC meeting.

10. Adjourn

The meeting was adjourned at approximately 5:10 p.m.

Attachment: Additional information for Agenda Item No. 7, re: the Big Wave Office Park and Wellness Center, a Mixed-Use Development on Airport Street in the Unincorporated Princeton Area Adjacent to the Southwest Corner of Half Moon Bay Airport

**ADDITIONAL INFORMATION FOR
AGENDA ITEM NO. 7**

**C/CAG SPECIAL AIRPORT/LAND USE
COMMITTEE (ALUC) MEETING
APRIL 30, 2009**

DIVISION OF AERONAUTICS - M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711



RECEIVED
NOV 20 2008

November 17, 2008

Ms. Camille Leung
San Mateo County
455 County Center, 2nd Floor
Redwood City, CA 94063

Dear Ms. Leung:

San Mateo County's Notice of Preparation of a Draft Environmental Impact Report for the Big Wave Wellness Center and Office Park; SCH# 2008102109

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports. We offer the following comments for your consideration.

The proposal will include "housing and employment opportunities for low-income developmentally disabled (DD) children and adults." The two primary components include a "Wellness Center" and "Office Park." The project site is located immediately adjacent to southwest boundary of the Half Moon Bay Airport.

Half Moon Bay Airport provides a variety of emergency service and response functions including: Air-Ambulance and Medivac flights; law enforcement and homeland security patrols; Coast Guard sea-rescue operations; and use as a disaster relief staging site for the airlifting of emergency supplies in the event that roads are closed during a disaster or emergency. Half Moon Bay is an active airport, with approximately 80 based aircraft, over 60,000 annual operations and several aviation related businesses.

A portion of the project site appears to be within the Approach Protection Zone (APZ) for Half Moon Bay Airport as designated in the San Mateo County Comprehensive Airport Land Use Plan (CALUP). The CALUP recommends against residential uses and business uses within the APZ. Protecting people and property on the ground from the potential consequences of near-airport aircraft accidents is a fundamental land use compatibility-planning objective. While the chance of an aircraft injuring someone on the ground is historically quite low, an aircraft accident is a high consequence event. To protect people and property on the ground from the risks of near-airport aircraft accidents, some form of restrictions on land use are essential. The two principal methods for reducing the risk of injury and property damage on the ground are to limit the number of persons in an area and to limit the area covered by occupied structures. This should be addressed in the Draft Environmental Impact Report (DEIR).

The northern third of the project site also appears to be within an area identified as "extremely noise sensitive areas" on the Half Moon Bay Airport-Noise Abatement Procedures. It is likely that some future residents and tenants will be annoyed by aircraft noise in this area. A thorough airport-related noise analysis should be included in the DEIR.

"Caltrans improves mobility across California"

November 17, 2008

Page 2

The proposal should also be submitted to the San Mateo County Airport Land Use Commission (ALUC) for a consistency determination. The proposal must also be coordinated with Half Moon Bay Airport staff to ensure that the proposal will be compatible with future as well as existing airport operations.

State Public Utilities Code Section 21659 prohibits structural hazards near airports. In accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace" a Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the Federal Aviation Administration (FAA). Form 7460-1 is available on-line at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> and should be submitted electronically to the FAA.

Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353 address buyer notification requirements for lands around airports and are available on-line at <http://www.leginfo.ca.gov/calaw.html>. Any person who intends to offer subdivided lands, common interest developments and residential properties for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.

The protection of airports from incompatible land use encroachment is vital to California's economic future. Half Moon Bay Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports is both a local and State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our Caltrans District 4 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

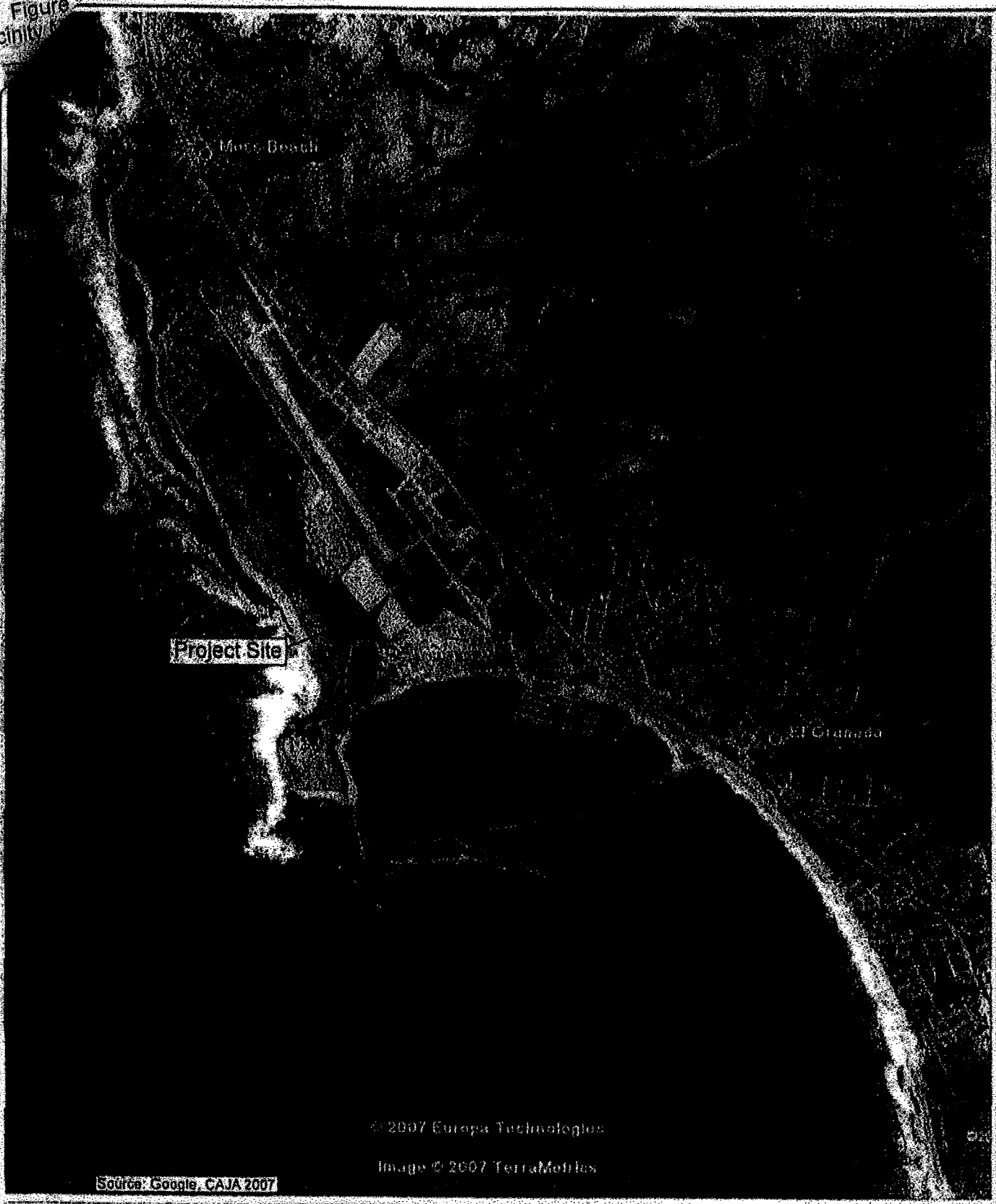
Original Signed by

SANDY HESNARD

Aviation Environmental Specialist

c: State Clearinghouse, Half Moon Bay Airport, San Mateo County ALUC

Figure 1
al Vicinity



© 2007 Europa Technologies

Image © 2007 TerraMetrics

Source: Google, CAJA 2007



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 2
Aerial Photograph of Site



421 Aviation Way
Frederick, Maryland 21701

T. 301-695-2000
F. 301-695-2375

www.aopa.org

December 4, 2008

County of San Mateo, Planning and Building Department
Attn: Camille Leung, Planner
455 County Center, 2nd Floor
Redwood City, CA 94063

Re: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Big Wave Wellness Center and Office Park

Dear Ms. Leung:

The Aircraft Owners and Pilots Association (AOPA) represents the general aviation interests of 415,000 members, more than two-thirds of the nation's pilots – including 49,809 of our members in the state of California. On behalf of our membership, AOPA is committed to ensuring the future viability and development of general aviation airports and their facilities as part of a national transportation system. In that regard, we appreciate the opportunity to comment on the Notice of Preparation of an Environmental Impact Report for the Big Wave Wellness Center and Office Park, proposed for a site adjacent to the Half Moon Bay Airport (HAF).

AOPA is opposed to this development because such a project would be an incompatible land use adjacent to an airport. The EIR must look at the impact of this project on the airport's current and future operations and mitigation should not penalize the airport. Rather, a more compatible use should be sought for the property. As the airport sponsor, the County has the obligation to ensure compatible land uses around the airport under both the quit claim deed from the Federal government and the receipt of Federal Aviation Administration (FAA) airport improvement funds.

The proposed site location is located within several airport safety zones for runway 30 that should preclude residential development. The first safety zone that impacts the project area is comprised of the FAA mandated runway protection zone which is a trapezoid shape extending from 200 feet east of the displaced threshold on Runway 30 out 1000 feet with a base width of 500 feet widening to a width of 1000 feet. The 2002 *California Airport Land Use Planning Handbook* prohibits any dwelling units within that zone.

In addition, the Approach Protection Zone overlies a portion of the property, and the state of California recommends limiting development to one dwelling unit per 10 to 20 acres. This precludes placing any of the proposed 45 residential units in this area.

The majority of the property is within the traffic pattern zone, which allows residential uses but discourages schools, day care centers and nursing homes. Despite the allowance for residential use within this zone, AOPA contends residential uses adjacent to the airport are incompatible and should not be permitted. The County should identify a more compatible land use for this property.

Again, we appreciate the opportunity to share comments and look forward to reviewing the EIR in the future.

Sincerely,

John L. Collins
Manager
Airport Policy



COUNTY OF SAN MATEO

555 COUNTY CENTER, 5TH FLOOR • REDWOOD CITY • CALIFORNIA 94063-1666 • PHONE (650) 363-4100 • FAX (650) 361-8220

MARK CHURCH
RICHARD S. GORDON
JERRY HILL
ROSE JACOBS GIBSON
ADRIENNE TISSIER

JAMES C. PORTER
DIRECTOR

December 5, 2008

Ms. Camille Leung
Planning and Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063

Dear Camille:

RE: Notice of Preparation of an Environmental Impact Report for the Big Wave Wellness Center and Office Park.

Thank you for the opportunity to comment on the Notice of Preparation of an Environmental Impact Report for the proposed Big Wave Wellness Center and Office Park (Project) located on Airport Street adjacent the Half Moon Bay Airport.

The proposed Project is located approximately 300-feet from the Half Moon Bay Airport (Airport) runway. The Airport is open year-round 24-hours a day and has approximately 40,000 to 60,000 aircraft take-offs and landings per year. The proposed Project area is subject to single-event aircraft noise impacts from aircraft take-offs, departures, overflights, arrivals and pre-flight run-ups at the Airport.

The Project is located directly across from the beginning of Runway 30. Prevailing wind conditions at the Airport dictate that Runway 30 be used for take-offs and landings approximately 80 percent of the time. Due to its proximity to the beginning of the runway, the project area is also subject to extended single-event propeller, jet and engine noise impacts as aircraft apply full take-off power and begin to accelerate for take-off.

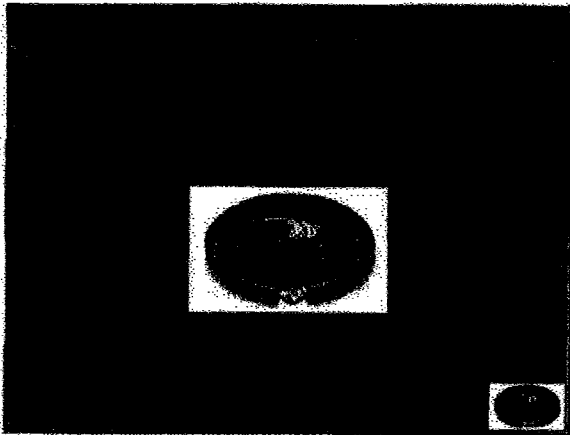
The requirements, guidelines and recommendations in the California Airport Land Use Planning Handbook from the State Department of Transportation should also be considered as they relate to specific land uses in the vicinity of airports as well as aircraft noise impacts and the safety of aircraft occupants and people and property on the ground.

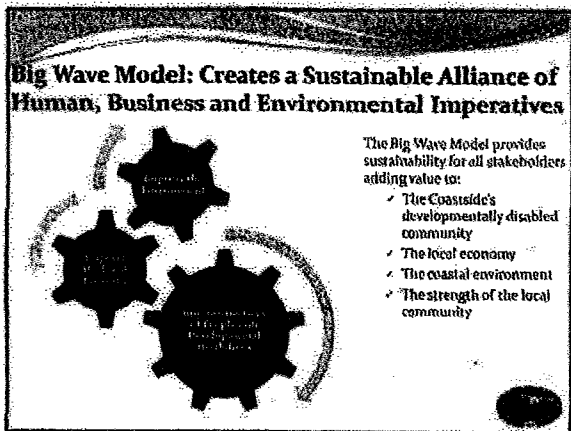
Please give me a call at (650) 573-3700 if you have any questions or I can provide any additional information.

Very truly yours,

Mark Larson
Airports Manager

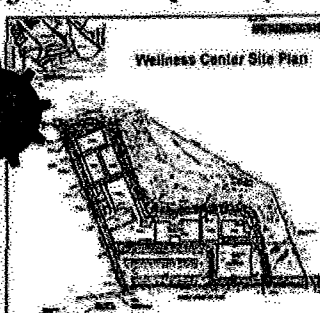
Cc: Jim Porter, Director of Public Works
Dave Carbone, County Airport Environs Planner







Big Wave Wellness Center: Independent, Sustainable Living for the Developmentally Disabled




Wellness Center Site Plan

Features:

- Affordable housing for 30 special needs adults
- Intentional design for community interaction
- Wetlands restoration
- On-site commercial
- Maximum height: 30'

Big Wave Office Park: The Financial Engine



Office Park Site Plan

Features:

- 600,000 sq ft local jobs
- Leadership in Energy and Environmental Design (LEED) certified design
- Wetlands restoration
- Maximum height: 100'

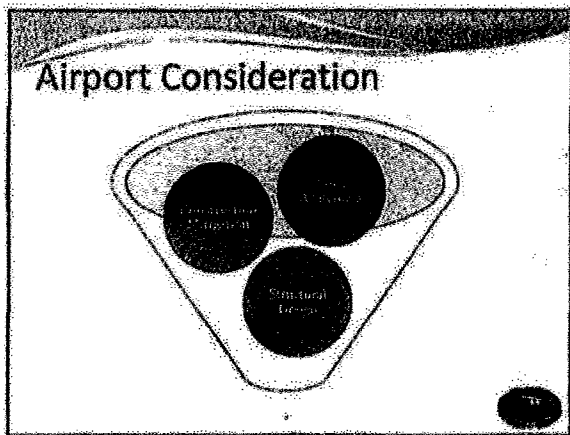
The Office Park is the financial engine for the Wellness Center and new job creation.

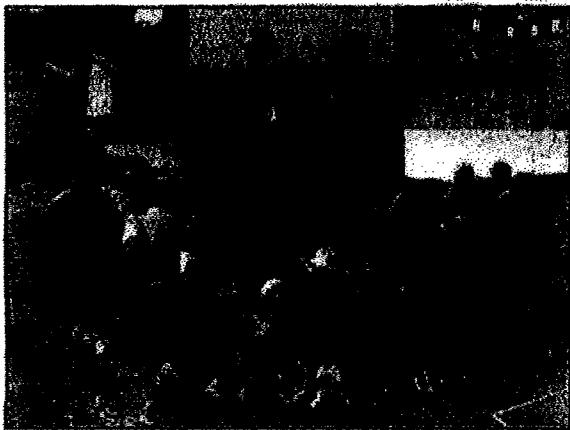
Big Wave Leads the Way in Sustainable Environmental and Energy Design

Improve the Environment:

All facilities will be Platinum Leadership in Energy Environmental Design (LEED) Certified Construction.

- All water will be recycled.
- All power will be renewable.
- Nearly 50% of the site will be restored from current farmland into high functioning coastal wetlands.





Midcoast Community Council

An elected Municipal Advisory Council to the San Mateo County Board of Supervisors

Serving 12,000 coastal residents

Post Office Box 248, Moss Beach, CA 94038-0064

Office Fax: (650) 728-2129 <http://mcc.sanmateo.org>

February 27, 2009

Camille Leung, Planner III

455 County Center, 2nd Floor

Planning & Building Department

Redwood City, CA 94063

RECEIVED

DEC 24 2009

**San Mateo County
Planning Division**

Re: Big Wave Facilities Plan Draft 2

Ms Leung,

Thank you for forwarding a copy of the Big Wave Facilities Plan Draft 2.

The following comments are based on review of the Facilities Plan and community input resulting from the Big Wave project presentation at our February 11th, 2009 MCC meeting.

Developing a Coastside assisted living community for people with disabilities is an appealing concept however there are many issues in the Big Wave Facilities Plan that we recommend addressing early in the planning process.

Project Description: environmental issues chapter 1.0 page 1

The Facilities Plan states; "Over 50% of the site will be restored into high functioning coastal wetlands." Upon measuring the undeveloped space in Figure 1.1.1: in the Wellness Center Site Plan the developed space (using the fire-trail as the divider) is clearly much larger than the wetlands space. Similarly, Figure 1.3.1: in the Office Park Site Plan clearly shows the undeveloped space to be much less than the developed space. Either the estimates of coverage (Table 1.1.2.1) are incorrect, or the site maps are drawn incorrectly. The numbers given for Figure 1.1.1 and Figure 1.3.1 are inconsistent and it is unclear which is correct.

The wetland determination and requirements, using all three of the Coastal Act standards, should be done immediately.

Wellness Center Site

The Wellness Center as proposed is an assisted living facility housing 20 staff and 50 developmentally disabled adults for a total of 70 residents. The Wellness Center is sited in a light-industrial (zoning W/DR) area. Table 7.1.2 indicates that many of the residents would not drive, which could leave them separated from general interaction with the community. The site is separated from schools, grocery stores, library, cafes, community parks, shopping and other residential support services by a warehouse district. Pedestrians would be forced to negotiate loading trucks, forklifts and other industrial hazards in an area that does not have sidewalks or paths. This site could feasibly be developed as light industrial. While this might not preclude the placement of the Wellness Center in the industrial area, it is a serious issue and is not adequately addressed in the Facilities Plan. Issues overlooked in the planning process could negatively impact the quality of life for Wellness Center residents and other local residents. We hope all the site-specific concerns will be addressed in detail.