



Architectural Review Board

Staff Report (ID # 6911)

Report Type: Action Items **Meeting Date:** 5/19/2016

Summary Title: 1925 Embarcadero Road Airport Fence Replacement

Title: Request by the City of Palo Alto Public Works, Airport Division, for replacement of existing perimeter fencing at the City of Palo Alto Airport with new fencing and gates that meet Federal Aviation Administration (FAA) standards for security and safety. Environmental Assessment: Exempt from the provisions of CEQA per 15302 (Replacement or Reconstruction). Zoning District: Public Facility with Site and Design Combining District Overlay PF (D)

From: Jonathan Lait

Lead Department: Planning and Community Environment

Recommendation

It is recommended that the Architectural Review Board (ARB) take the following action(s):

- 1. Recommend approval of the proposed project to the Director of Planning and Community Development, based upon the findings for Architectural Review (Attachment A) and subject to the conditions of approval (Attachment B).**

Report Summary

To improve airport safety and operations in compliance with Federal Aviation Administration (FAA) requirements, the Airport Division of the City of Palo Alto Department of Public Works is proposing to replace the existing Palo Alto Airport perimeter fence and gates with new perimeter fencing and gates in the same location. The current perimeter fence is a mix of fence materials ranging from three to eight feet in height. The new perimeter fence would be designed to meet FAA security and safety requirements and would be black, vinyl coated chain-link fence up to a maximum of eight feet high and topped with one foot of three-strand security barbed wire.

The Palo Alto Airport is located within the Baylands and is subject to compliance review with the Baylands Master Plan.

Background

City of Palo Alto
Planning & Community Environment
250 Hamilton Avenue
Palo Alto, CA 94301
(650) 329-3221

Project Information

Owner:	City of Palo Alto
Engineering:	C & S Companies
Representative:	City of Palo Alto Public Works Department, Airport Division
Legal Counsel:	City Attorney

Property Information

Address:	1925 Embarcadero Road (APN 008-05-005 and APN 008-06-001)
Neighborhood:	Baylands
Lot Dimensions & Area:	102 acres
Housing Inventory Site:	N/A
Located w/in a Plume:	N/A
Protected/Heritage Trees:	Several City street trees are located along the perimeter of the airport adjacent to the existing perimeter fence. No protected species are present.
Historic Resource(s):	N/A

Existing Improvement(s):	Existing fence along the perimeter of the airport. In addition, there are thirteen total buildings within the southwest portion of the site.
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Existing Land Use(s):	Palo Alto Airport
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Adjacent Land Uses & Zoning:	North: Outside Palo Alto Jurisdiction (San Francisco Bay) West: PF (D) Zoning (Public Parks [municipal golf course]) East: PF (D) Zoning (Publicly Owned Conservation Land) South: PF (D) Zoning (Research/office Park and Major Institution/Special Facilities)
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Aerial View of Property:



Land Use Designation & Applicable Plans

Zoning Designation:	Public Facilities, Site and Design Combining District Overlay (PF[D])
Comp. Plan Designation:	Major Institution/Special Facilities
Context-Based Design Criteria:	N/A
Downtown Urban Design Guide:	N/A
South of Forest Avenue Coordinated Area Plan:	N/A
Baylands Master Plan:	The project is subject to compliance with the Baylands Master Plan
El Camino Real Design Guidelines (1976 / 2002):	N/A
Proximity to Residential Uses or Districts (150'):	N/A
Proximity to Airport (10,000 feet):	Located on Airport property

Prior City Reviews & Action

City Council:	None
PTC:	None
HRB:	None
ARB:	None

Project Description

The Palo Alto Airport is identified as an important airport in the National Plan of Integrated Airport Systems (NPIAS), serving as a General Aviation Reliever Airport for three primary Bay Area airports. Airports in the NPIAS qualify for FAA grant money for eligible projects under the Airport Improvement Program (AIP) that involve capital improvements necessary for continued safe and efficient operation of an airport. The replacement of the existing fence for improved safety is a qualifying project and is required by the FAA to address a high number of runway incursions and unauthorized access to the airport runway. The Palo Alto Public Works Department, Airport Division, has filed a request with the FAA for grant funding to support the approximately \$1.9 million cost of the proposed project.

The proposed project includes removal of approximately 10,600 linear feet of existing perimeter fence and gates that are beyond their useful life and do not meet FAA or Transportation Security Administration (TSA) standards. The existing fence would be replaced with new, black, vinyl-coated chain link fencing and gates with black posts. A short section of proposed fencing around an existing material and equipment storage area will contain privacy slats to shield the storage area from view. Fence posts are, and would be, approximately 10 feet apart. The new fence posts would not be in the same location as the existing fence posts but would be located within approximately the same alignment. Material excavated for the new fence post holes will be used to fill the existing fence post holes. A rubber-tired bobcat with an auger attachment would be used to drill the 18- to 24-inch diameter holes for fence posts that would be set in concrete approximately 6 feet below grade.

The proposed project has been designed to avoid wetlands features and construction during the nesting season (February 1 through August 31). A qualified biologist will conduct a preconstruction survey and delineate suitable habitat for special status species that will be avoided. The biologist will also be present during construction activities in close proximity to environmentally sensitive areas. In addition, a worker environmental awareness program will be implemented as part of the proposed project.

Requested Entitlements, Findings and Purview:¹

The following discretionary applications are being requested:

- **Architectural Review – Major (AR):** The process for evaluating this type of application is set forth in PAMC 18.77.070. AR applications are reviewed by the ARB and recommendations are forwarded to the Planning & Community Development Director for action within five business days of the Board’s recommendation. Action by the Director is appealable to the City Council if filed within 14 days of the decision. AR projects are evaluated against specific findings. All findings must be made in the affirmative to approve the project. Failure to make any one finding requires project

¹ The project is located within the Site and Design Review (D) combining district and is therefore subject to regulations outlined in Palo Alto Municipal Code 18.30(G). However, the project does not include construction of a new building or result in the establishment of a new use at the site; therefore, site and design review is not required for this project (PAMC Section 18.30(g).040).

redesign or denial. The findings to approve an AR application are provided in Attachment A.

Analysis²

Neighborhood Setting and Character

The replacement of the existing perimeter fence with the new perimeter fence would have no impact on the existing use of the site. The airport would continue to operate; but would now comply with federal safety requirements that are intended to protect the health and safety of the general public. Staff believes that the black vinyl-coated chain link fence is compatible with the immediate environment of the site, particularly open space areas to the northwest and the municipal golf course on the eastern portion of the site, because it is designed to fade into the background so as to not distract from the natural setting. The design is appropriate to the function of the project because it is designed to meet FAA and TSA safety requirements to allow for the continued safe operation of the airport. The Site Assessment and Design Guidelines for the Palo Alto Baylands Preserve states that black vinyl-coated chain link fence with black metal posts is an appropriate method of securing restricted areas from unauthorized access for the protection of Baylands visitors and to ensure secure operation of these facilities.

In coordination with a certified arborist from the City of Palo Alto's Urban Forestry Division, trees along the perimeter of the fence will be protected, as outlined in a Tree Protection Plan. Pruning will be required in some areas and will be done in coordination with the certified arborist. No protected species are present.

Zoning Compliance³

Cities have the authority to impose local zoning regulations on airports to the extent those regulations do not conflict with federal air safety regulations. Palo Alto Municipal Code (PAMC) Section 16.24.030 allows a maximum height of eight feet for security fences around industrial uses where required for security purposes. In addition, PAMC Section 16.24.070 prohibits the use of barbed wire fencing. Airport staff has worked diligently with the FAA to explore various options to the height and material of the proposed fencing. Based on discussions with the FAA, chain link fencing without barbed wire would not be consistent with FAA safety requirements. In addition the FAA would not allow the height of the proposed fence to be reduced from nine feet to eight feet. In this case, the City's fence requirements may not be enforced as they are preempted by the FAA's more stringent requirements. Accordingly, the Airport is proposing to construct an eight foot fence with an additional foot of barbed wire. Compliance with these federal standards ensures that airport safeguards are effective.

² The information provided in this section is based on analysis prepared by the report author prior to the public hearing. The Architectural Review Board in its review of the administrative record and based on public testimony may reach a different conclusion from that presented in this report and may choose to make alternative findings. A change to the findings may result in a final action that is different from the staff recommended action in this report.

³ The Palo Alto Zoning Code is available online: http://www.amlegal.com/codes/client/palo-alto_ca

Consistency with the Comprehensive Plan, Area Plans and Guidelines⁴

The proposed project is located in the Major Institution Special Facilities Land Use Designation of the Comprehensive Plan. According to the Comprehensive Plan, the Major Institution Special Facilities Land Use Designation is intended for “Institutional, academic, governmental, and community service uses and lands that are either publicly owned or operated as non-profit organizations. Examples are hospitals and City facilities.” The proposed project would not change the existing use of the land as a public airport; rather it would allow for the continued safe operation of the airport. Therefore, the proposed project is consistent with the Comprehensive Plan.

The proposed project is also located in an area subject to the Baylands Master Plan. The Site Assessment and Design Guidelines for the Palo Alto Baylands Preserve was prepared to help implement the Baylands Master Plan and the Baylands-related policies and programs in the Comprehensive Plan. The Site Assessment and Design Guidelines for the Palo Alto Baylands Preserve states that black vinyl-coated chain link fence with black metal posts is an appropriate method of securing restricted areas from unauthorized access for the protection of Baylands visitors and to ensure secure operation of these facilities.

The Design Guidelines state that a small gap (4 to 6 inches) is recommended between the bottom of the fabric and the ground to enable migration of small animals. However, the FAA has indicated that its highest priority is reducing runway incursions. Because these wildlife strikes pose a threat to the safe operation of aircraft and because a gap could result in increased animal injury and mortality, no gap is proposed between the fence and the ground.

Multi-Modal Access & Parking

New gates would be placed in approximately the same location as existing gates and will ensure safe access for approved staff at restricted locations. No new staff or buildings are proposed; therefore no new parking is required. FAA required site signage will be placed on the gates to identify this area as restricted. Signs will comply with The Manual on Uniform Traffic Control Devices and FAA standards.

Consistency with Application Findings

Staff finds that the proposed project would be consistent with the Architectural review findings outlined in Attachment A. Specifically, the design is compatible with the immediate environment of the site because it provides safety and security for the facility, the general public within the area, and wildlife, while maintaining compatibility with the Baylands Master Plan and the Site Assessment and Design Guidelines for the Palo Alto Baylands Preserve by maintaining the aesthetic character of the nearby open space and associated trails for recreational users.

⁴ The Palo Alto Comprehensive Plan is available online:
<http://www.cityofpaloalto.org/gov/topics/projects/landuse/compplan.asp>

Environmental Review

The subject project has been assessed in accordance with the authority and criteria contained in the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. Specifically, to address potential federal funding for the proposed project, the FAA, as lead federal agency, analyzed the proposed project in compliance with NEPA and determined that the proposed project is categorically excluded pursuant to FAA Order 1050.1E. The proposed project is categorically exempt from CEQA under Class 2, replacement or reconstruction of existing structures where the new structure will be located on the same site as the structure replaced and have substantially the same purpose and capacity as the structure replaced.

Public Notification, Outreach & Comments

The Palo Alto Municipal Code requires notice of this public hearing be published in a local paper and mailed to owners and occupants of property within 600 feet of the subject property at least ten days in advance. Notice of a public hearing for this project was published in the *Palo Alto Weekly* on May 6, 2016, which is 12 days in advance of the meeting. Postcard mailing occurred on May 5, 2016, which is 13 days in advance of the meeting.

Public Comments

Prior to and during the review process, the applicant reached out to the Santa Clara Valley Audubon Society, a fox specialist from the Urban Wildlife Research Project(UWRP), and members of the public that have been active advocates for the Baylands. Advocates for the Baylands asked that the below grade wildlife barrier be removed and noted that black fencing would be preferred. They requested that gaps be provided for the wildlife above grade. Based on these comments below grade mesh netting was not included in the proposed project and the proposed fence is black. For the safety of animals and for airport security no gap between the fence and the ground is proposed. A representative of the Santa Clara Valley Audubon Society stated that green fencing may be preferable as it would be more visible for avian species and noted concerns for impacts to burrowing owl. Burrowing owl habitat will be delineated and avoided. Black fence is proposed rather than green, consistent with the Site Assessment and Design Guidelines for the Palo Alto Baylands Preserve. A fox specialist from the UWRP noted that fox would not be impacted if a gap between the fence and the ground is not provided, but noted that mulch currently being placed along Embarcadero Road impacts habitat for the foxes prey. Mulch will no longer be placed along Embarcadero Road.

Alternative Actions

In addition to the recommended action, the Architectural Review Board may:

1. Approve the project with modified findings or conditions; or
2. Continue the project to a date (un)certain.

Report Author & Contact Information

Claire Hodgkins, Associate Planner
(650) 329-2116

claire.hodgkins@cityofpaloalto.org

ARB⁵ Liaison & Contact Information

Jodie Gerhardt, AICP, Planning Manager
(650) 329-2575

jodie.gerhardt@cityofpaloalto.org

Attachments:

- Attachment A: Draft Findings (DOCX)
- Attachment B: Draft Conditions of Approval (DOCX)
- Attachment C: Public Notice (PDF)
- Attachment D: Applicant's Project Description (DOCX)
- Attachment E: Environmental Assessment (PDF)
- Attachment F: Project Plans (DOCX)

⁵ Emails may be sent directly to the ARB using the following address: arb@cityofpaloalto.org

ATTACHMENT A
ARB FINDINGS FOR APPROVAL

1925 Embarcadero
16PLN-00145

The design and architecture of the proposed improvements, as conditioned, complies with the Findings for Architectural Review as required in Chapter 18.76 of the PAMC.

Comprehensive Plan and Purpose of ARB:

Finding #1: The design is consistent and compatible with applicable elements of the Palo Alto Comprehensive Plan.

Finding #16: The design is consistent and compatible with the purpose of architectural review, which is to:

- Promote orderly and harmonious development in the city;
- Enhance the desirability of residence or investment in the city;
- Encourage the attainment of the most desirable use of land and improvements;
- Enhance the desirability of living conditions upon the immediate site or in adjacent areas; and
- Promote visual environments which are of high aesthetic quality and variety and which, at the same time, are considerate of each other.

The project is consistent with Findings #1 and #16 because:

The design is compatible with the immediate environment of the site in that the replacement fencing and gates are located in the same location as the existing fence and gates and would not change the existing use of the site. The replacement of the fence would ensure that FAA requirements for safety and security to protect the general public and wildlife are met for the continued safe operation of the airport. The proposed material and color of the fencing is consistent with the material identified in the Site Assessment and Design Guidelines for the Palo Alto Baylands Preserve for security fencing in the Baylands. The design is compatible with the sidewalks, roadway, utilities and other existing improvements.

Compatibility and Character:

Finding #2: The design is compatible with the immediate environment of the site.

Finding #4: This finding of compatibility with unified or historic character is not applicable to the project (there is no unified design or historic character along this portion of El Camino Real).

Finding #5: The design promotes harmonious transitions in scale and character in areas

between different designated land uses.

Finding #6: The design is compatible with approved improvements both on and off the site.

The project is consistent with Findings #2, #4, #5 and #6 because:

The proposed perimeter fencing and gates are required to meet Federal Aviation Administration requirements for safety and security. The proposed fencing is the best available option to meet FAA requirements while also ensuring compatibility with the open space and associated recreational trails adjacent to the site area. In addition, because the proposed fencing would replace several different types of existing fencing at the site, the new fence and gates would provide a more unifying character to the site. The proposed fence would increase security for the existing buildings and would not involve any additions or changes to the existing buildings at the site.

Functionality and Open Space:

Finding #3: The design is appropriate to the function of the project.

Finding #7: The planning and siting of the building on the site creates an internal sense of order and provides a desirable environment for occupants, visitors and the general community.

Finding #8: The amount and arrangement of open space are appropriate to the design and the function of the structures.

The project is consistent with Findings #3, #7, and #8 because:

The replacement of the existing fencing is required by the FAA for the continued safe operation of the airport in compliance with federal standards. No buildings are proposed and the fence would be installed in the same location as the existing fence.

Circulation and Traffic:

Finding #9: Sufficient ancillary functions are provided to support the main functions of the project and the same are compatible with the project's design concept.

Finding #10: Access to the property and circulation thereon are safe and convenient for pedestrians, cyclists and vehicles.

The project is consistent with Findings #9 and #10 because:

There would be no change to circulation and traffic as a result of the proposed project.

Required transportation related signage on all access gates would be consistent with Manual on Uniform Traffic Control Devices Standards and FAA standards.

Landscaping and Plant Materials:

Finding #11: Natural features are appropriately preserved and integrated with the project.

Finding #12: The materials, textures and colors and details of construction and plant material

are an appropriate expression to the design and function and compatible with the adjacent and neighboring structures, landscape elements and functions.

Finding #13: The landscape design concept for the site, as shown by the relationship of plant masses, open space, scale, plant forms and foliage textures and colors create a desirable and functional environment on the site and the landscape concept depicts an appropriate unit with the various buildings on the site.

Finding #14: Plant material is suitable and adaptable to the site, capable of being properly maintained on the site, and is of a variety that would tend to be drought-resistant and to reduce consumption of water in its installation and maintenance.

The project is consistent with Findings #11- #14 because:

The proposed project would include minimal trimming of City trees and only trees in poor condition would be removed in coordination with the City of Palo Alto Public Works Urban Forestry Division. No new landscaping is planned. The proposed fence meets FAA requirements for safety and security and is therefore appropriate to the function of the facility. The black vinyl-coated chain link fencing is also complementary to the environmental setting consistent with adjacent open space areas.

Sustainability:

Finding #15: The design is energy efficient and incorporates renewable energy design elements including, but not limited to:

- a. Careful building orientation to optimize daylight to interiors
- b. High performance, low-emissivity glazing
- c. Cool roof and roof insulation beyond Code minimum
- d. Solar ready roof
- e. Use of energy efficient LED lighting
- f. Low-flow plumbing and shower fixtures
- g. Below grade parking to allow for increased landscape and stormwater treatment areas

The project is consistent with Finding #15 because:

Approximately 90 percent of the new PVC coated steel fence would be made from recycled material and the existing fence would be recycled to the extent feasible. Recycling for the existing fence would be tracked and reported. Therefore, replacement of the existing fencing would not result in any change to sustainability at the site.

ATTACHMENT B
CONDITIONS OF APPROVAL
1925 Embarcadero Road
16PLN-00145

PLANNING DIVISION

1. The project will be constructed in substantial conformance with plans received and date stamped May 4, 2016, except as modified to incorporate these conditions of approval.
2. The ARB approval letter including all Department conditions of approval for the project shall be printed on all construction plans.
3. Any changes to the fence such as size or location are subject to ARB review and approval prior to installation.
4. Wetlands: The applicant and its contractor will delineate work areas prior to construction. A biologist will be present in the field during construction, as proposed by the applicant, to verify that areas identified as wetlands in the April 2016 wetland delineation are avoided during construction.
5. Color and Materials: The color and material of the fence will be consistent with that proposed in the approve plan set and will consist of black, vinyl coated chain link fencing with three strand barbed wire on top except that privacy slats will be installed on a portion of the new fence adjacent to the existing material storage yard, as shown on the approved plan set.
6. Indemnity: To the extent permitted by law, the Applicant shall indemnify and hold harmless the City, its City Council, its officers, employees and agents (the "indemnified parties") from and against any claim, action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside or void, any permit or approval authorized hereby for the Project, including (without limitation) reimbursing the City for its actual attorneys' fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its own choice.
7. Development Impact Fees. Given the proposed fencing will replace existing fencing and no square footage has been added, no impact fees are due.
8. A Planning Division Final inspection will be required to determine substantial compliance with the approved plans. Any revisions during the construction process must be approved by Planning, including but not limited to; materials and location. Contact your Project Planner, Claire Hodgkins at claire.hodgkins@cityofpaloalto.org to schedule this inspection.

PUBLIC WORKS URBAN FORESTRY SECTION**PRIOR TO DEMOLITION OR GRADING PERMIT ISSUANCE**

1. The Tree Preservation Report (TPR). All sheets of the Applicant's TPR, as prepared by the City of Palo Alto Urban Forestry Division's qualified arborist, shall be printed on numbered Sheet T-1 (T-2, T-3, etc.) and added to the sheet index for the construction plans.
2. The applicant will follow the recommendations outlined in the Tree Preservation Report in consultation with Urban Forestry.

FIRE DEPARTMENT

1. Post the names of the gates (e.g. North Gate and South Gate) on the main vehicle entrance gates to the airport. Please spell out "North Gate" and "South Gate".
2. Prior to construction the applicant will contact the Fire Prevention Bureau (650-329-2184) for the placement of knox boxes.
3. Fire extinguishers that will be replaced shall be re-installation with the top of the extinguishers 42" from the ground.



NOTICE OF PUBLIC HEARING OF THE ARCHITECTURAL REVIEW BOARD

WHEN: Thursday May 19, 2016 AT 8:30 A.M.

PLACE: Council Chambers, Civic Center
250 Hamilton Avenue, 1st Floor

1925 Embarcadero Road [16PLN-00145]: Request by the City of Palo Alto Public Works, Airport Division, for the replacement of existing perimeter fencing at the City of Palo Alto Airport with new fencing and gates that meet Federal Aviation Administration (FAA) standards for security and safety. Environmental Assessment: Exempt from the provisions of CEQA per 15302 (Replacement or Reconstruction). Zoning District: Public Facility with Combining District Overlay PF (D). For more information, contact Claire Hodgkins at Claire.hodgkins@cityofpaloalto.org

Interested persons may appear and be heard. Staff reports for the agenda item will be available on the City's main webpage at www.cityofpaloalto.org under Agendas/Minutes/Reports, select City Council and follow the links. For additional information, please call Claire Hodgkins at (650) 329-2116.

ADA. Persons with disabilities who require auxiliary aids or services in using City facilities, services or programs or who would like information on the City's compliance with the Americans with Disabilities Act (ADA) of 1990, may contact (650) 329-2550 (voice) or (650) 328-1199 (TDD). Sign language interpreters will be provided upon request with 72 hours in advance notice.

Planning Division
P.O. Box 10250
Palo Alto, CA 94303

CITY OF PALO ALTO REAL ESTATE DIVISION
PO BOX 10250
PALO ALTO CA 94303-0862



CITY OF
PALO ALTO

Certificate of Mailing

I, [Signature] hereby certify that I am an employee with the City of Palo Alto Planning Division and am over 18 years of age.

On Thursday 5-5-16 (date), at 4:15 pm (time), I mailed a copy of the attached Notice of Hearing to those persons named on the attached list, being owners and occupants of all property within _____ feet of the exterior limits of the property described in said Notice as determined by the applicant.

Executed at Palo Alto, California on

May 5, 2016

Signed :

[Signature]
(Signature of Employee)

Attachment D

Airfield Perimeter Fencing Project Description

Prior to the transfer of the Palo Alto Airport (PAO) in 2014, staff analyzed the state of PAO and provided recommendations for important safety-related maintenance and modernization projects needed to upgrade the PAO to a modern operational condition. PAO has 180,000 annual operations, serves as a General Aviation Reliever Airport for three primary Bay Area airports and is identified as an important airport in the National Plan of Integrated Airport System (NPIAS). Airports in the NPIAS qualify for FAA grant money for eligible projects under the Airport Improvement Program (AIP) that involve capital improvements necessary for continued safe and efficient operation of an airport. Participants that accept grant money are required, by law, to meet grant assurances. The FAA is the national regulatory authority for civil aviation in the US and its mission is to provide the safest, most efficient aerospace system in the world.

The airport was contacted by the FAA in June 2015, and asked to provide mitigation measures to address the problem of a high number of Runway Incursions (RI) occurring at the airport. One project needed involves replacing airport perimeter fencing and gates to prevent unauthorized access to the airport runway, past occurrences having led to disruptions to landings and takeoffs. This perimeter fencing project is being driven by new initiatives to enhance runway safety at all airports in the nation as identified in the FAA National Runway Safety Report dated June 2015. If the airport does not address these safety projects first, it may jeopardize future grant funding for needed for other necessary rehabilitation projects at PAO.

The airfield perimeter fencing project proposes to replace the existing fence surrounding the airport with new fencing and gates that meet Federal Aviation Administration (FAA) standards for security and safety. The work of this proposed project involves replacing the existing perimeter fence with new fencing and gates in the same locations. Complying with these design guidelines and recommendations ensures the Airport's safeguards are effective. The Airport has an existing perimeter fence and access controls (vehicle and pedestrian gates) that are beyond their useful life and also do not meet current FAA and Transportation Security Administration (TSA) standards for Airports. The design concept is to ensure compliance with FAA and TSA security recommendations to ensure the safeguards to prevent inadvertent entry to the movement area by unauthorized persons or vehicles.

The site assessment for the Palo Alto Baylands Preserve states that a small gap (4 to 6 inches) is required between the bottom of the fabric and the ground to enable migration of small animals. This gap is not recommended for wildlife to migrate as wildlife strikes pose a threat to the safe operation of aircraft and therefore the risk for human or animal injury or mortality is increased.

The existing perimeter fence varies from 3-foot to 8-foot galvanized or black vinyl clad chain link fence. Portions of the fence adjacent the Golf Course and FAA Air Traffic Control Tower have an existing 8-foot galvanized chain link fence with 3-strand barbed wire previously installed by FAA or the County of Santa Clara who formerly operated the Airport for the City. The Airport is pursuing the removal of existing galvanized fencing which ranges from a height of 3-foot to 8-foot and replacing with an 8-foot black vinyl coated chain link fence with an additional one foot of 3-strand barbed wire on top.

Attachment D

Airfield Perimeter Fencing Project Description

The fence replacement activities will consist of removing 10,600 linear feet of existing fence and gates. Fence posts are approximately 10 feet apart. The original design included the construction of the new fence approximately 18 inches on the inside of the existing fence alignment. This was intended to maintain airport perimeter security during the replacement. The Airport revised the design to use the same alignment in order to reduce impacts to the adjacent areas.

From an environmental approval processing standpoint this project has already received approval from the Federal Aviation Administration (FAA) under the National Environmental Policy Act (NEPA) with the following design features incorporated:

- Construction observation by biologist during construction of fencing along environmentally sensitive areas
- Avoidance of seasonal wetlands, determined by on-site biologist during construction.
- Construction outside of nesting bird season (February 1 through August 31)
- Preconstruction surveys and marking of suitable habitat to avoid impacts to protected species (e.g. Burrowing owl)
- Worker environmental awareness program

The contract will use a rubber-tired bobcat with an auger attachment to drill 18- to 24-inch diameter holes for fence posts, setting posts in concrete approximately 6 feet below grade, and then attaching fencing materials to the posts. The posts will be placed approximately 10 feet apart (approximately 1,060 posts). Where feasible the new fence will be installed in the same fence alignment, however, the same fence post holes as existing will not be utilized. The existing fencing should be set in concrete footings, and all of the existing footings will be removed and backfilled with native, site soil from the new holes.



Notice of Exemption

TO:

- ☐ Office of Planning and Research
P.O. Box 3044
Sacramento, CA 95812-3044
- ☒ County Clerk
County of Santa Clara
70 W. Hedding St., E. Wing, 1st Fl
San Jose, CA 95110

FROM:

City of Palo Alto, Planning Division
250 Hamilton Ave, 5th Fl
Palo Alto, Ca 94301

Contact: Claire Hodgkins
Phone: 650-329-2116

Project Title: Airport Perimeter Fence Replacement

Project Location (include county): 1925 Embarcadero Road, Palo Alto, CA (Santa Clara Co.)

Project Description:

The proposed project includes removal of approximately 10,600 linear feet of existing perimeter fence and gates that are beyond their useful life and do not meet FAA or Transportation Security Administration (TSA) standards. The existing fence would be replaced with new, black, vinyl-coated chain link fencing and gates with black posts. A short section of proposed fencing around an existing material and equipment storage area will contain privacy slats to shield the storage area from view. Fence posts are, and would be, approximately 10 feet apart. The new fence posts would not be in the same location as the existing fence posts but would be located within approximately the same alignment. Material excavated for the new fence post holes will be used to fill the existing fence post holes. A rubber-tired bobcat with an auger attachment would be used to drill the 18- to 24-inch diameter holes for fence posts that would be set in concrete approximately 6 feet below grade.

The proposed project has been designed to avoid wetlands features and construction during the nesting season (February 1 through August 31). A qualified biologist will conduct a preconstruction survey and delineate suitable habitat for special status species that will be avoided. The biologist will also be present during construction activities in close proximity to environmentally sensitive areas. In addition, a worker environmental awareness program will be implemented as part of the proposed project.

Name of Public Agency Approving Project: City of Palo Alto

Name of Person or Agency Carrying Out Project: City of Palo Alto, Public Works Engineering

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption: 15302 Replacement or Reconstruction
- ☐ Statutory Exemptions. State code number

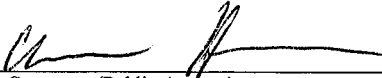
Reasons why project is exempt:

The proposed project includes removal of an existing fence and replacement of a new fence in the same alignment along the perimeter of the Palo Alto Airport. The new structure will have the same purpose and be the same length as the existing fence. The project has been designed to avoid impacts to wetlands and all work would occur outside the avian nesting season to avoid impacts to avian species and their nests.

Lead Agency Contact Person: _Claire Hodgkins, Project Planner _ **Email:** Claire.hodgkins@cityofpaloalto.org

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☒ N/A


Signature (Public Agency)

Project Planner
Title

May 9, 2016
Date

☒ Signed by Lead Agency

☐ Signed by Applicant

Date Received for filing at OPR: _____

Attachment F

Hardcopies to ARB members and Libraries only

Project plans can be reviewed at:

<http://www.cityofpaloalto.org/news/displaynews.asp?NewsID=3559&TargetID=319>