

NEGATIVE DECLARATION AND INITIAL STUDY

For

**Proposed Airport Land Use Compatibility Plan (ALUCP) Update
For the Environs of Half Moon Bay Airport
San Mateo County, California**

Prepared For:

City/County Association of Governments of San Mateo County

Prepared By:

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237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063**

August 2014

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NEGATIVE DECLARATION

1. Project Title: Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport (ALUCP or proposed project)

2. Lead Agency/Project Proponent: The City/County Association of Governments (C/CAG) of San Mateo County, acting in its designated role as the Airport Land Use Commission (ALUC) for San Mateo County.

3. Brief Project Description: The proposed ALUCP would replace the Half Moon Bay Airport Land Use Plan in Chapter III of the 1996 *San Mateo County Comprehensive Airport Land Use Plan* (previously referred to as a CLUP) in its entirety. The ALUCP has been prepared with reference to, and is consistent with, guidance provided by the California Department of Transportation (Caltrans), Division of Aeronautics in the 2011 version of the *California Airport Land Use Planning Handbook* as well as all other relevant state and federal guidelines, criteria, and regulations.

The Half Moon Bay airport layout plan (ALP) (and associated Part 77 surfaces), aviation activity forecasts, and noise contour maps have been updated since 1996 and are reflected in the proposed ALUCP. The proposed ALUCP contains general and specific policies to implement the relevant provisions of the plan. Specifically, the plan includes the C/CAG a two-step airport/land use compatibility review process and identifies compatible land uses and densities based on the projected 2032 noise exposure contours, safety zones, and Part 77 surfaces.

4. Project Location: Half Moon Bay Airport is located approximately four miles north of the City of Half Moon Bay, California, and approximately 15 miles south of San Francisco (see **Figure 1**

of the following Initial Study). The proposed Half Moon Bay ALUCP update document applies to a very small portion of the City of Half Moon Bay west of Highway 1 and unincorporated areas in San Mateo County that are located within the proposed Airport Influence Area (AIA) boundary (see **Figure 2** of the following Initial Study). The AIA boundary defines the area for land use compatibility policy implementation. The AIA boundary was established using the outer boundary of the Conical Surface of the airspace protection surfaces defined in Title 14 of the Code of Federal Regulation Part 77 (14 CFR Part 77) for the airport. This federal regulation defines a series of airspace protection boundaries around an airport that are used by the Federal Aviation Administration (FAA) to determine potential obstructions to air navigation. The outer boundary of the Conical Surface generally represents the outer boundary of the air traffic pattern at Half Moon Bay Airport.

5. Initial Study: An Initial Study was prepared in accordance with the *California Environmental Quality Act* (CEQA) (California Public Resources Code §21000 et seq.) and its implementing guidelines (14 California Code Regulations §15000 et seq.) to assess whether or not implementation of the ALUCP might have a significant effect on the environment. A copy of the Initial Study can be found immediately following this Proposed Negative Declaration and is hereby incorporated by reference.

6. Findings: (1) The C/CAG Board of Directors finds, on the basis of the whole record before it (including the Initial Study), that there is no substantial evidence that the Airport Land Use Compatibility Plan (ALUCP) for the environs of Half Moon Bay Airport may have a significant effect on the environment; and (2) that this Negative Declaration reflects the independent judgment and analysis of the C/CAG Board of Directors.

7. Date: _____, 2014

Sandy Wong
Executive Director
City/County Association of Governments of San Mateo County

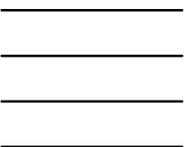
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City/County Association of Governments Of San Mateo County, California

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Initial Study
Airport Land Use Compatibility Plan
for the Environs of Half Moon Bay Airport

INTRODUCTION

This Initial Study evaluates the potential environmental effects of the implementation of an Airport Land Use Compatibility Plan (ALUCP) update for the environs of Half Moon Bay Airport. This Initial Study is being provided as part of the *California Environmental Quality Act* (CEQA) documentation for the City/County Association of Governments of San Mateo County's (C/CAG) consideration. C/CAG is assuming the role of "lead agency" for this project in accordance with CEQA and the State CEQA Guidelines. The C/CAG Board of Directors serves as the designated Airport Land Use Commission for San Mateo County. In this role, the Board is guided by the relevant content in the *California Airport Land Use Planning Handbook* (October 2011), published by the Caltrans Division of Aeronautics, and implements the *California State Aeronautics Act* (SAA) pursuant to California Public Utility Code (PUC) Sections 21674.5 and 21674.7. C/CAG review and determination regarding the potential environmental impacts of the updated ALUCP will be based on the information presented in this Initial Study.

ENVIRONMENTAL REVIEW PROCESS

This Initial Study document contains an "Environmental Checklist" for assessing potential environmental impacts of the proposed project in a modified form suggested by Appendix G of the State CEQA Guidelines. A brief explanation is provided for all responses contained in the Environmental Checklist, including supportive documentation for those responses identified as "No Impact" or "Less than Significant Impact."

Based on analysis undertaken to fill out the checklist, the proposed ALCUP update is not expected to result in any potentially significant environmental impacts and no mitigation is necessary. Based on this determination, C/CAG is proposing to adopt a Negative Declaration (ND) for the proposed project. This Initial Study document suffices to fulfill the environmental review requirements for adoption of the proposed ALUCP by the C/CAG Board of Directors, in its designated role as the Airport Land Use Commission for the County. As noted in Item 10 of the Environmental Checklist, there are no other agency approvals required.

PROJECT DESCRIPTION

1. Project Title:

Airport Land Use Compatibility Plan (ALUCP) Update for the Environs of Half Moon Bay Airport

2. Lead Agency Name and Address:

City/County Association of Governments (C/CAG) of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

3. Project Location:

Half Moon Bay Airport (HAF) is located approximately four miles north of the City of Half Moon Bay, California, and approximately 15 miles south of San Francisco, California (**Figure 1**). The Draft Final Half Moon Bay ALUCP update document applies to a very small portion of the City of Half Moon Bay west of Highway 1 and unincorporated areas in San Mateo County that are located within the proposed Airport Influence Area (AIA) boundary (**Figure 2**). The AIA boundary defines the area for land use compatibility policy implementation. The AIA boundary was established using the outer boundary of the Conical Surface of the airspace protection surfaces defined in Title 14 of the Code of Federal Regulation Part 77 (14 CFR Part 77) for the airport. This federal regulation defines a series of airspace protection boundaries around an airport that are used by the Federal Aviation Administration (FAA) to determine potential obstructions to air navigation. The outer boundary of the Conical Surface generally represents the outer boundary of the air traffic pattern at Half Moon Bay Airport.

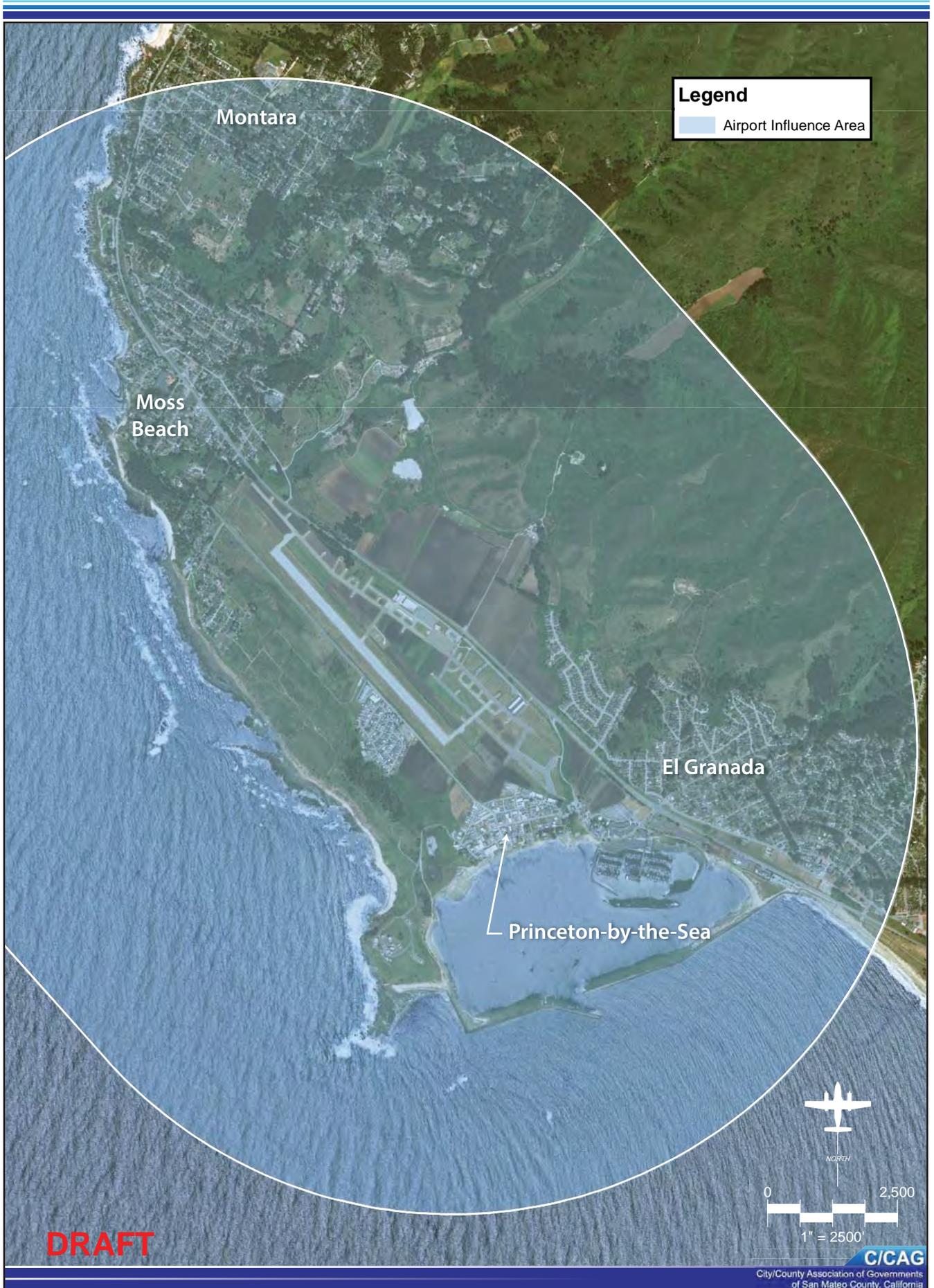


Figure 2
HALF MOON BAY AIRPORT INFLUENCE AREA (AIA)

4. Project Sponsor’s Name and Address:

City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063
Sandy Wong, Executive Director

5. General Plan Designation:

Figure 3 depicts the land use designations for areas within the planning boundary. Lands within the AIA are primarily addressed within the County of San Mateo’s General Plan (1986). Portions of the AIA are located within the California Coastal Zone and are, thus, also subject to goals and policies of the County’s Local Coastal Program (LCP) (2013). **Table 1** provides a summary of General Plan and San Mateo County LCP land use designations within the AIA by land use classification category based on the County’s General Plan data base (dated November 2012), which includes information for parcels within the City of Half Moon Bay, and the San Mateo County LCP (dated June 30, 2013). The location of the County’s Mid-Coast LCP boundary is also shown on **Figure 3**.

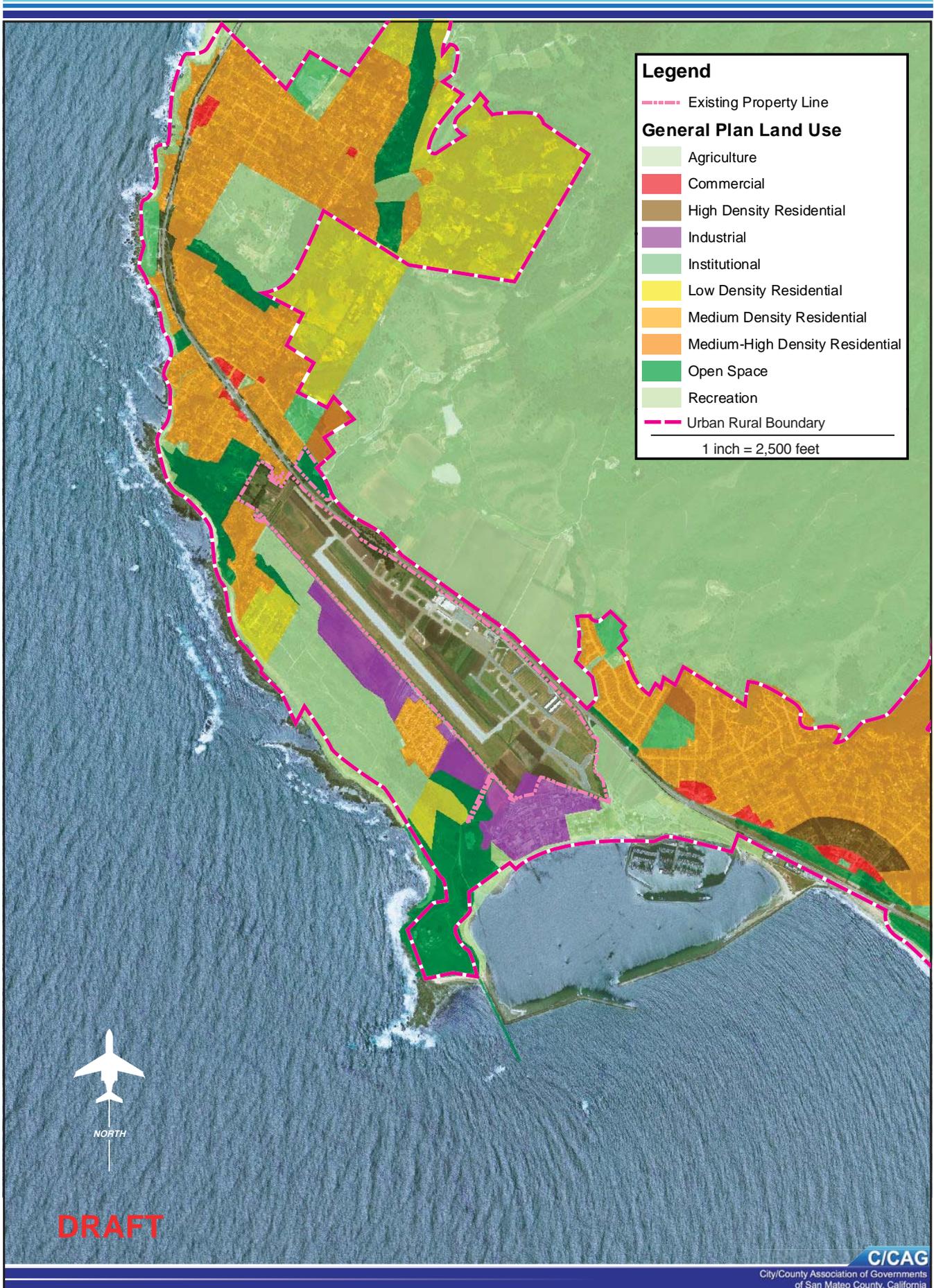
TABLE 1
General Plan and Local Coastal Program Land Use Summary
Half Moon Bay Airport Influence Area

Land Use Classification	Area (Acres)	Percentage
Agriculture	2,373.1	49.8%
Medium Density Residential	926.0	19.4%
Open Space	342.3	7.2%
Low Density Residential	380.5	8.0%
Airport Property	323.1	6.8%
Commercial	268.5	5.6%
Public	67.7	1.4%
High Density Residential	28.3	0.6%
Coastside Commercial Residential	53.5	1.1%
Total	4,763	100.0%

Source: San Mateo County General Plan database (dated November 2012), which includes information for parcels within the City of Half Moon Bay, and San Mateo County Local Coastal Plan (dated June 2013), Coffman Associates analysis

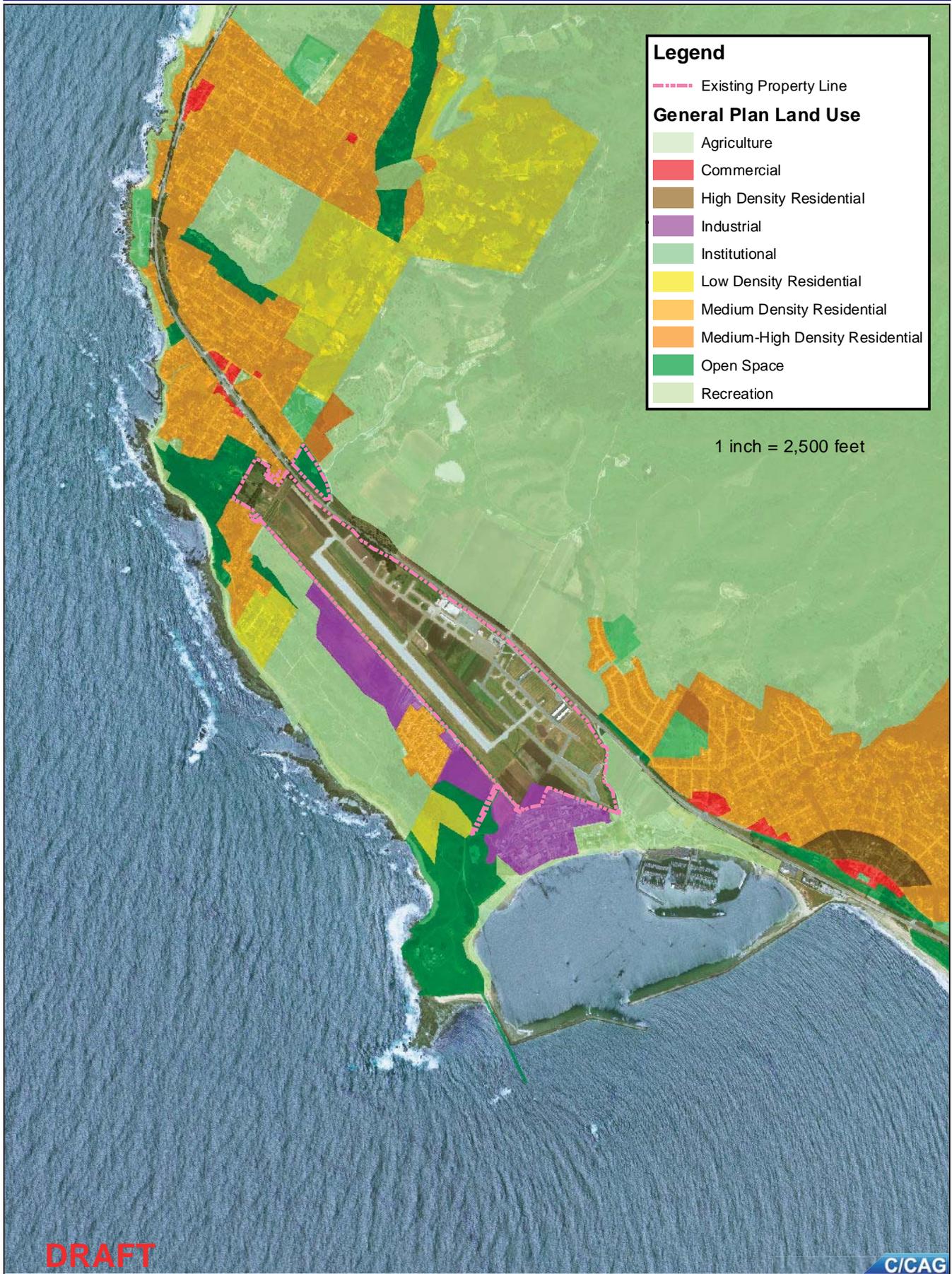
6. Zoning:

Figure 4 depicts the zoning for areas within the planning boundary based on the County of San Mateo Zoning database, which includes information for parcels within the City of Half Moon Bay; **Table 2** provides a summary of zoning designations within the AIA by land use classification category. The County’s *Zoning Regulations* (2012) (Chapter 18.6) also include an Airport Overlay (AO) Zone, which is intended to provide a margin of safety at the ends of the airport’s runways (i.e., the runway protection zones [RPZs]) by limiting the concentration of people where hazards from aircraft are considered to be greatest. The AO zone combines with the following zoning districts in the area surrounding the airport: Light Industrial (M-1); Resource



Source: San Mateo County Information Services Department; County of San Mateo Local Coastal Program Policies, June 2013

Figure 3
GENERAL PLAN/
LOCAL COASTAL PROGRAM



Legend

- Existing Property Line

General Plan Land Use

- Agriculture
- Commercial
- High Density Residential
- Industrial
- Institutional
- Low Density Residential
- Medium Density Residential
- Medium-High Density Residential
- Open Space
- Recreation

1 inch = 2,500 feet

DRAFT

Management-Coastal Zone (RMC); Waterfront (W); and Single-Family Residential/5,000 s.f. lot minimum (R-1/S-17).

TABLE 2
Zoning Summary
Half Moon Bay Airport Influence Area

Land Use Classification	Area (Acres)	Percentage
Agriculture	2,430.3	51.0%
Single-family Residential	711.8	14.9%
Right-of-Way, Parking	608.3	12.8%
Open Space, Recreation, Resource Management	533.0	11.2%
Airport Property	323.1	6.8%
Commercial, Industrial, Waterfront	116.3	2.4%
Multiple Family Residential	28.4	0.6%
Planned Unit Development	<u>11.9</u>	<u>0.2%</u>
Total	4,763	100%

Source: San Mateo County Zoning database (dated November 2012), which includes information for parcels within the City of Half Moon Bay, Coffman Associates analysis

7. Description of Project:

The proposed ALUCP would replace the Half Moon Bay Airport Land Use Plan in Chapter III of the 1996 *San Mateo County Comprehensive Airport Land Use Plan* (previously referred to as a CLUP) in its entirety. The HAF airport layout plan (ALP) (and associated Part 77 surfaces), aviation activity forecasts, and noise contour maps have been updated since 1996 and are reflected in the proposed ALUCP. The ALUCP has also been prepared with reference to, and is consistent with, guidance provided by the California Department of Transportation (Caltrans), Division of Aeronautics in the 2011 version of the *California Airport Land Use Planning Handbook* (Handbook) and all other relevant state and federal guidelines, criteria, and regulations.

Similar to the 1996 CLUP, the proposed ALUCP is intended to protect and promote the safety and welfare of residents, business, and airport users near the airport, while supporting the continued operation of HAF. Specifically, the plan seeks to protect the public from the adverse effects of airport noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

Per the Caltrans' Handbook, the ALUCP Update does not apply to existing land use, i.e., the land use compatibility policies contained within the proposed ALUCP are not intended to remove existing incompatible land uses within the airport environs. This includes development already planned for the area as evidenced by a vesting tentative map, a development agreement pursuant to California Government Code, Section 65866 that is in effect at the effective date of this ALUCP, or a valid building permit.

Chapter Four of the proposed ALUCP contains general and specific policies to implement the relevant provisions of the plan. Specifically, the plan includes the C/CAG two-step airport/land

use compatibility review process (**Figure 5**) and identifies allowable land uses and densities based on the projected 2032 noise exposure contours, safety zones, and Part 77 surfaces.

Noise Zones and Land Use Compatibility

There are several differences between the 1996 CLUP and the proposed ALUCP. The 1996 CLUP noise zones are based on noise contours for the airport developed in 1995 and require interior noise attenuation for certain residential and commercial lodging land uses within the 55-60 decibel (dB) Community Noise Equivalency Level (CNEL) noise contours; residential land uses are not considered compatible with CNEL above 60. There are no restrictions on non-residential land use as long as the interior noise level is attenuated to at least 45 CNEL.

The proposed ALUCP uses updated future (2032) noise contours (**Figure 6**) and considers mobile home parks or courts, outdoor sport events and stadiums, and nature exhibits and zoos to be incompatible with CNEL 60 and above. Residential land uses, indoor recreational uses, and commercial lodging facilities are considered “conditionally” compatible with the 60-64 CNEL if interior sound attenuation to CNEL 45 or lower is achieved, but incompatible with CNEL 65 and above. The proposed ALUCP would also restrict non-residential land uses such as public/institutional facilities and commercial land uses within CNEL 65 and above and CNEL 71 and above, respectively. The proposed ALUCP noise compatibility criteria are shown in **Table 3**.

Safety Zones and Land Use Compatibility

There are also differences between the safety zones of the 1996 CLUP and the proposed ALUCP. The 1996 CLUP safety zones have three zones (runway protection zone [RPZ], approach protection zone [APZ], and traffic overflight zone [TOZ]). Criteria for the RPZ and the APZ are very restrictive. All land uses (except crop production) are restricted from the RPZ; only manufacturing, transportation, communication, crop production, and livestock grazing are allowed in the APZ with only 10 persons per acre allowed in the manufacturing land uses. The TOZ allows all uses with some conditions on educational facilities, communications, crop production, livestock grazing, and mining/quarrying.

The proposed ALUCP has seven different safety zones (**Figure 7**). Safety compatibility policies for the proposed ALUCP are shown in **Table 4**. Similar to the 1996 CLUP safety zones, the RPZ would be highly restrictive and would not allow structures of any kind. Unlike the 1996 CLUP RPZ, the proposed ALUCP RPZ would be contained entirely on airport property and would not displace future development. The proposed ALUCP inner approach/departure zone (IADZ) would be less restrictive than the 1996 CLUP APZ. The IADZ would allow limited development (one dwelling unit per 10 acres) and concentrations of people (60 persons per acre). The IADZ would be larger than the APZ, extending approximately 4,000 feet from each runway end.

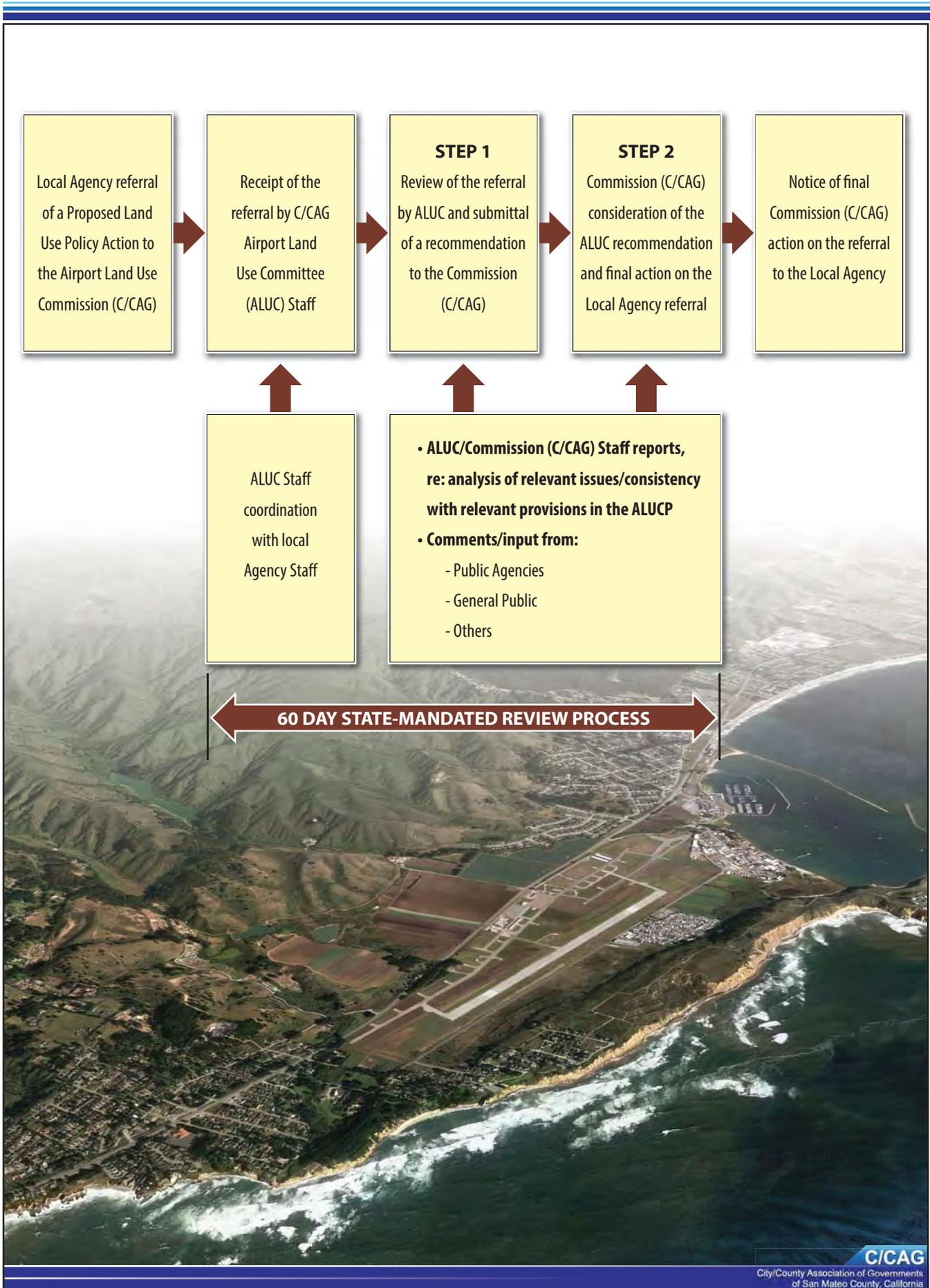


Figure 5
SAN MATEO COUNTY AIRPORT LAND USE COMMISSION (C/CAG)
TWO-STEP REVIEW PROCESS

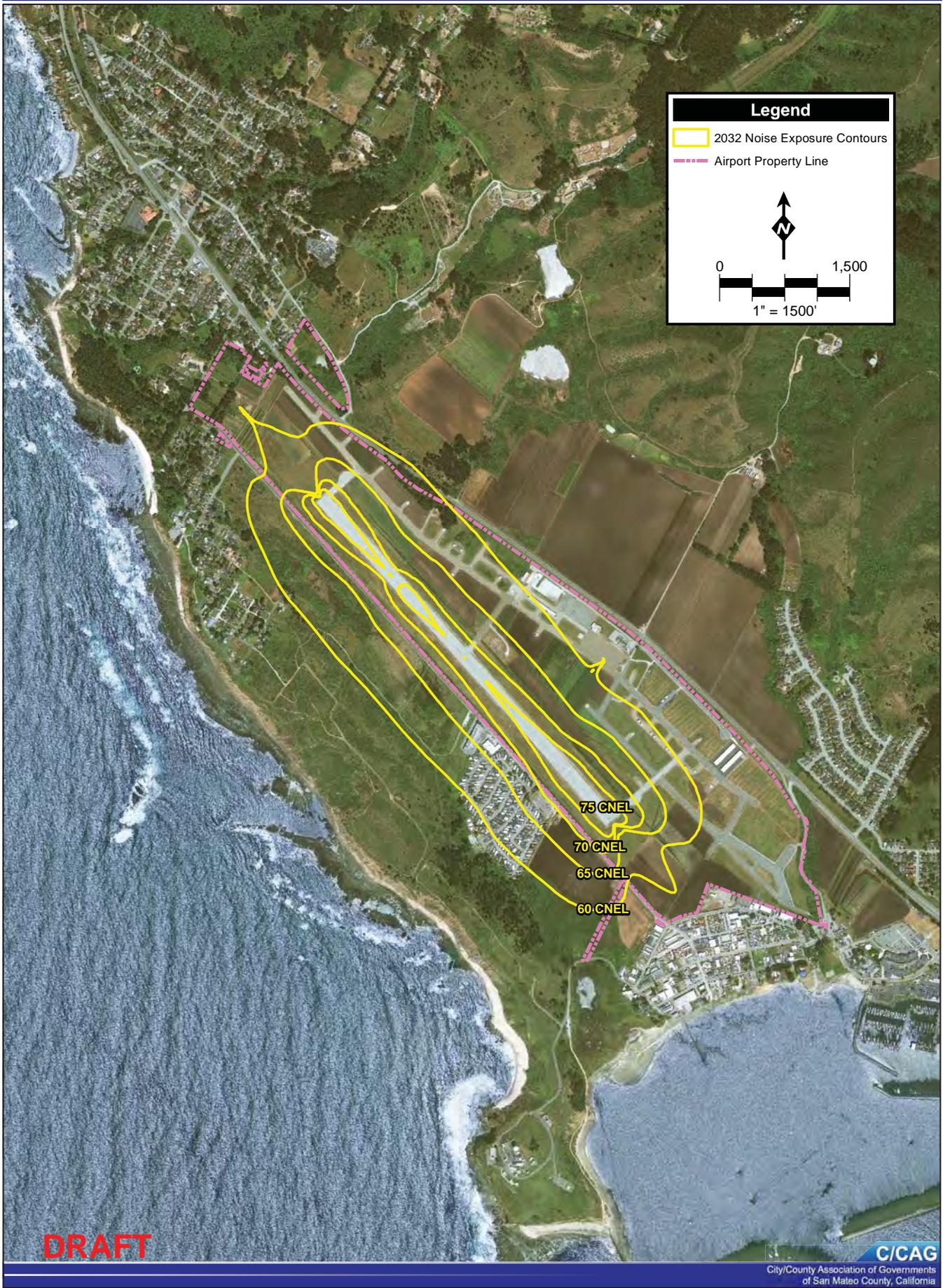


Figure 6
2032 NOISE CONTOURS

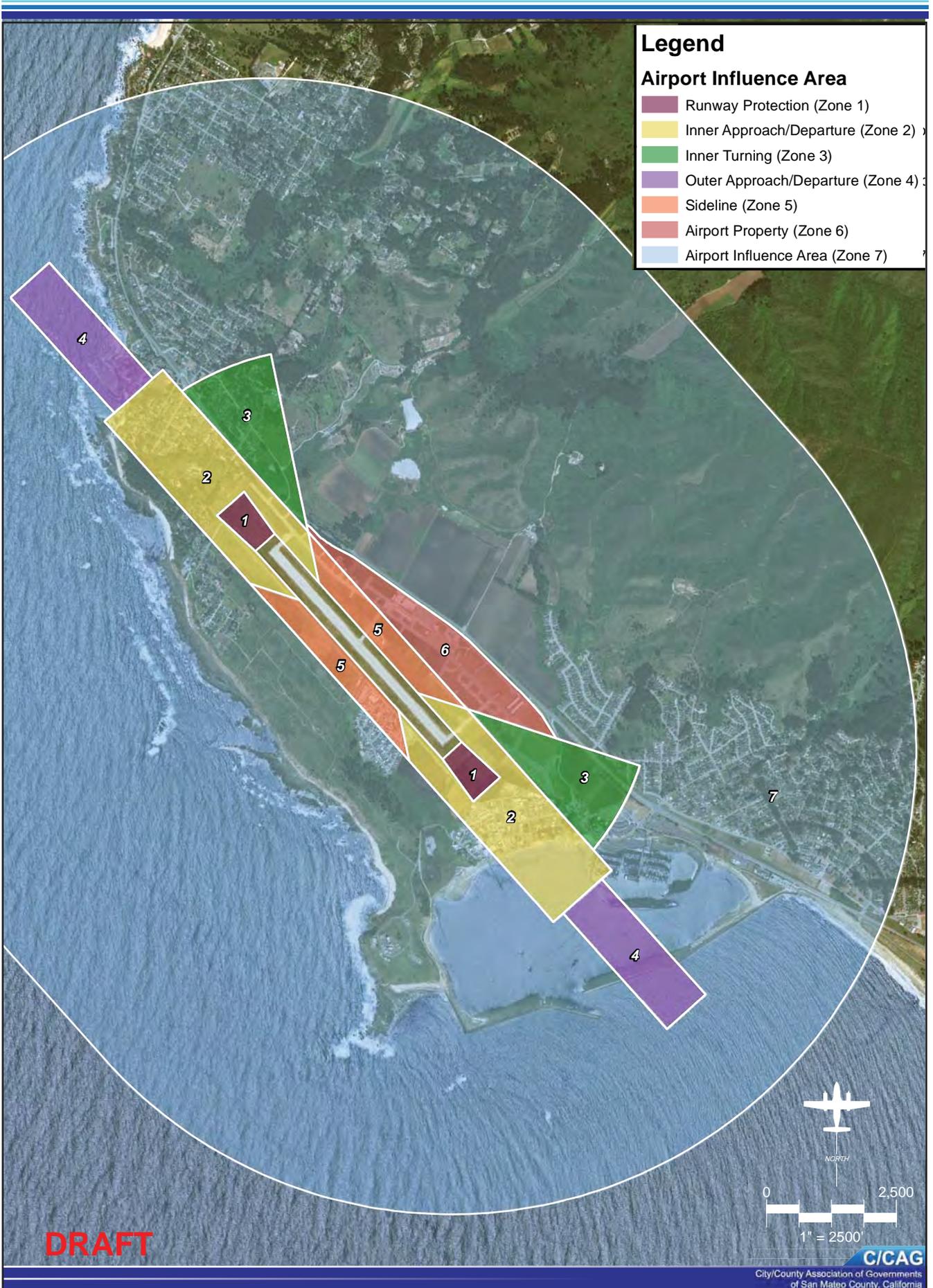


Figure 7
HALF MOON BAY AIRPORT SAFETY ZONES

TABLE 3
ALUCP Update Noise Compatibility Criteria
Half Moon Bay Airport

	CNEL		
	60-64	65-70	71-75
RESIDENTIAL			
Single Units - detached	C(1)	N	N
Single Units – semi-detached	C(1)	N	N
Single Units – attached row	C(1)	N	N
Two Units	C(1)	N	N
Multi-Family, three or more units (rental and ownership)	C(1)	N	N
Group Quarters	C(1)	N	N
Mobile Home Park or Courts	N	N	N
PUBLIC/INSTITUTIONAL FACILITIES			
Education facilities	C	N	N
Religious facilities, libraries, museums, galleries, clubs, lodges	C	N	N
Hospitals, nursing homes, and other health care services	C	N	N
Governmental services	C	N	N
Outdoor music shells, amphitheaters	N	N	N
Cemeteries	Y	Y	N
RECREATIONAL			
Outdoor sport events, stadiums	N	N	N
Nature exhibits and zoos	N	N	N
Indoor recreation, amusements, athletic clubs, gyms and spectator events, parks, outdoor recreation: tennis, golf courses, riding trails, etc.	C	N	N
COMMERCIAL			
Wholesale Trade	Y	C	N
Retail trade	Y	C	N
Finance, insurance, and real estate services	Y	C	N
Business services	Y	C	N
Repair services	Y	C	N
Professional services	Y	C	N
Hotels, Motels, Transient Lodgings	C	N	N
INDUSTRIAL			
Manufacturing	Y	Y	Y
Printing, publishing, and allied industries	Y	Y	Y
Chemicals and allied products manufacturing	Y	Y	Y
Miscellaneous manufacturing	Y	Y	Y
Highway and street right-of-way and other transportation, communication, and utilities	Y	Y	Y
Automobile parking	Y	Y	Y
Processing of food, wood and paper products; printing and publishing; warehouses, wholesale and storage activities	Y	Y	Y
Refining, manufacturing and storage of chemicals, petroleum and related products, manufacturing and assembly of electronic components, etc.	Y	Y	Y
Salvage yards; natural resource extraction and processing, agricultural, mills and gins	Y	Y	Y
AGRICULTURE			
Agriculture (except livestock)	Y	Y(2)	Y(3)
Livestock farming and animal breeding	Y	Y(2)	Y(3)
Agricultural-related activities	Y	Y(2)	Y(3)
Forestry activities and related services	Y	Y(2)	Y(3)
Fishing activities and related services	Y	Y(2)	Y(3)

CNEL - Community Noise Equivalent Level, in A-weighted decibels.

Y (Yes) - Land use and related structures compatible without restrictions.

C (conditionally compatible) - Land use and related structures are permitted, provided that sound insulation is provided to reduce interior noise levels from exterior sources to CNEL 45 dB or lower.

N (No) = Land use and related structures are not compatible.

(1) Requires an aviation easement be granted to San Mateo County as operator of HAF.

(2) Residential buildings must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources.

(3) Accessory dwelling units are not compatible.

TABLE 4
ALUCP Update Safety Criteria Matrix
Half Moon Bay Airport

Zone	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
	Dwelling Units per Acre ¹	Maximum Non-residential Intensity ²	Required Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
RPZ	None	None	All unused	<ul style="list-style-type: none"> • All structures except ones with location set by aeronautical function • Assemblages of people • Objects exceeding FAR Part 77 height limits • Natural gas & petroleum pipelines¹⁰ • Dumps or landfills, other than those consisting entirely of earth & rock. • Hazards to flight⁵ 	<ul style="list-style-type: none"> • Airport disclosure notice required
IADZ	1 d.u. per 10 acres	60 persons per acre	30%	<ul style="list-style-type: none"> • Residential, except for very low residential and infill in developed areas¹¹ • Hazardous uses (e.g., aboveground bulk fuel storage) • Natural gas & petroleum pipelines¹⁰ • Office buildings greater than 3 stories • Labor-intensive industrial uses • Children's schools, day care centers, libraries • Hospitals, nursing homes • Places of worship • Schools • Recreational uses, athletic fields, playgrounds, & riding stables • Theaters, auditoriums, & stadiums • Dumps or landfills, other than those consisting entirely of earth & rock. • Waterways that create a bird hazard • Hazards to flight⁵ 	<ul style="list-style-type: none"> • Airport disclosure notice required • Locate structures maximum distance from extended runway centerline • Airspace review required for objects >35 feet tall⁶
ITZ	1 d.u. per 2 acres	100 persons per acre	20%	<ul style="list-style-type: none"> • Residential, except for low residential and infill in developed areas¹¹ • Hazardous uses (e.g., aboveground bulk fuel storage) • Natural gas & petroleum pipelines¹⁰ • Buildings with more than 3 aboveground habitable floors • Children's schools, day care centers, libraries • Hospitals, nursing homes • Places of worship • Schools • Recreational uses, athletic fields, playgrounds, & riding stables • Theaters, auditoriums, & stadiums • Dumps or landfills, other than those consisting entirely of earth & rock. • Waterways that create a bird hazard • Hazards to flight⁵ 	<ul style="list-style-type: none"> • Same as IADZ zone

TABLE 4 (Continued)
ALUCP Update Safety Criteria Matrix
Half Moon Bay Airport

Zone	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
	Dwelling Units per Acre ¹	Maximum Non-residential Intensity ²	Required Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
OADZ	1 d.u. per 2 acres	150 persons per acre	20%	<ul style="list-style-type: none"> • Children’s schools, day care centers, libraries • Hospitals, nursing homes • Bldgs. with >3 aboveground habitable floors • Highly noise-sensitive outdoor nonresidential uses⁷ • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Airport disclosure notice required • Airspace review required for objects >70 feet tall⁹
SSZ	1 d.u. per 2 acres	100 persons per acre	30%	Same as IADZ zone	Same as IADZ zone
APZ	None	No Limit	No Requirement	<ul style="list-style-type: none"> • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Airport disclosure notice required • Airspace review required for objects >70 feet tall⁹
AIA	No Limit	300 persons per acre	10%	<ul style="list-style-type: none"> • Hazards to flight⁶ • Outdoor stadiums and similar uses with very high intensity uses 	<ul style="list-style-type: none"> • Airport disclosure notice required • Airspace review required for objects >100 feet tall⁹ • New structures are prohibited on existing terrain that penetrates 14 CFR Part 77 surfaces⁹ • New structures require additional airspace analysis required within the 50-foot terrain penetration buffer⁹

Notes:

- 1 Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre (d.u./ac). Clustering of units is encouraged. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands associated with the property.
- 2 Usage intensity calculations shall include all the maximum number of people (e.g., employees, customers/visitors, etc.) who may be on the parcels or site at a single point in time, whether indoors or outside.
- 3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects.
- 4 The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. Also see Sections 4.1.6 and 4.2.2.5 for policies on similar uses and special conditions.
- 5 As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law.
- 6 Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development such as golf courses and certain types of crops as outlined in FAA’s Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*
- 7 Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- 8 Objects up to 35 feet in height are permitted. However, the FAA may require Form 7460-1, marking, and lighting of certain objects.
- 9 This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport (See examples 1, 2 & 3 on Exhibit 4C). Taller objects may be acceptable if determined not to be obstructions. Developers proposing structures that could penetrate 14 CFR Part 77 elevations must file Form 7460-1 with the FAA.
- 10 Natural gas & petroleum pipelines less than 36 inches below the surface.
- 11 The definition of infill can be found in Section 4.2.2.3 of the Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport.

RPZ - Runway Protection Zone
APZ - Airport Property

OADZ Outer Approach/Departure Zone
ITZ - Inner Turning Zone

SSZ - Sideline Safety Zone

IADZ - Inner Approach/Departure Zone
AIA - Airport Influence Area

The proposed ALUCP has four additional zones. These include the inner turning zone (ITZ), the outer approach/departure zone (OADZ), the sideline safety zone (SSZ), and the airport property zone (APZ). The ITZ, OADZ, and SSZ would all limit residential density to one dwelling unit per two acres; the ITZ and SSZ would limit non-residential concentrations of people to 100 people per acre and the OADZ would limit the concentration of people to 150 per acre. The APZ would not allow dwelling units at all and is located entirely on airport property. The APZ would not have a limit on the number of non-residential people allowed per acre.

The AIA in the proposed ALUCP would extend 9,000 feet from the airport runway compared to 10,000 feet for the 1996 CLUP TOZ and would restrict land uses that concentrate more than 300 persons per acre and hazards to flight (tall objects, visual and electronic forms of interference, and land uses that attract birds).

Summary of Displacement Analysis

The change in amount of developable land and density allowed by the 1996 CLUP compared to what could occur under policies contained in the proposed ALUCP was analyzed in a “displacement analysis,” which is appended to this Initial Study (**Appendix A**). The term “displacement” refers to the idea that development disallowed in one area of the County may shift to other less restricted areas. The actual amount and location of such future development is dependent on a variety of factors, including market conditions, and would be subject to the zoning and permitting authority of the responsible local jurisdictions.

Future Residential Buildout. The displacement analysis conducted for this project compares the overall amount and type of residential development allowed by the 1996 CLUP with what could occur under the proposed ALUCP, based on the County’s Zoning Map and General Plan and LCP land use designations. As shown in the analysis, the amount of overall residential development allowed within the AIA of the proposed ALUCP would be slightly more than is allowed within the TOZ of the 1996 CLUP (Tables A5 and A6, **Appendix A**). This is due primarily to the fact that the 1996 CLUP had a larger “terrain-restricted” area than what is proposed in the ALUCP due to the updated ALP and Part 77 surfaces for the airport.

Based on buildout under the County General Plan and LCP land use maps, a shift from medium high density residential to medium density residential development could occur as a result of the proposed ALUCP. This is because approximately 57 medium high density residential units would be disallowed in the AIA, while an additional 79 medium density residential units would be allowed as a result of the proposed ALUCP (Table A6, **Appendix A**). Overall, an additional 24 residential units could be developed under the proposed ALUCP compared to the 1996 CLUP.

The primary vacant parcel of land to be affected by the proposed safety zones is an approximate 12-acre parcel located north of the airport partially within the proposed ITZ. The ITZ would only allow a residential density of two dwelling units/acre. Thus, any future development of this parcel would have to be designed so that the majority of the future units are located on the portion of the property located outside the ITZ.

Future Non-Residential Buildout. For non-residential development, both the 1996 CLUP and the proposed ALUCP restrict the type of development and intensity (number of people allowed per acre). Non-residential development may include commercial, office, institutional, and industrial land uses. Since the County's Zoning Ordinance and General Plan do not specify intensity of use criteria for non-residential development, the displacement analysis was prepared by comparing the number of acres of non-residential development allowed within the 1996 CLUP and the proposed ALUCP. Based on this methodology, there would be no change between the proposed ALUCP and the 1996 CLUP if development occurs per the County's General Plan and LCP land use designations (Table A8, **Appendix A**).

Based on the County's Zoning Map and ordinance, no overall non-residential displacement would occur based on future development allowed per the County Zoning Map (Table A7, **Appendix A**). While approximately one acre of displacement could occur in the County's Coastside Commercial Recreation (CCR), Waterfront, and Recreation zones, additional non-residential development would be allowed within the Industrial and Resource Management (RM) zones. Based on the County's Zoning Map, the proposed ALUCP could allow 6.19 more acres of non-residential development than the 1996 CLUP.

There are three primary reasons for increased potential for non-residential development. First, the 1996 CLUP RPZ, which does not allow development, extends off airport property to the southeast over non-residentially zoned undeveloped property in the Princeton area; however, the proposed ALUCP's RPZ remains on-airport and would not disallow development in the Princeton Area. Thus, vacant land that used to be restricted by the airport's RPZ would no longer be restricted. Second, infill policies in the proposed ALUCP allow non-residential development in established areas; the 1996 CLUP does not have an infill policy. Finally, the 1996 CLUP has a larger "terrain-restricted" area, resulting in reduced non-residential development.

Displacement Analysis Conclusions. Implementation of the ALUCP is not expected to result in displacement of overall future residential development within the AIA, but could result in a shift from higher density to lower density within the more restrictive safety zones. Overall, an additional 24 housing units could be allowed within the AIA when compared to what could occur under the 1996 CLUP, based on the County General Plan and LCP land use designations. Potential impacts related to population-based impacts are evaluated within the following Environmental Checklist portion of this Initial Study.

No non-residential displacement would result from the proposed ALUCP based on the County's current Zoning Map. In fact, additional areas would be removed from non-residential intensity restrictions primarily because the 1996 CLUP had a larger RPZ and more "terrain-restricted" area than what is proposed in the ALUCP due to the updated ALP and Part 77 surfaces for the airport. Proposed infill policies of the ALUCP would also allow additional non-residential development within the Princeton area, subject to its existing zoning designations. A total of approximately six acres of non-residentially zoned land would have fewer restrictions than would occur under the 1996 CLUP based on existing zoning.

The proposed ALUCP is not a development plan, (i.e., no specific land uses are designated for any particular parcel or parcels). Whether actual shifts in development would occur as a result of the proposed ALUCP would depend on the actual need for development, the rate, timing, location and extent of development, economic and market conditions, the nature and type of the project or projects, and project-level impacts to the environment and associated mitigation. Attempts to accurately forecast the actual effects of potential future shifts in land use development and population are subject to considerable uncertainty. If such projects do occur in the future, like other land use development, they will be subject to the appropriate project-level environmental review under CEQA. (See California Code of Regulations, Title 14, §15145.)

The ultimate authority for implementation of the ALUCP rests with local governments who serve as the zoning and land use permitting authorities. These local governments have multiple options with regard to how to implement the new policies and criteria in the ALUCP. Thus, any potential development effects discussed in the Environmental Checklist portion of this Initial Study are dependent on the specific implementation actions taken by the County and C/CAG.

8. Surrounding Land Uses and Setting: Briefly describe the project’s surroundings.

The HAF airport is located on a coastal terrace situated between coastal bluffs of the Pacific Ocean and Montara Mountain of the Santa Cruz Mountains. The airport itself is generally bounded by Denniston Creek on the south, agricultural fields and Highway 1 (Cabrillo Highway) on the east, San Vicente Creek and single-family residences on the north, and Pillar Point Bluff (part of the James V. Fitzgerald Marine Reserve) on the west (**Figure 8**). This part of San Mateo County is unincorporated and referred to as the Montara-Moss Beach-El Granada area. All three of these coastal communities are included within the California Coastal Zone.

Developed land uses surrounding the airport include the Cabrillo Highway; a mix of commercial, industrial, harbor, and residential land uses south of the airport (Princeton area); a manufactured housing development (Pillar Ridge mobile home park) and residential land uses to the north, northwest, and southeast. Pillar Point Marsh, Pillar Point Air Force Station, and Pillar Point Harbor are also located in the general vicinity.

9. Other Agencies Whose Approval is Required (e.g., permits, financing approval, or participation agreement)

None

10. Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or a “Less Than Significant with Mitigation Incorporated” impact as indicated by the checklist on the following pages.



Figure 8
SURROUNDING LAND USES/NATURAL FEATURES

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

11. Determination:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a significant effect(s) on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a “potentially significant impact” or “potentially significant unless mitigated.” An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects: (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards; and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

_____	_____
Signature	Date

_____	_____
Printed Name	For

EVALUATION OF ENVIRONMENTAL IMPACT

*Initial Study
Airport Land Use Compatibility Plan
for the Environs of Half Moon Bay Airport*

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than

significant level (mitigation measures from “Earlier Analyses,” as described in (5) below may be cross-referenced).

- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (CEQA Guidelines, Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

ENVIRONMENTAL CHECKLIST

*Initial Study
Airport Land Use Compatibility Plan
for the Environs of Half Moon Bay Airport*

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

I a-d) Less Than Significant Impact. The County *General Plan* (1986) and the County *Local Coastal Program Policies* (2013) do not define scenic vistas; however, within the proposed Airport Influence Area (AIA), the Cabrillo Highway is designated as a scenic corridor by the County. Local Coastal Program (LCP) Policy 8.5, Location of Development, states in part that on rural lands and urban parcels larger than 20,000 sq. ft.:

- a) Require that new development be located on a portion of a parcel where the development: (1) is least visible from State and County Scenic Roads; (2) is least likely to significantly impact views from public viewpoints; and (3) is consistent with all other LCP requirements, best preserves the visual and open space qualities of the parcel overall...

... Public viewpoints include, but are not limited to, coastal roads, roadside rests and vista points, recreation areas, trails, coastal accessways, and beaches.

- b) Require, including by clustering if necessary, that new parcels have building sites that are not visible from State and County Scenic Roads and will not significantly impact views from other public viewpoints. If the entire property being subdivided is visible from State and County Scenic Roads or other public viewpoints, then require that new parcels have building sites that minimize visibility from those roads and other public viewpoints.

Although the ALUCP does not involve any physical changes or development, it provides land use restrictions within the airport's future (2032) 60 decibel (dB) Community Noise Equivalency Level (CNEL) or greater noise contours and within proposed safety zones to promote safety and land use compatibility within the AIA (refer to **Figures 2 and 6** and **Tables 3 and 4**). These land use restrictions are not in conflict with LCP Policy 8.5 or any other County policies related to the protection of scenic view and resources.

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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II. AGRICULTURE AND FOREST RESOURCES:

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

II a-e) No Impact. The proposed ALUCP does not involve any physical changes or development within the AIA and there are no forest or timberland zoned areas in the AIA. The ALUCP does provide certain land use restrictions on existing agriculturally zoned areas due to Safety Zone 7 (AIA), which encompasses agriculturally zoned lands to the east and west of the airport (refer to **Figure 4**). However, the AIA’s land use restrictions prohibit hazards to flight (such as tall objects), wildlife attractants (such as bird nesting and food sources), or the development of high intensity land uses (such as outdoor stadiums). These restrictions would also serve to encourage the retention of agricultural areas as open space rather than development of non-agricultural land use. Thus, the ALUCP would not have an impact on agricultural resources.

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
III. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations:				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

III a-e) No Impact. The Half Moon Bay Airport’s (HAF) proposed AIA is located within the Bay Area Air Quality Management District’s (BAAQMD) planning jurisdiction. The proposed ALUCP

does not involve any physical changes or development within the AIA. In addition, it would restrict future development based on the County Zoning Map and General Plan due to the imposition of land use density restrictions on vacant parcels within Safety Zones 2 and 3 (IADZ and ITZ) (refer to **Figure 7** and **Table 4**). Therefore, the proposed ALUCP would not conflict with or obstruct the implementation of BAAQMD’s most recent Clean Air Plan (2010). Since this project does not involve any physical ground disturbance or development, it would not violate any air quality standards, result in an increase of any criteria pollutants, expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors.

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IV. BIOLOGICAL RESOURCES				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance ?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

IV a-d) No Impact. The proposed ALUCP does not involve any physical changes or development within the AIA. Therefore, there would not be an adverse affect due to the project on any sensitive or special status species, riparian habitat or other sensitive natural communities, or federally protected wetlands. Similarly, the project would not interfere with native resident or migratory fish or wildlife species, wildlife corridors, or wildlife nursery sites.

IV e) Less Than Significant Impact. Portions of the HAF AIA are under the jurisdiction of the County's LCP (**Figure 3**). The County LCP contains policies and guidelines that provide for protection of sensitive biological resources within its Sensitive Habitats Component. LCP Policy 7.20 is specific to the management of Pillar Point Marsh and states in part:

- d. Encourage management of the marsh to enhance the biological productivity and to maximize wildlife potential.
- e. All adjacent development shall, where feasible, contribute to the restoration of biologic productivity and habitat.

Based on the proposed ALUCP, implementation of LCP Policy 7.20 could no longer include the introduction of wildlife attractants that would pose a hazard to airport users and operations. "Hazards to flight" are prohibited in all seven of the ALUCP safety zones and include activities that may "cause the attraction of birds to increase." This restriction on the types of management activities encouraged by LCP Policy 7.20 is considered to be less than significant since the LCP does not stipulate what types of management activities are to be utilized to enhance and restore Pillar Point Marsh. No impacts to the implementation of County LCP or other General Plan policies to protect biological resources are anticipated to result from the proposed ALUCP.

The *Fitzgerald Marine Reserve Master Plan* (2002) also has jurisdiction over a portion of the HAF AIA. The Fitzgerald Marine Reserve, below the average high tide, is under the jurisdiction of the Monterey Bay National Marine Sanctuary and the Gulf of Farallones National Marine Sanctuary¹ and is classified as a Marine Life Refuge under the State Water Resources Control Board's designation as an Area of Special Biological Significance. The California Department of

¹ When the Monterey Bay National Marine Sanctuary (MBNMS) was formed in 1992, San Mateo County successfully lobbied for inclusion in the sanctuary in order to protect the San Mateo County coast. The Gulf of the Farallones National Marine Sanctuary (GFNMS) was already in existence and an agreement was struck between the National Marine Sanctuaries for joint management of the San Mateo County coast. The two National Marine Sanctuaries have jointly shared responsibility for the San Mateo County coast to this time.

Fish and Wildlife has management responsibility over waters below the average high tide line; San Mateo County retains jurisdiction over those portions of the Reserve that are above high tide line. These portions of the Fitzgerald Marine Reserve, including Pillar Point Bluff, are located within the AIA of the proposed HAF ALUCP.

The Reserve’s Master Plan incorporates applicable policies and standards from the County’s LCP and zoning regulations. As discussed above, some of the LCP policies provide for protection of sensitive biological resources. The County *Zoning Regulations* establish a requirement for Coastal Development and Design Review permits within the Reserve. No impacts to implementation of the *Fitzgerald Marine Reserve Master Plan* or the *County Zoning Regulations* would occur as a result of the proposed ALUCP.

IV f) No Impact. San Mateo County has one adopted Habitat Conservation Plan (HCP), (i.e., San Bruno Mountain HCP), and it is not located within the HAF AIA. Therefore, no adopted conservation plans would be affected by the proposed ALUCP.

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
V. CULTURAL RESOURCES				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in State CEQA 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

V a-d) No Impact. The proposed ALUCP does not involve any physical changes or development within the AIA. Therefore, there would not be an adverse affect or change in significance due

to the project on any historical, archaeological, or paleontological resource, unique geologic feature, or human remains.

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VI. GEOLOGY AND SOILS				
Would the project:				
a) Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not

result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

VI a) Less Than Significant Impact. Although the proposed ALUCP does not involve any physical changes or development, it would not preclude future development within the AIA. The following geographical hazards are known to exist:

i) Based on the Alquist-Priolo Earthquake Fault Zone maps prepared by the California Geological Survey, the project area (Montara Mountain Quadrangle) is not located within a designated fault zone.² However, HAF is adjacent to two fault zones, one to the east and one to the west. Based on the proximity of the fault zones to vacant parcels within the AIA, future development within the AIA may be exposed to an earthquake.

ii) The California Geological Survey maintains shaking hazard maps which indicate the level of ground motion that has one chance in 475 of being exceeded each year, which is equal to a 10 percent probability of being exceeded in 50 years. Based on available mapping, the peak ground acceleration for the AIA is between 50 and 70 percent.³ Thus, future development within the AIA could be near a fault that would, on average, experience stronger earthquake shaking more frequently, which could damage buildings.

iii) Based on liquefaction susceptibility maps available from the U.S. Geologic Survey (USGS), most of the project area is assigned a liquefaction risk of “low”; however, the area within Pillar Point Marsh is considered to have a liquefaction risk of “high,” two beach areas are mapped as “very high,” and an area east of the airport is mapped as “moderate.”⁴ Therefore, liquefaction potential within the AIA could be a risk factor.

iv) HAF and its immediate vicinity are located within areas classified as “Flat Land” or “Few Landslides” on the San Mateo County Existing Landslides map.⁵ Only areas within the steeper portions of the hills and mountains are classified as “Mostly Landslide.” The ground slope of the developable portions of the AIA is generally too shallow to result in a landslide of any significance.

The proposed ALUCP could allow 24 additional housing units and approximately six more acres of non-residential development within the Princeton area than is currently allowed under the 1996 *San Mateo County Comprehensive Airport Land Use Plan* (CLUP). Based on the 2010 U.S.

² http://gmw.consrv.ca.gov/shmp/download/quad/MONTARA_MOUNTAIN/maps/MONTARA_MTN.PDF, accessed December 2013.

³ <http://redirect.conservation.ca.gov/cgs/rghm/pshamap/pshamap.asp?Longitude=-122.435&Latitude=37.64>, accessed December 2013.

⁴ <http://geomaps.wr.usgs.gov/sfgeo/liquefaction/susceptibility.html>, accessed December 2013.

⁵ http://www.co.sanmateo.ca.us/vgn/images/portal/cit_609/11/15/436349078Landslide.pdf, accessed December 2013.

census data for the City of Half Moon Bay, which has an average household size of 2.72,⁶ buildout under the proposed ALCUP could equate to a population increase of 65 people over what could occur under the 1996 CLUP. Thus, the proposed ALUCP could have the effect of slightly increasing the number of future persons and/or structures within these potential geological risk areas over what might occur without the proposed plan’s implementation.

Since any future development would not be caused by the proposed ALUCP and would be subject to the County’s existing Zoning Map and regulations, as well as the County’s building permit, design review, and other approval processes, no mitigation is necessary and the potential project-related impact is considered less than significant.

VI b-e) No Impact. The proposed ALUCP does not involve any physical changes or development within the AIA. Therefore, the project would not result in substantial soil erosion or the loss of topsoil nor would it locate development on a geologic unit or soil that is unstable, that could become unstable as a result of the project, or is expansive. Since no development would occur due to the ALUCP, the discussion in VI e) regarding septic tanks or alternative waste water disposal systems is not applicable.

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VII. GREENHOUSE GAS EMISSIONS				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

VII a) No Impact. As discussed in Checklist Item III, the HAF AIA is located within the jurisdiction of the BAAQMD. The proposed ALUCP does not involve any physical changes or development within the AIA. In addition, it would restrict future development based on the County Zoning

⁶ www.bayareacensus.ca.gov/, U.S. Census Bureau, American Fact Finder, DP-1, Profile of General Population and Housing Characteristics: 2010. Accessed January 2014.

Map and General Plan due to the imposition of land use density restrictions on vacant parcels within Safety Zones 2 and 3 (IADZ and ITZ) (refer to **Figure 7** and **Table 4**). Therefore, the proposed ALUCP would not generate greenhouse gas (GHG) emissions nor would it conflict with implementation of BAAQMD’s 2050 GHG Reduction Goals or Climate Protection Program (see http://www.baaqmd.gov/?sc_itemid=83004271-3753-4519-8B09-D85F3FC7AE70).

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VIII. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

VIII a-d) No Impact. The proposed ALUCP does not involve any physical changes or development within the AIA. Therefore, the project would not result in a significant hazard to the public from the transport, use, disposal, or accidental release of hazardous materials.

VIII e) No Impact. The proposed ALUCP establishes policies to reduce hazards to aircraft in flight and to reduce the severity of the consequences of aircraft accidents within the proposed safety zones. Thus, through implementation of the proposed ALUCP, the safety hazard for people residing or working in the HAF AIA would be less than what otherwise might occur. This is consistent with the objectives of the *State Aeronautics Act*.

VIII f) No Impact. The question in VIII f) regarding private airstrips is not applicable since the proposed ALUCP is tied to a public airport, (i.e., HAF).

VIII g-h) No Impact. The proposed ALUCP does not involve any physical changes or development within the AIA. In addition, any future development consistent with the proposed ALUCP would occur in conjunction with the County's Zoning Map and regulations and associated approval processes; therefore, no additional impact related to emergency response plans or evacuation plans would occur. The proposed ALUCP would not expose additional people to wildland fires.

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IX. HYDROLOGY AND WATER QUALITY				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

IX a-i) No Impact. The proposed ALUCP does not involve any physical changes or development within the AIA. Therefore, the project would not result in the violation of any water quality or waste discharge standards, the depletion of ground water resources or interference with ground water recharge, the alteration of existing drainage patterns or streams, or the creation of additional runoff water. No degradation of water quality would occur as a result of the project.

In addition, since no development would occur due to the ALUCP, no housing would be placed within a 100-year flood hazard area. Any future residential development occurring within the AIA would be subject to the existing zoning and land use designations already in place within the County and would be subject to the County's Flood Control Ordinance Code, Chapter 35.5, which requires a development permit for Special Flood Hazard Areas. LCP Policy 9.9 also addresses Regulation of Development in Floodplains for those areas within the Coastal Zone.

IX j) Less Than Significant Impact. As discussed previously under Checklist Item VI a), the proposed ALUCP could allow 24 additional housing units and approximately six more acres of non-residential development within the Princeton area than is currently allowed under the 1996 CLUP. The Princeton area is partially located in a "Tsunami and Seiche Inundation Area," as mapped by the County.⁷ Thus, the proposed ALUCP could have the effect of slightly increasing the number of future persons and/or structures within this potential risk area over what might occur without the proposed plan's implementation. Since any future development would not be caused by the proposed ALUCP and would be subject to the County's existing Zoning Map and regulations, as well as the County's building permit, design review, and other approval processes, no mitigation is necessary and the potential project-related impact is considered less than significant.

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http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/SanMateo/Pages/SanMateo.aspx, accessed January 2014.

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
X. LAND USE AND PLANNING				
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

X a) No Impact. The proposed ALUCP does not involve any physical changes or development within the AIA. Therefore, the project would not result in the physical division of any established communities. The additional safety-related restrictions that are proposed within the ALUCP would not change the underlying zoning and land use designations within the AIA. Thus, any future development occurring within the AIA would be subject to the existing zoning and land use designations already in place within the County.

X b) Less Than Significant Impact. This Initial Study contains a San Mateo County General Plan and Local Coastal Program Consistency Determination (Appendix B), which includes discussion of policies adopted for the purpose of avoiding or mitigating an environmental effect. This determination found the ALUCP consistent with the following chapters of the County *General Plan* (1986): Vegetative, Water, Fish and Wildlife Resources Element; Soil Resources Element; Mineral Resources Element; Visual Quality Element; and Historical and Archaeological Resources Element. Since the ALUCP is not a specific development plan and does not designate specific land uses for any particular parcel or parcels of land, no conflicts with the policies contained within these elements would occur.

The proposed ALUCP is also consistent with policies in the Natural Hazards and Man-Made Hazards elements of the County's General Plan. The ALUCP contains aircraft noise and safety

compatibility policies and criteria designed to minimize impacts to future noise-sensitive development, residents, and business in the vicinity of HAF.

Specific applicable environmental policies contained within the County’s LCP have been previously discussed in Checklist Items I and IV of this Initial Study. The land use restrictions and compatibility criteria of the proposed ALUCP are not in conflict with LCP policies related to the protection of scenic views and biological resources. Based on the proposed ALUCP, implementation of LCP Policy 7.20 could no longer include the introduction of wildlife attractants that would pose a hazard to airport users and operations within the AIA. This restriction on the types of management activities encouraged by LCP Policy 7.20 is considered to be less than significant since the LCP does not stipulate what types of management activities are to be utilized to enhance and restore Pillar Point Marsh.

Other environmental protection or mitigation policies of the County’s LCP are not affected by the proposed ALUCP since the proposed ALUCP does not involve any physical changes or development within the AIA.

X c) No Impact. San Mateo County has one adopted HCP and it is not located within the HAF AIA. In addition, as discussed in Checklist Item IV e), no impacts to implementation of the *Fitzgerald Marine Reserve Master Plan* would occur as a result of the proposed ALUCP. Therefore, no adopted conservation plans would be affected by the proposed ALUCP.

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XI. MINERAL RESOURCES				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

XI a-b) No Impact. The San Mateo County’s General Plan Mineral Resources map indicates that two mineral resource areas are located approximately 4.5 miles east of the airport. These areas are identified as Significant Stone (California Geological Survey Mineral Resource Zone 2) deposit and a crushed or broken stone quarry and are located outside of the HAF AIA.⁸ Therefore, there would not be a loss of availability of any known regionally or locally important mineral resources due to the project.

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XII. NOISE				
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not

⁸ [http://www.co.sanmateo.ca.us/planning/genplan/pdf/gp/maps/gp%20mineral%20resources%20\(11x17\).pdf](http://www.co.sanmateo.ca.us/planning/genplan/pdf/gp/maps/gp%20mineral%20resources%20(11x17).pdf), accessed December 2013.

result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

XII a) Less Than Significant Impact. The proposed ALUCP is intended to complement existing General Plan or other noise ordinances or standards by specifically addressing the potential noise of HAF. Land use compatibility policies are contained in Section 4.2 of the Plan. Residential land uses are considered conditionally compatible in areas exposed to noise levels between 60-64 CNEL only if the proposed use has sound insulation provided to reduce interior noise levels from exterior sources to 45 CNEL or lower (**Table 3**). Residential uses are not considered compatible above 65 CNEL. This is consistent with the County's General Plan (1986), Caltrans Handbook (2011), and applicable California Code of Regulations (Title 21, Division 2.5, Chapter 6, Section 5006).

San Mateo County's 1996 CLUP set forth a 55 CNEL noise contour as the noise impact boundary for HAF. This criterion is more restrictive than the State of California's 60 CNEL noise impact criteria. Since the proposed ALUCP policies are consistent with current noise policies and regulations, and interior noise insulation is required for residential land uses within the 60-64 CNEL, this change in noise standards is less than significant.

XII b,d) No Impact. The proposed ALUCP does not involve any physical changes or development within the AIA. Therefore, ground-borne vibration or noise would not be generated by the project nor would there be a temporary or periodic increase in ambient noise, such as what might occur during the construction of a new development project.

XII c) No Impact. The airport generates 60 and 65 CNEL noise contours that extend off the airport property over a noise-sensitive area in both the existing and future (2032) scenarios (**Figures 6 and 9**). This area is a residential (manufactured housing) neighborhood known as Pillar Ridge and is an existing land use. The proposed ALUCP, however, does not involve any physical changes or development within the AIA and does not drive future airport operations. Therefore, ambient noise levels would not be increased by the project.

The proposed ALUCP land use compatibility policies are not applicable to existing land uses, even those that may be considered noise-sensitive. There are, however, vacant parcels within the AIA that would be protected by the proposed land use compatibility/noise policies of the proposed ALUCP.

XII e-f) No Impact. These checklist categories are not applicable to the proposed project since it is a planning project, not a development project. These checklist items refer to actual projects located in the vicinity of a public or private airport.

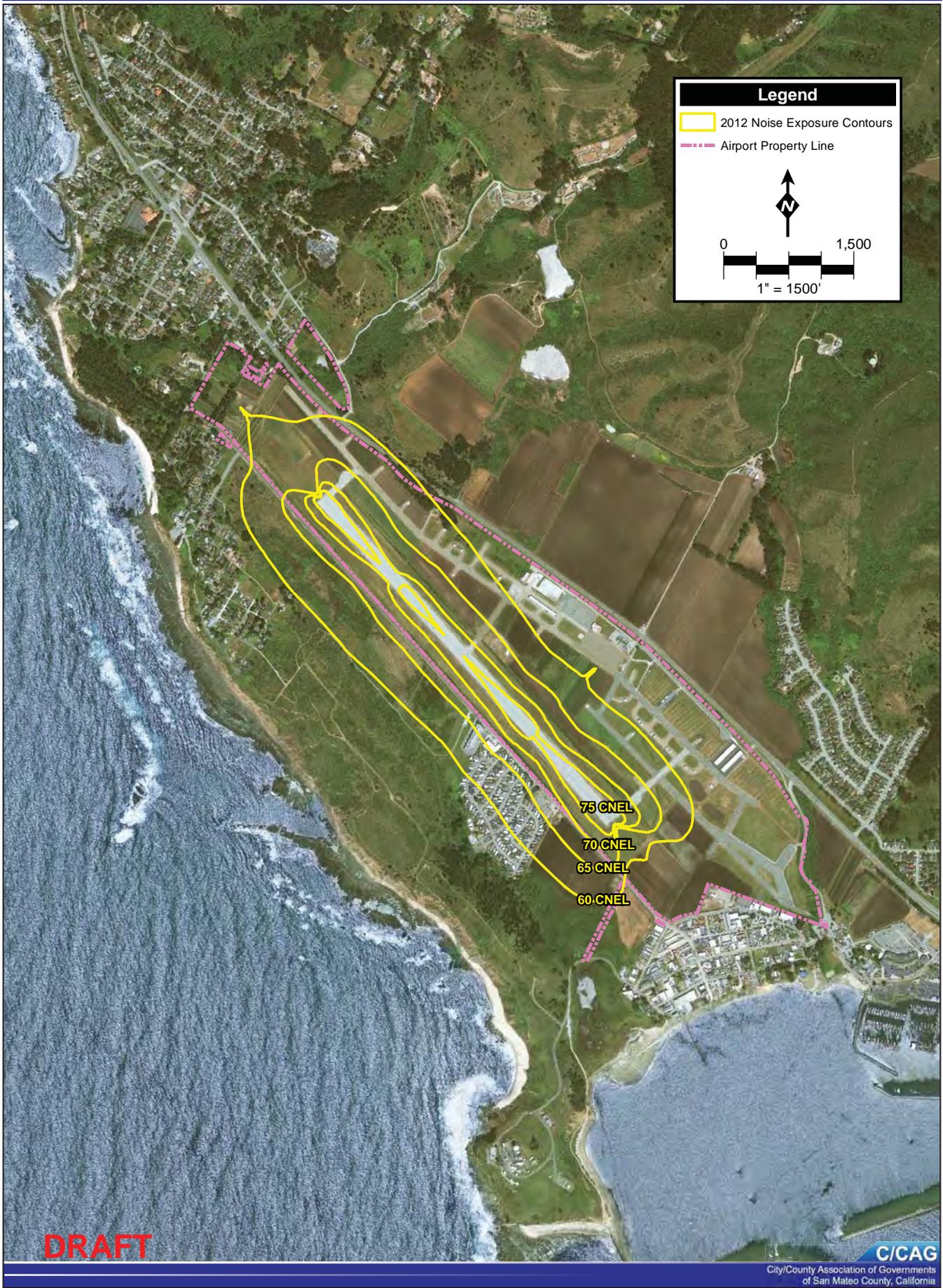


Figure 9
EXISTING NOISE CONTOURS

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIII. POPULATION AND HOUSING				
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not result in any physical changes or development. However, shifts in the density of residential development could occur as result of the new restrictions placed on land within the proposed AIA. The following discussion, therefore, is based on both direct and indirect impacts related to the implementation of policies contained within the proposed plan.

XIII a) Less Than Significant Impact. Implementation of the ALUCP could allow an additional 24 housing units within the AIA when compared to what could occur under the 1996 CLUP. Based on 2010 U.S. census data for the City of Half Moon Bay, which has an average household size of 2.72,⁹ buildout under the proposed ALUCP could equate to a population increase of 65 people over what could occur under the 1996 CLUP. This potential increase in population growth is less than significant. The 2010 population of San Mateo County was 718,451.¹⁰

A total of approximately six acres of non-residentially zoned land would have fewer restrictions than would occur under the 1996 CLUP. This is primarily because the 1996 CLUP had a larger RPZ and more “terrain-restricted” area than what is proposed in the ALUCP due to the updated ALP and Part 77 surfaces for the airport; the 1996 CLUP also did not allow infill development.

Both the additional residential and non-residential development has been planned for by the County in its General Plan and is included on its Zoning Map. In addition, the proposed ALUCP

⁹ www.bayareacensus.ca.gov/, U.S. Census Bureau, American Fact Finder, DP-1, Profile of General Population and Housing Characteristics: 2010. Accessed January 2014.

¹⁰ Ibid.

itself is not a development plan, (i.e., no specific land uses are designated for any particular parcel or parcels). Whether actual development would occur as a result of the proposed ALUCP would depend on the actual need for development, the rate, timing, location and extent of development, economic and market conditions, the nature and type of the project or projects, and project-level impacts to the environment and associated mitigation. If such projects do occur in the future, like other land use development, they will be subject to the appropriate project-level environmental review under CEQA. (See California Code of Regulations, Title 14, §15145.)

XIII b,c) No Impact. No direct or indirect displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study). The land use compatibility policies contained within the proposed ALUCP are not intended to remove existing incompatible land uses within the airport environs. This includes development already planned for the area as evidenced by a vesting tentative map, a development agreement pursuant to California Government Code, Section 65866 that is in effect at the effective date of this ALUCP, or a valid building permit.

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIV. PUBLIC SERVICES				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

XIV a-e) Less Than Significant Impact. As discussed previously under Checklist Item XIII, implementation of the ALUCP could allow an additional 24 housing units within the AIA when compared to what could occur under the 1996 CLUP; therefore, buildout under the proposed

ALUCP could equate to a population increase of 65 people over what could occur under the 1996 CLUP.

A total of approximately six acres of non-residentially zoned land would have fewer restrictions than would occur under the 1996 CLUP. This is primarily because the 1996 CLUP had a larger RPZ and more “terrain-restricted” area than what is proposed in the ALUCP due to the updated ALP and Part 77 surfaces for the airport; the 1996 CLUP also did not allow infill development. Non-residential development does not generate a demand for schools and parks.

Both the additional residential and non-residential development has been planned for by the County in its General Plan and is included on its Zoning Map. Thus, any potential increase in population or non-residential growth would have a less than significant affect on public service ratios, response times, or other public service performance objectives.

The proposed ALUCP itself is not a development plan, (i.e., no specific land uses are designated for any particular parcel or parcels). Whether actual development would occur as a result of the proposed ALUCP would depend on the actual need for development, the rate, timing, location and extent of development, economic and market conditions, the nature and type of the project or projects, and project-level impacts to the environment and associated mitigation. If such projects do occur in the future, like other land use development, they will be subject to the appropriate project-level environmental review under CEQA. (See California Code of Regulations, Title 14, §15145.)

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

XV a) Less Than Significant Impact. As discussed previously under Checklist Item XIII, implementation of the ALUCP could allow an additional 24 housing units within the AIA when compared to what could occur under the 1996 CLUP; therefore, buildout under the proposed ALUCP could equate to a population increase of 65 people over what could occur under the 1996 CLUP.

The additional residential development has been planned for by the County in its General Plan and is included on its Zoning Map. Any potential increase in population growth would have a less than significant affect on parks and recreational facilities. Non-residential development does not typically generate a demand for parks or other recreational facilities.

The proposed ALUCP itself is not a development plan, (i.e., no specific land uses are designated for any particular parcel or parcels). Whether actual development would occur as a result of the proposed ALUCP would depend on the actual need for development, the rate, timing, location and extent of development, economic and market conditions, the nature and type of the project or projects, and project-level impacts to the environment and associated mitigation. If such projects do occur in the future, like other land use development, they will be subject to the appropriate project-level environmental review under CEQA. (See California Code of Regulations, Title 14, §15145.)

XV b) No Impact. The proposed ALUCP does not include the construction or expansion of recreational facilities. There are no physical changes or development involved in its implementation.

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVI. TRANSPORTATION/TRAFFIC				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

XVI a,b,f) No Impact. As discussed in Checklist Item XIII, only a minimal potential change in residential development and primarily in-fill non-residential development might occur as a result of the policies associated with the ALUCP. Both the potential future residential and non-

residential development has been planned for by the County in its General Plan and is included on its Zoning Map. The proposed ALUCP itself does not involve any physical changes or development within the AIA. Thus, there would not be an increase in demand on the existing or future circulation system within the AIA that has not already been planned for by the County. The ALUCP would not conflict with applicable regional or County transportation policies or congestion management plans.

XVI c) No Impact. Implementation of the proposed ALUCP would not change the air traffic patterns for HAF; rather, it analyzes the noise and safety zones for the airport based on its existing traffic patterns.

XVI d,e) No Impact. The proposed ALUCP does not involve any physical changes or development within the AIA; no changes to the design of roadways or public transit or emergency access routes within the AIA would result from the project.

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVII. UTILITIES AND SERVICE SYSTEMS				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>

Impact Analysis

No displacement of development is anticipated due to the proposed ALUCP (see *Summary of Displacement Analysis* on pages 10-12 of this Initial Study), and the ALUCP itself would not result in any physical changes or development. The following discussion, therefore, is based on impacts related to the implementation of policies contained within the proposed plan.

XVII a-g) Less Than Significant Impact. As discussed previously under Checklist Item XIII, implementation of the ALUCP could allow an additional 24 housing units within the AIA when compared to what could occur under the 1996 CLUP. This could equate to a population

increase of 65 people. A total of approximately six acres of non-residentially zoned land would have fewer restrictions than would occur under the 1996 CLUP.

Both the additional residential and non-residential development has been planned for by the County in its General Plan and is included on its Zoning Map. Therefore, this potential increase in development would have a less than significant affect on existing utilities or service systems, including waste water collection and treatment, water service, or landfill capacity.

In addition, the proposed ALUCP itself is not a development plan, (i.e., no specific land uses are designated for any particular parcel or parcels). Whether actual development would occur as a result of the proposed ALUCP would depend on the actual need for development, the rate, timing, location and extent of development, economic and market conditions, the nature and type of the project or projects, and project-level impacts to the environment and associated mitigation. If such projects do occur in the future, like other land use development, they will be subject to the appropriate project-level environmental review under CEQA. (See California Code of Regulations, Title 14, §15145.)

<i>Issues (Supporting Information Sources)</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVIII. MANDATORY FINDING OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

XVIII a) No Impact. The proposed ALUCP does not involve any physical changes or development within the AIA. Therefore, no impacts to biological or cultural resources would occur.

XVIII b) Less Than Significant Impact. The proposed policies of the ALUCP would be applied in conjunction with other policies and regulations, including but not limited to, the County LCP, General Plan, zoning codes, and overlay designations. The ALUCP policies, while in some cases more restrictive in terms of land use density, only apply to future development within the AIA. Overall, no displacement of development is anticipated due to the proposed ALUCP. As discussed in this Initial Study, no significant impacts, cumulative or otherwise, would result from implementation of the proposed ALUCP.

XVIII c) Less Than Significant Impact. The proposed ALUCP establishes policies to reduce hazards to aircraft in flight and to reduce the severity of the consequences of aircraft accidents within the proposed safety zones. Thus, through implementation of the proposed ALUCP, the safety hazards for people residing or working in the HAF AIA would be less than what otherwise might occur and is, therefore, less than significant.

**DOCUMENT PREPARERS
AND REFERENCES**

*Initial Study
Airport Land Use Compatibility Plan
for the Environs of Half Moon Bay Airport*

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Appendix A

DISPLACEMENT ANALYSIS

INTRODUCTION

The Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport (ALUCP) Update seeks to protect the public from the adverse effects of airport noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. The ALUCP provides this protection by limiting/restricting future noise and risk-sensitive land use development within the airport influence area (AIA) based on location of noise, safety, and height zones. Therefore, adoption of the ALUCP Update may result in the displacement of future land use development within parts of the AIA. It should be noted that the ALUCP Update does not remove existing incompatible uses from the AIA.

The State of California grants the authority of land use regulation to local governments and is accomplished through the use of general plans and zoning ordinances. California law also requires local governments to make their general plans and zoning regulations consistent with an Airport Land Use Compatibility Plan (ALUCP). As previously mentioned, ALUCP policies and criteria limit or restrict development in parts of the AIA that may otherwise be allowed under local general plans and zoning. Displacement for the purposes of this analysis will assess the potential noise and risk-sensitive land uses that may be displaced to other areas after the land use agencies implement the ALUCP.

Whether actual shifts in development would occur as a result of the proposed ALUCP would depend on the actual need for development; the rate, timing, location and extent of development; economic and market conditions; the nature and type of the project or projects;

and project-level impacts to the environment and associated mitigation. Attempts to accurately forecast the actual effects of potential future shifts in land use development and population are subject to considerable uncertainty. If such projects do occur in the future, like other land use development, they will be subject to the appropriate project-level environmental review under CEQA. (See California Code of Regulations, Title 14, §15145.)

Environmental impacts from the displacement of future land uses from one area to another may occur within the AIA. Potential environmental effects associated with displaced development may include changes in land use patterns and associated shifts in the distribution and concentration of population.

The first section of this appendix provides a comparison of the previous 1996 *Comprehensive Land Use Plan* (CLUP) and the proposed ALUCP Update. Noise, safety, airspace zones, and criteria from the 1996 CLUP and ALUCP Update will be compared to provide an understanding of the differences between the two plans. The second section of this appendix will analyze the displacement of residential dwellings and acreage of non-residential development in the AIA between the 1996 CLUP and ALUCP Update.

It should be noted that future development, whether or not it is displaced, is subject to the zoning and permitting authority of the responsible local jurisdictions. This displacement analysis does not constitute an approval for individual projects within the AIA under the *California Environmental Quality Act* (CEQA). Potential environmental impacts from future development projects will have to be specifically considered in the environmental documents prepared for those projects.

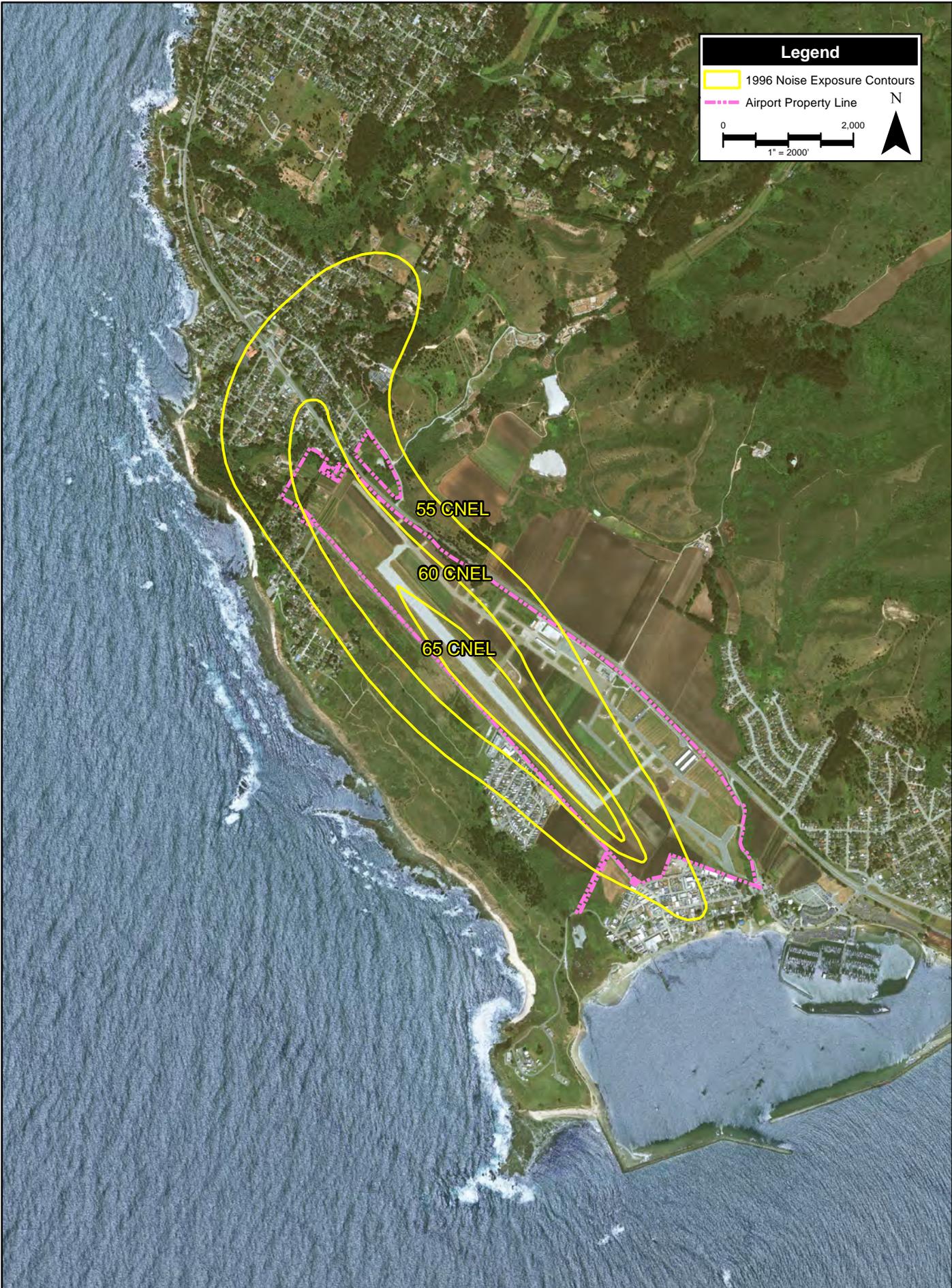
SECTION 1: COMPATIBILITY POLICY COMPARISON

This section describes the 1996 CLUP and ALUCP Update noise, safety, and airspace compatibility policies, and the potential for those policies to displace potential future development from within the noise compatibility zones to other areas.

NOISE COMPATIBILITY POLICY COMPARISON

The 1996 CLUP noise zones are based upon a projected 1995 noise exposure contour. This noise compatibility criterion was developed in five community noise equivalent level (CNEL) increments. **Table A1** depicts the noise compatibility criteria for the 1996 CLUP. As seen in **Table A1**, compatible land use criteria starts at 55 CNEL. New residential development is prohibited within the 60 CNEL. All other uses are allowed within the noise exposure contours as long as they meet the noise insulation requirements of Chapter 18.6, Section 6288.5 of the County of San Mateo Zoning Regulations. **Exhibit A1** depicts the 1996 CLUP noise exposure contours.

The 20-year future (2032) CNEL aircraft noise exposure contours for Half Moon Bay Airport are used to determine noise compatibility in the ALUCP Update. Noise compatibility policies place



conditions on new residential and institutional development within the CNEL 60 dB contour, as described in **Table A2**. Within the CNEL 60-65 dB range, mobile home parks, outdoor music shells/amphitheaters, sports stadiums, and zoo nature exhibits are considered incompatible. Other noise-sensitive uses are conditionally compatible if they are sound-insulated and if avigation easements are granted to San Mateo County. Within the CNEL 65-70 dB range, dwellings are incompatible and would not be allowable, although exceptions for infill development of this type may be allowed per ALUCP Update policy defined in Section 4.2.2.3. Within the CNEL 75 dB contour, all residential, public/institutional uses, and commercial uses are incompatible and would not be allowable. Industrial and Agricultural uses are compatible within the CNEL 75 dB contour. **Exhibit A2** depicts the 2032 noise exposure contours for Half Moon Bay Airport used in the ALUCP Update.

SAFETY POLICY COMPARISON

The 1996 CLUP safety zones have three zones (runway protection zone, approach protection zone, and traffic overflight zone). As seen in **Table A3**, criteria for the runway protection zone (RPZ) and the approach protection zone (APZ) are very restrictive. All land uses (except crop production) are restricted from the RPZ zone and only manufacturing, transportation, communication, crop production, and livestock grazing are allowed in the APZ. Only 10 persons per acre are allowed in the manufacturing land uses in the APZ zone. The traffic overflight zone (TOZ) allows all uses with some conditions on educational facilities, communications, crop production, livestock grazing, and mining/quarrying. **Exhibit A3** depicts the 1996 CLUP safety zones.

The ALUCP Update has seven different safety zones. Similar to the 1996 CLUP safety zones, the RPZ zone is highly restrictive, not allowing structures of any kind. Unlike the 1996 CLUP RPZ zone, the ALUCP Update RPZ zone is contained entirely on Airport property and will not displace future development. The ALUCP Update inner approach/departure zone (IADZ) is less restrictive than the 1996 CLUP APZ zone. The IADZ allows limited development (one dwelling unit per 10 acres) and concentrations of people (60 persons per acre). The IADZ zone is larger than the APZ zone, extending approximately 4,000 feet from each runway end.

The AIA from the ALUCP Update extends 9,000 feet from the Airport runway, compared to 10,000 feet for the 1996 CLUP TOZ. The AIA does restrict land uses that concentrate more than 300 persons per acre and hazards to flight (tall objects, visual and electronic forms of interference, and land uses that attract birds). **Exhibit A4** depicts the ALUCP Update safety zones.

The ALUCP Update has four additional zones. These include the inner turning zone (ITZ), the outer approach/departure zone (OADZ), the sideline safety zone (SSZ), and the airport property zone (APZ). The ITZ, OADZ, and SSZ all limit residential density to one dwelling unit per two acres. The APZ zone does not allow dwelling units. The ITZ and SSZ both limit concentrations of people to 100 people per acre. The OADZ limits the concentration of people to 150 per acre and the APZ does not have a limit on the number of people allowed per acre. Safety compatibility policies for the ALUCP Update are described in **Table A4**. **Exhibit A4** depicts the ALUCP Update safety zones.

TABLE A1

**1996 San Mateo County Comprehensive Airport Land Use Plan, Half Moon Bay Airport
Aircraft Noise/Land Use Compatibility Criteria**

LAND USE CATEGORY	COMPATIBILITY WITH				
	Less Than 55 CNEL	55-60 CNEL	60-65 CNEL	65-70 CNEL	Greater Than 70 CNEL
<u>RESIDENTIAL</u>					
Single-Family Detached	Yes ¹	Yes ^{2,3,4}	No ⁵	No ⁵	No ⁵
Two-Family Dwelling	Yes ¹	Yes ^{2,3,4}	No ⁵	No ⁵	No ⁵
Multi-Family Dwelling (3+ Families)	Yes ¹	Yes ^{2,3,4}	No ⁵	No ⁵	No ⁵
Group Quarters and Rooming Houses	Yes ¹	Yes ^{2,3,4}	No ⁵	No ⁵	No ⁵
Mobile Homes and Mobile Home Parks	Yes ¹	Yes ^{2,3,4}	No ⁵	No ⁵	No ⁵
<u>COMMERCIAL</u>					
Wholesale Trade Facilities/Activities	Yes	Yes	Yes	Yes ²	Yes ²
Retail Trade Establishments	Yes	Yes	Yes	Yes ²	Yes ²
Eating and Drinking Establishments	Yes	Yes	Yes	Yes ²	Yes ²
Neighborhood/Community/Regional Shopping Centers	Yes	Yes	Yes	Yes ²	Yes ²
Miscellaneous Commercial	Yes	Yes	Yes	Yes ²	Yes ²
<u>BUSINESS AND PROFESSIONAL SERVICES</u>					
Professional Offices	Yes	Yes	Yes	Yes ²	Yes ²
Banks, Credit Unions, Financial Institutions	Yes	Yes	Yes	Yes ²	Yes ²
Hotels, Motels, Inns, Bed and Breakfast	Yes	Yes ^{2,3}	Yes ^{2,3}	Yes ^{2,3}	Yes ²
Business and Vocation Schools	Yes	Yes ²	Yes ²	Yes ²	Yes ²
Automobile Repair	Yes	Yes	Yes	Yes	Yes ²
Miscellaneous Personal Services	Yes	Yes	Yes	Yes	Yes ²
<u>PUBLIC AND QUASI-PUBLIC SERVICES</u>					
Government Offices	Yes	Yes	Yes	Yes ²	Yes ²
Schools, Colleges and Universities	Yes	Yes	Yes	Yes ^{2,3}	Yes ^{2,3}
Hospitals, Nursing Care Facilities, Medical Offices	Yes	Yes	Yes	Yes ^{2,3}	Yes ^{2,3}
Libraries	Yes	Yes	Yes	Yes ^{2,3}	Yes ^{2,3}
Churches	Yes	Yes	Yes	Yes ^{2,3}	Yes ^{2,3}
Cemeteries	Yes	Yes	Yes	Yes	Yes
Jails and Detention Facilities	Yes	Yes	Yes	Yes	Yes
Child Care Facilities	Yes	Yes	Yes	Yes ^{2,3}	Yes ^{2,3}
<u>RECREATION</u>					
Public Parks/Open Space/Camping Facilities	Yes	Yes	Yes	Yes	Yes
Golf Courses	Yes	Yes	Yes	Yes	Yes
Motion Picture Theater (Single or Complex)	Yes	Yes	Yes	Yes ²	Yes ²
Auditoriums, Concert Halls, Amphitheaters	Yes	Yes	Yes	Yes ²	Yes ²
Stadiums, Arenas, Outdoor Sports Facilities	Yes	Yes	Yes	Yes	Yes
<u>INDUSTRIAL</u>					
Manufacturing	Yes	Yes	Yes	Yes	Yes
Transportation	Yes	Yes	Yes	Yes	Yes
Communications	Yes	Yes	Yes	Yes	Yes
Utilities	Yes	Yes	Yes	Yes	Yes
<u>AGRICULTURE AND MINING</u>					
Crop Production	Yes	Yes	Yes	Yes	Yes
Livestock – Pasture and Grazing	Yes	Yes	Yes	Yes	Yes
Mining and Quarrying	Yes	Yes	Yes	Yes	Yes
Oil and Gas Extraction	Yes	Yes	Yes	Yes	Yes

FOOTNOTES:

1. No special noise insulation or acoustic attenuation is required; however, the proposed development may be subject to aircraft noise and/or overflight.
2. An acoustic study should be prepared to identify aircraft noise impacts and recommended noise attenuation measures. Local agency approval of the proposed action should require the identified noise attenuation measures to achieve an interior noise level of 45 dB CNEL with all windows closed.
3. If the proposed action is located within the County of San Mateo Airport Overlay Zone (A-O), all new development should be subject to the noise insulation requirements of Chapter 18.6, Section 6288.5 of the County of San Mateo Zoning Regulations, as amended.
4. If the proposed action is located within the County of San Mateo S-17 Combining District, all new development should be subject to the provisions of Chapter 20, Section 6300.2.7 of the County of San Mateo Zoning Regulations, as amended.
5. New construction or development should not be approved.

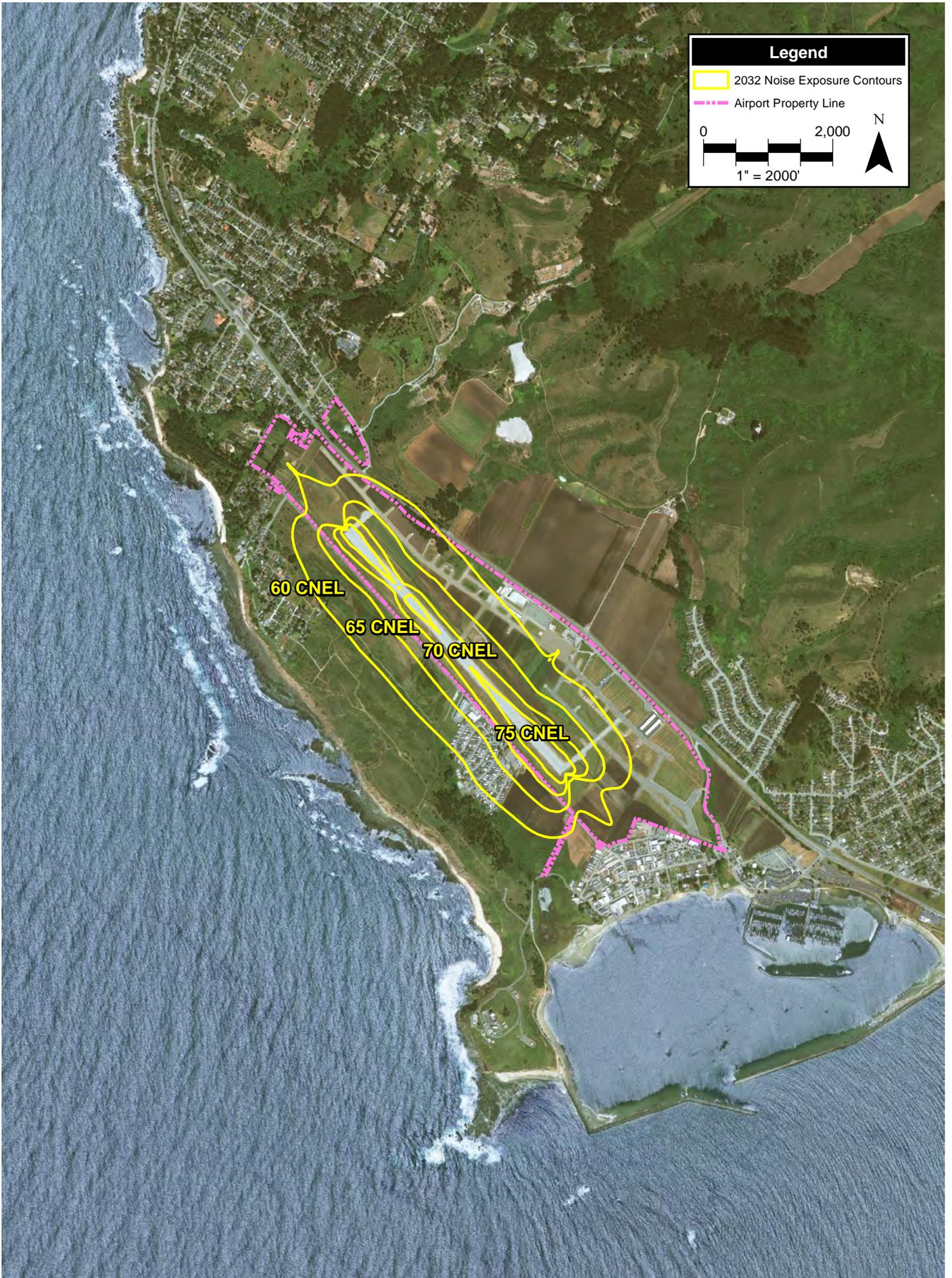


TABLE A2
ALUCP Update Noise Compatibility Criteria
Half Moon Bay Airport

	CNEL		
	60-64	65-70	71-75
RESIDENTIAL			
Single Units – detached	C(1)	N	N
Single Units – semi-detached	C(1)	N	N
Single Units – attached row	C(1)	N	N
Two Units	C(1)	N	N
Multi-Family, Three or More Units (rental and ownership)	C(1)	N	N
Group Quarters	C(1)	N	N
Mobile Home Park or Courts	N	N	N
PUBLIC/INSTITUTIONAL FACILITIES			
Education facilities	C	N	N
Religious facilities, libraries, museums, galleries, clubs, lodges	C	N	N
Hospitals, nursing homes, and other health care services	C	N	N
Governmental services	C	N	N
Outdoor music shells, amphitheaters	N	N	N
Cemeteries	Y	Y	N
RECREATIONAL			
Outdoor sport events, stadiums	N	N	N
Nature exhibits and zoos	N	N	N
Indoor recreation, amusements, athletic clubs, gyms and spectator events, parks, outdoor recreation: tennis, golf courses, riding trails, etc.	C	N	N
COMMERCIAL			
Wholesale Trade	Y	C	N
Retail trade	Y	C	N
Finance, insurance, and real estate services	Y	C	N
Business services	Y	C	N
Repair services	Y	C	N
Professional services	Y	C	N
Hotels, Motels, Transient Lodgings	C	N	N
INDUSTRIAL			
Manufacturing	Y	Y	Y
Printing, publishing, and allied industries	Y	Y	Y
Chemicals and allied products manufacturing	Y	Y	Y
Miscellaneous manufacturing	Y	Y	Y
Highway and street right-of-way and other transportation, communication, and utilities	Y	Y	Y
Automobile parking	Y	Y	Y
Processing of food, wood and paper products; printing and publishing; warehouses, wholesale and storage activities	Y	Y	Y
Refining, manufacturing and storage of chemicals, petroleum and related products, manufacturing and assembly of electronic components, etc.	Y	Y	Y
Salvage yards; natural resource extraction and processing, agricultural, mills and gins	Y	Y	Y
AGRICULTURE			
Agriculture (except livestock)	Y	Y(2)	Y(3)
Livestock farming and animal breeding	Y	Y(2)	Y(3)
Agricultural-related activities	Y	Y(2)	Y(3)
Forestry activities and related services	Y	Y(2)	Y(3)
Fishing activities and related services	Y	Y(2)	Y(3)

CNEL - Community Noise Equivalent Level, in A-weighted decibels.

Y (Yes) - Land use and related structures compatible without restrictions.

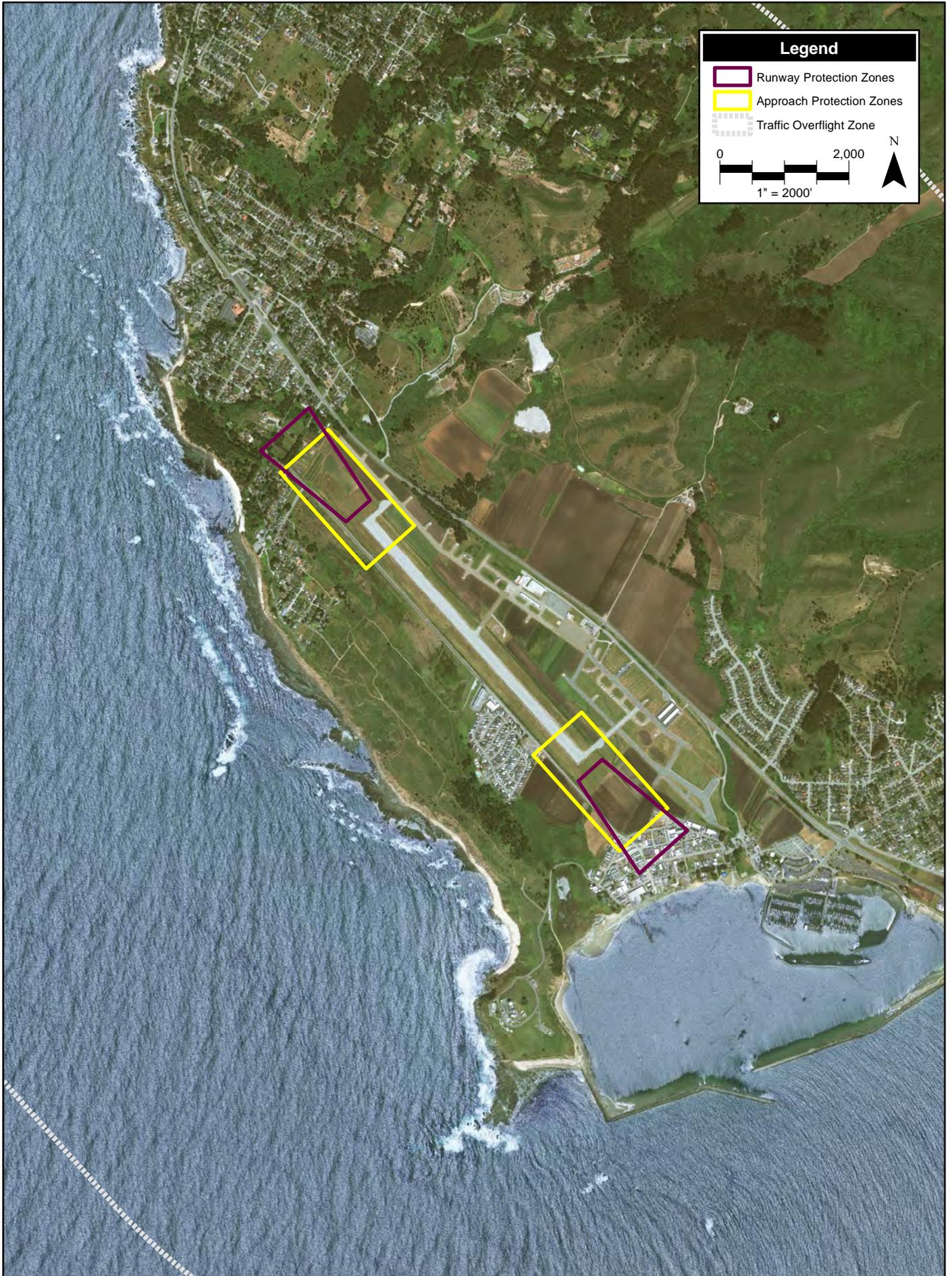
C (conditionally compatible) - Land use and related structures are permitted, provided that sound insulation is provided to reduce interior noise levels from exterior sources to CNEL 45 dB or lower.

N (No) = Land use and related structures are not compatible.

(1) Requires an aviation easement be granted to San Mateo County as operator of HAF.

(2) Residential buildings must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or less from exterior sources.

(3) Accessory dwelling units are not compatible.



Legend

- Runway Protection Zones
- Approach Protection Zones
- Traffic Overflight Zone

0 2,000
1" = 2000'

N

TABLE A3
1996 San Mateo County Comprehensive Airport Land Use Plan, Half Moon Bay Airport
Safety/Land Use Compatibility Criteria

LAND USE CATEGORY	COMPATIBILITY WITH		
	Runway Protection Zone (RPZ)	Approach Protection Zone (APZ)	Traffic Overnight Zone (TOZ)
RESIDENTIAL			
Single-Family Detached	No	No	Yes
Two-Family Dwelling	No	No	Yes
Multi-Family Dwelling (3+ Families)	No	No	Yes
Group Quarters and Rooming Houses	No	No	Yes
Mobile Homes and Mobile Home Parks	No	No	Yes
COMMERCIAL			
Wholesale Trade Facilities/Activities	No	No	Yes
Retail Trade Establishments	No	No	Yes
Eating and Drinking Establishments	No	No	Yes
Neighborhood/Community/Regional Shopping Ctrs	No	No	Yes
Miscellaneous Commercial	No	No	Yes
BUSINESS AND PROFESSIONAL SERVICES			
Professional Offices	No	No	Yes
Banks, Credit Unions, Financial Institutions	No	No	Yes
Hotels, Motels, Inns, Bed and Breakfast	No	No	Yes
Business and Vocation Schools	No	No	Yes
Automobile Repair	No	No	Yes
Miscellaneous Personal Services	No	No	Yes
PUBLIC AND QUASI-PUBLIC SERVICES			
Government Offices	No	No	Yes
Schools, Colleges and Universities	No	No	Yes ⁴
Hospitals, Nursing Care Facilities, Medical Offices	No	No	Yes
Libraries	No	No	Yes
Churches	No	No	Yes
Cemeteries	No	Yes ^{1,7}	Yes
Jails and Detention Facilities	No	No	Yes
Child Care Facilities	No	No	Yes
RECREATION			
Public Parks/Open Space/Camping Facilities	No	No	Yes
Golf Courses	No	Yes ²	Yes
Motion Picture Theater (Single or Complex)	No	No	Yes
Auditoriums, Concert Halls, Amphitheaters	No	No	Yes
Stadiums, Arenas, Outdoor Sports Facilities	No	No	Yes
INDUSTRIAL			
Manufacturing	No	Yes ^{3,7}	Yes
Transportation	No	Yes	Yes
Communications	No	Yes	Yes ⁵
Utilities	No	No	Yes
AGRICULTURE AND MINING			
Crop Production	Yes ⁶	Yes ⁶	Yes ⁶
Livestock – Pasture and Grazing	No	Yes ⁶	Yes ⁶
Mining and Quarrying	No	No	Yes ⁶
Oil and Gas Extraction	No	No	Yes

FOOTNOTES:

1. Chapels and/or funeral homes are not permitted.
2. Club houses, bars, restaurants, and/or banquet facilities are not permitted. Ancillary uses such as pro shops and snack bars are permitted. New course layouts and revisions to existing courses shall be submitted to the Airport Land Use Commission (C/CAG) for an evaluation of safety impacts.
3. Storage of bulk petroleum products or chemicals is not permitted.
4. School facilities are compatible only if the requirements of the California Education Code, Sections 39005.7, 81036, and 81038, as amended, are fulfilled.
5. Uses that would cause interference with aircraft communications and/or instrumentation are not permitted.
6. Compatible only if it does not result in a possibility that a water area may cause ground fog or result in bird hazard.
7. No uses resulting in a gathering of more than 10 persons per acre at any time.

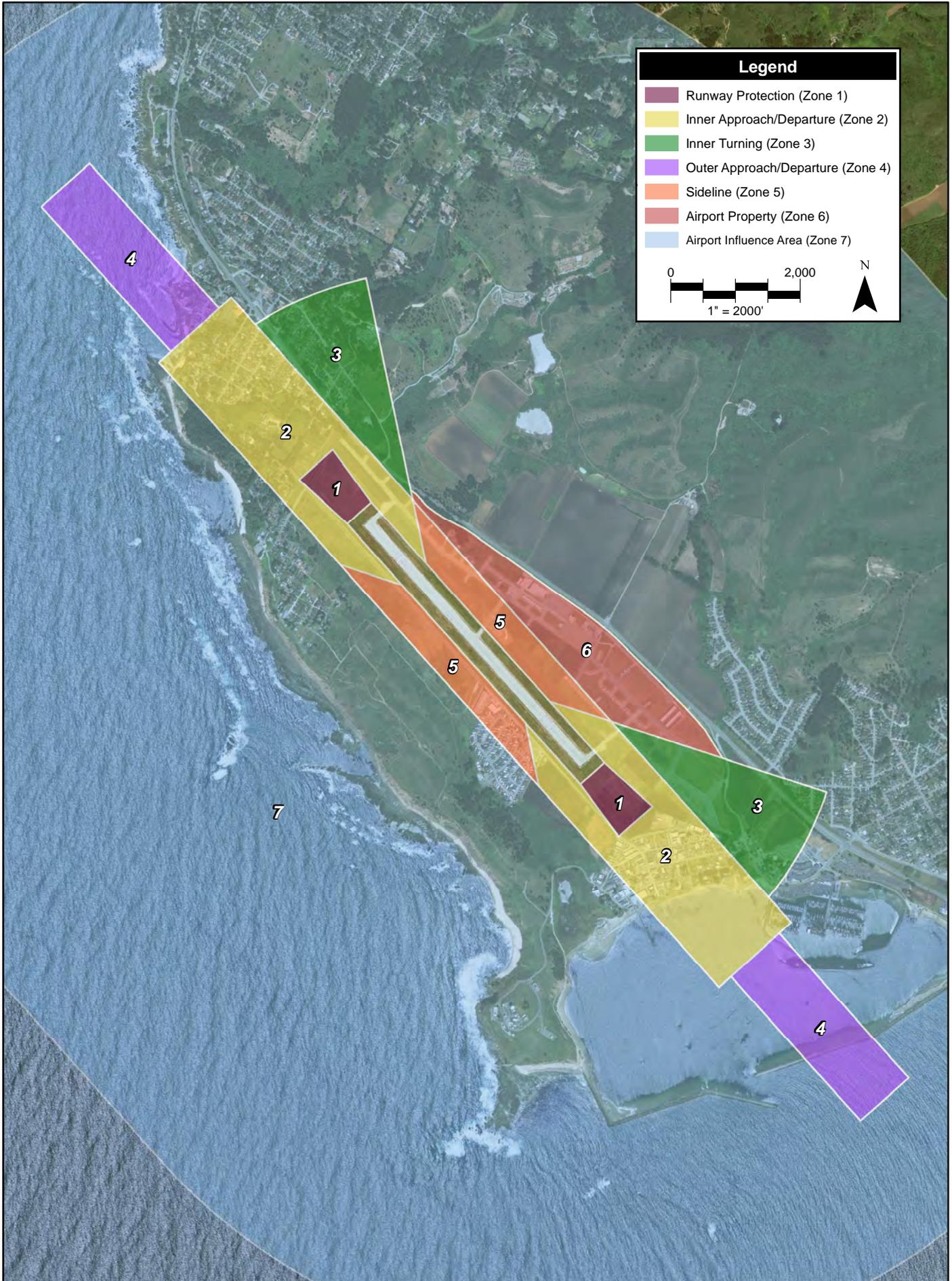


TABLE A4
ALUCP Update Safety Criteria Matrix
Half Moon Bay Airport

Zone	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
	Dwelling Units per Acre ¹	Maximum Non-residential Intensity ²	Required Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
RPZ	None	None	All unused	<ul style="list-style-type: none"> • All structures except ones with location set by aeronautical function • Assemblages of people • Objects exceeding FAR Part 77 height limits • Natural gas & petroleum pipelines¹⁰ • Dumps or landfills, other than those consisting entirely of earth & rock. • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Airport disclosure notice required
IADZ	1 d.u. per 10 acres	60 persons per acre	30%	<ul style="list-style-type: none"> • Residential, except for very low residential and infill in developed areas¹¹ • Hazardous uses (e.g., aboveground bulk fuel storage) • Natural gas & petroleum pipelines¹⁰ • Office buildings greater than 3 stories • Labor-intensive industrial uses • Children's schools, day care centers, libraries • Hospitals, nursing homes • Places of worship • Schools • Recreational uses, athletic fields, playgrounds, & riding stables • Theaters, auditoriums, & stadiums • Dumps or landfills, other than those consisting entirely of earth & rock. • Waterways that create a bird hazard • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Airport disclosure notice required • Locate structures maximum distance from extended runway centerline • Airspace review required for objects >35 feet tall⁸
ITZ	1 d.u. per 2 acres	100 persons per acre	20%	<ul style="list-style-type: none"> • Residential, except for low residential and infill in developed areas¹¹ • Hazardous uses (e.g., aboveground bulk fuel storage) • Natural gas & petroleum pipelines¹⁰ • Buildings with more than 3 aboveground habitable floors • Children's schools, day care centers, libraries • Hospitals, nursing homes • Places of worship • Schools • Recreational uses, athletic fields, playgrounds, & riding stables • Theaters, auditoriums, & stadiums • Dumps or landfills, other than those consisting entirely of earth & rock. • Waterways that create a bird hazard • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Same as IADZ zone

TABLE A4 (Continued)
ALUCP Update Safety Criteria Matrix
Half Moon Bay Airport

Zone	Maximum Densities/Intensities/Required Open Land			Additional Criteria	
	Dwelling Units per Acre ¹	Maximum Non-residential Intensity ²	Required Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
OADZ	1 d.u. per 2 acres	150 persons per acre	20%	<ul style="list-style-type: none"> • Children’s schools, day care centers, libraries • Hospitals, nursing homes • Bldgs. with >3 aboveground habitable floors • Highly noise-sensitive outdoor nonresidential uses⁷ • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Airport disclosure notice required • Airspace review required for objects >70 feet tall⁹
SSZ	1 d.u. per 2 acres	100 persons per acre	30%	Same as IADZ zone	Same as IADZ zone
APZ	None	No Limit	No Requirement	<ul style="list-style-type: none"> • Hazards to flight⁶ 	<ul style="list-style-type: none"> • Airport disclosure notice required • Airspace review required for objects >70 feet tall⁹
AIA	No Limit	300 persons per acre	10%	<ul style="list-style-type: none"> • Hazards to flight⁶ • Outdoor stadiums and similar uses with very high intensity uses 	<ul style="list-style-type: none"> • Airport disclosure notice required • Airspace review required for objects >100 feet tall⁹ • New structures are prohibited on existing terrain that penetrates 14 CFR Part 77 surfaces⁹ • New structures require additional airspace analysis required within the 50-foot terrain penetration buffer⁹

Notes:

- Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre (d.u./ac). Clustering of units is encouraged. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands associated with the property.
- Usage intensity calculations shall include the maximum number of people (e.g., employees, customers/visitors, etc.) who may be on the parcels or site at a single point in time, whether indoors or outside. 3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects.
- The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria. Also see Sections 4.1.6 and 4.2.2.5 for policies on similar uses and special conditions.
- As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law.
- Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development such as golf courses and certain types of crops as outlined in FAA’s Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*
- Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- Objects up to 35 feet in height are permitted. However, the FAA may require Form 7460-1, marking, and lighting of certain objects.
- This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport (See examples 1, 2 & 3 on Exhibit 4C). Taller objects may be acceptable if determined not to be obstructions. Developers proposing structures that could penetrate 14 CFR Part 77 elevations must file Form 7460-1 with the FAA.
- Natural gas & petroleum pipelines less than 36 inches below the surface.
- The definition of infill can be found in Section 4.2.2.3 of the Airport Land Use Compatibility Plan for the Environs of Half Moon Bay Airport.

RPZ - Runway Protection Zone
APZ - Airport Property

OADZ Outer Approach/Departure Zone
ITZ -Inner Turning Zone

SSZ - Sideline Safety Zone

IADZ - Inner Approach/Departure Zone
AIA - Airport Influence Area

AIRSPACE POLICY COMPARISON

Height Limitations

The airspace protection and height limitation policies of the 1996 CLUP and ALUCP Update are similar. The 1996 CLUP considers the construction of any object determined by the FAA to constitute a hazard to safe air navigation as an incompatible use, unless Caltrans has issued a permit for the construction. This policy is continued in the proposed ALUCP. The ALUCP Update has supplemented this policy with a more detailed explanation of the FAA process for reviewing proposed construction. The ALUCP Update also includes airspace drawings and a geographic information system (GIS) airspace tool for indicating the maximum height at which structures can be considered compatible with the ALUCP.

The Part 77 surfaces used in the 1996 CLUP are significantly different than the Part 77 surfaces used in the ALUCP Update. The 1996 CLUP used the Part 77 surfaces from the 1995 Airport Layout Plan (ALP) set. The 1995 ALP was based upon future plans to have non-precision (34:1 approach slope) approaches to the runway ends. **Exhibit A5** depicts the 1995 Part 77 surfaces. The 2013 ALP is based upon keeping the current visual (20:1 approach slope) approaches to both runway ends. This change results in a smaller horizontal surface (5,000 feet vs. 10,000 feet). The horizontal surface is 217 feet mean sea level (MSL) above the airport. The larger horizontal surface from the 1995 ALP set was used to determine the TOZ for the 1996 CLUP. The ALUCP Update uses the conical surface (9,000 feet from the airport) to define the AIA. The conical surface starts at 217 feet and gradually increases to 417 feet MSL above the airport. **Exhibit A6** depicts the current Part 77 surfaces used in the ALUCP Update.

Other Prohibited Flight Hazards

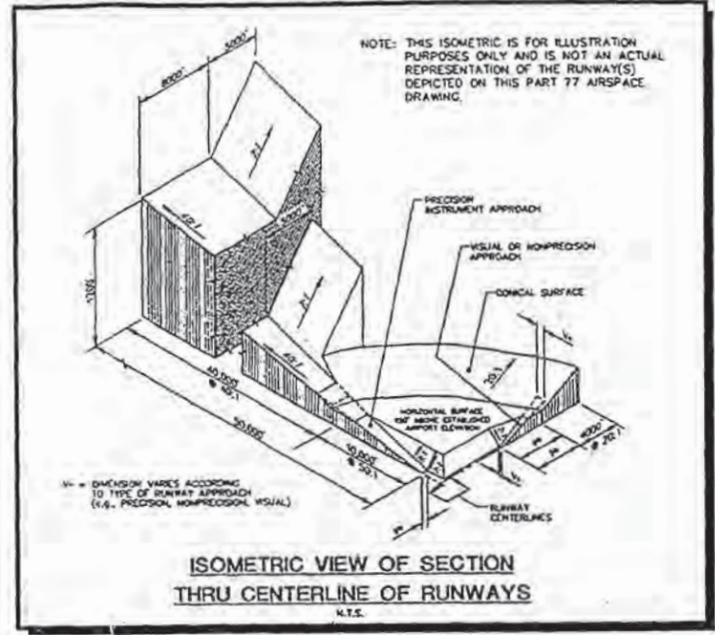
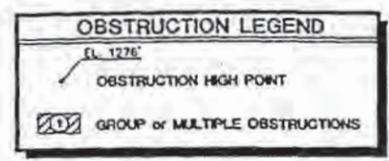
Some uses not involving tall objects or structures may pose hazards to critical airspace. The ALUCP Update considers land uses or land use features which may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft taking off or landing at the Airport or in flight as incompatible uses. These include the following:

1. Sources of glare, such as highly reflective buildings or building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots making approaches to the Airport;
2. Distracting lights that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting;
3. Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport;
4. Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar;



Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
① Terrain	Varies 275' to 300'	Conical	217'	Varies	
② Terrain	Varies 217' to 1276'+	Conical/Horizontal	Varies	Varies	

- GENERAL NOTES:**
- Obstructions, clearances, and locations are calculated from ultimate runway and taxiway and ultimate approach surfaces, unless otherwise noted.
 - Depiction of features and objects within the outer portion of the approach surface, is illustrated on the APPROACH ZONES PLAN, Sheet 4 of these plans.
 - Depiction of features and objects within the inner portion of the approach surface, is illustrated on the PROTECTION ZONES PLAN, Sheet 4 of these plans.
 - Existing and future height and hazard obstructions are to be amended and/or referenced with approval of updated PART 77 AIRSPACE PLAN.



Map HMB-11 III. - 34

MAGNETIC VARIANCE - 15°38' E (May 1995)
RATE OF CHANGE 0.8" WEST

SCALE IN FEET

**HALF MOON BAY AIRPORT
PART 77 AIRSPACE PLAN
SAN MATEO COUNTY, CALIFORNIA**

PLANNED BY: *Kathryn V. May/Scott S. Song*
 DETAILED BY: *V.E. Kilduff*
 APPROVED BY: *Franklin D. Coffman*

7 Jun 16, 1995 SHEET 3 OF 6

Coffman Associates
Airport Consultants

5. Sources of thermal plumes with the potential to rise high enough and at sufficient velocities to interfere with the control of aircraft in flight; and
6. Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including, but not limited to, FAA Order 5200.5A, *Waste Disposal Sites On or Near Airports*, FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, and any successor or replacement orders or advisory circulars.

SECTION 2: FUTURE DEVELOPMENT DISPLACEMENT ANALYSIS

The adoption of the Half Moon Bay Airport ALUCP may result in the displacement of future land uses within parts of the AIA. The ALUCP would restrict the future development of dwellings and other noise or risk sensitive land uses within some parts of the AIA based on location relative to the noise and safety zones. The ALUCP would also restrict the height of proposed structures within airspace protection areas, although these provisions of the ALUCP are essentially the same as the 1996 CLUP and would represent little change from current policy.

The State of California requires municipalities and counties to plan for future land use development within their jurisdictions. This requirement is accomplished through the preparation of general plans that determine the desired pattern of future development within their jurisdictions. Zoning ordinances are enacted and maintained by local governments to implement the goals and policies established in the general plans. State law also requires local governments to make their general plans and land use regulations consistent with any ALUC-approved ALUCP applying within their jurisdictions. As the Half Moon Bay Airport ALUCP includes policies and criteria that limit or restrict development in parts of the AIA, some future land uses otherwise allowed under local general plans may be displaced to other areas after the land use agencies implement the ALUCP. Consequently, environmental impacts may arise from the displacement of future land uses from one area to another.

Potential environmental effects associated with displaced development may include changes in land use patterns and associated shifts in the distribution and concentration of population. By restricting development in parts of the AIA, there is the potential for increased pressure for growth and development in other areas. If this land use development were to occur, potential environmental impacts arising from increased traffic and associated air quality and noise impacts could arise.

Any future development, whether or not it is displaced, would be subject to the zoning and permitting authority of the local agencies (the City of Half Moon Bay and San Mateo County). Under CEQA, the environmental impacts arising from future development projects would have to be specifically considered in the environmental documents prepared for those projects as conditions of permit issuance. Thus, it is unlikely that any potential environmental impacts from future projects would avoid appropriate environmental review at the project level. An important purpose of this analysis of potential development displacement is that it will inform

local agencies of the potential for displaced development, and associated consequences, enabling them to plan accordingly.

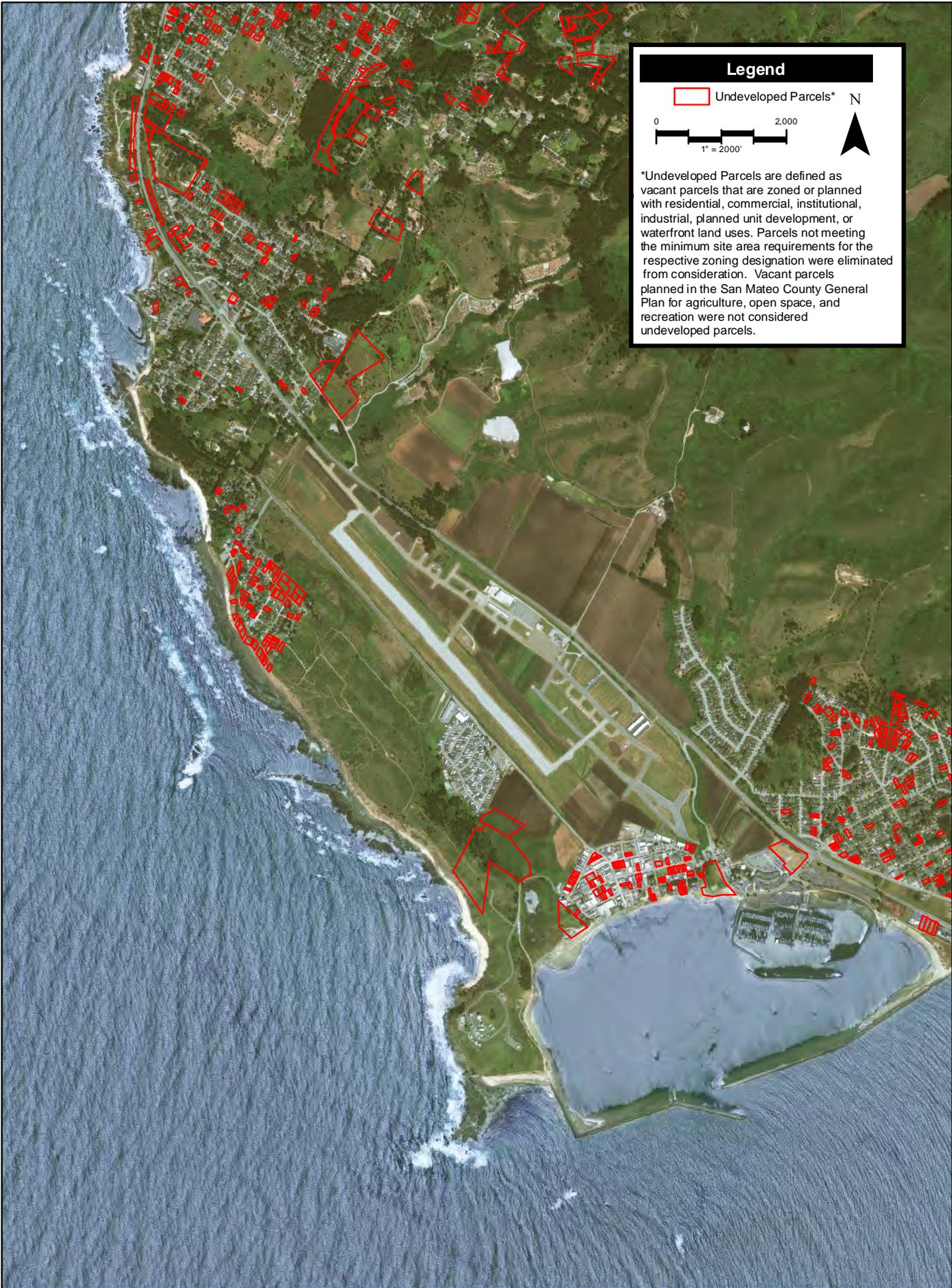
Future development displacement is determined by comparing the Baseline Condition for undeveloped parcels to the proposed ALUCP Update. For the purposes of this analysis, the Baseline Condition is defined as the zoning and General Plan designations combined with the 1996 CLUP. Undeveloped parcels are defined as vacant parcels that are zoned or planned with residential, commercial, institutional, industrial, planned unit development, or waterfront land uses. Parcels not meeting the minimum site area requirements for the respective zoning designation were eliminated from consideration. Vacant parcels planned in the *San Mateo County General Plan* for agriculture, open space, and recreational uses were not considered undeveloped parcels. Vacant parcels planned in the San Mateo County zoning ordinance for agriculture, highway frontage, open space, parking, and recreational uses were not considered undeveloped parcels. In addition, parcels identified as San Mateo County, State, and Federal park land were also removed from the undeveloped parcel database. **Exhibit A7** depicts the undeveloped parcels in the TOZ zone.

To determine potential future development displacement, each parcel is classified in the geographical information system (GIS) with its county-designated zoning and general plan land uses, noise exposure contour level, safety zone, and airspace height limits. A series of queries provided the number of residential dwelling units and acres of non-residential development that is allowed under the current 1996 CLUP (Baseline Condition) and proposed ALUCP Update. The difference between these two calculations quantifies the future development displacement. It should be noted that there are no parcels within the City of Half Moon Bay that meet the definition of “undeveloped” described above; therefore, the displacement analysis only includes parcels within unincorporated San Mateo County.

RESIDENTIAL DISPLACEMENT ANALYSIS

The County zoning residential dwelling unit displacement analysis for both the Baseline and ALUCP Update is summarized in **Table A5**. The number of residential dwellings allowed is slightly higher for the ALUCP Update (approximately 74 dwelling units) due to the larger terrain-restricted area in the Baseline Condition.

It should be noted that parcel #037320270 (designated for multi-family) is split into two zones: inner approach/departure zone and airport influence area of the ALUCP Update. Based on locally adopted plans, this parcel is planned for medium density residential development. To maximize development on this parcel, it is assumed that all units would be located within the airport influence area portion of the parcel, which permits higher density residential development.



Legend

Undeveloped Parcels* N

0 2,000
1" = 2000'

*Undeveloped Parcels are defined as vacant parcels that are zoned or planned with residential, commercial, institutional, industrial, planned unit development, or waterfront land uses. Parcels not meeting the minimum site area requirements for the respective zoning designation were eliminated from consideration. Vacant parcels planned in the San Mateo County General Plan for agriculture, open space, and recreation were not considered undeveloped parcels.

TABLE A5
Zoning Residential Displacement Analysis
Half Moon Bay Airport Land Use Compatibility Plan

Compatibility Zone	Single Family Developable Acres	Multi-Family Developable Acres	Total Dwellings Permitted
Baseline Condition¹			
Runway Protection Zone	0.00	0.00	0.00
Approach Protection Zone	0.00	0.00	0.00
Traffic Overlay Zone	<u>80.62</u>	<u>14.35</u>	<u>476.21</u>
Total	80.62	14.35	476.21
ALUCP Update²			
Runway Protection Zone	0.00	0.00	0.00
Inner Approach/Departure Zone	0.06	0.00	0.01
Inner Turning Zone	0.24	0.00 ³	0.12
Outer Approach/Departure Zone	0.12	0.00	0.06
Sideline Safety Zone	0.00	0.00	0.00
Airport Property	0.00	0.00	0.00
Airport Influence Area	81.37	14.35	479.47
Additional Developable Acres Permitted ⁴	<u>23.50</u>	<u>0.00</u>	<u>70.66</u>
Total	105.29	14.35	550.32
Total Displacement	+24.67	0.00	+74.11

¹ Acreages include those undeveloped parcels zoned for one family and multi-family development, located outside the AO zone, outside the projected 1995 60 CNEL noise contour, not subject to terrain restrictions, and meet the minimum site development requirements.

² Acreages include those undeveloped parcels zoned for one family and multi-family development, located outside the AO zone, ALUCP Update 20-year 65 CNEL noise contour, not subject to terrain restrictions, and meet the minimum site development requirements.

³ Parcel #037320270 (11.97 acres) is split into two zones: inner approach/departure zone and airport influence area. Based on locally adopted plans, this parcel is planned for medium density residential development. To maximize development on this parcel, it is assumed that all units would be located within the airport influence area portion of the parcel, which permits higher density residential development.

⁴ The overall area encompassed by the ALUCP Update zones is smaller than the 1996 CLUP zones due to the change in the Part 77 surfaces. Therefore, parcels which were previously subject to the 1996 CLUP are no longer restricted by terrain requirements.

Table A6 summarizes the County General Plan residential dwelling displacement analysis.

The County General Plan residential dwelling unit displacement analysis for both the Baseline Condition and ALUCP Update is summarized in **Table A6**. Similar to the County residential zoning displacement analysis, the number of residential dwellings allowed under the General Plan is slightly higher for the ALUCP Update (approximately 24 dwelling units). This is also due to the larger terrain-restricted area in the Baseline Condition.

TABLE A6
General Plan Residential Displacement Analysis
Half Moon Bay Airport Land Use Compatibility Plan

Compatibility Zone	Very Low Density Residential 0.2 d.u./acre	Low Density Residential 0.3-2.3 d.u./acre	Medium Density Residential 6.1-8.7 d.u./acre	Medium High Density Residential 8.8-17.4 d.u./acre	High Density Residential 17.5 d.u./acre	Total Dwellings Permitted (permitted d.u. x acreage)
Baseline Condition¹						
Runway Protection Zone	0.00	0.00	0.00	0.00	0.00	
Approach Protection Zone	0.00	0.00	0.00	0.00	0.00	
Traffic Overlay Zone	<u>17.53</u>	<u>11.99</u>	<u>50.51</u>	<u>23.06</u>	<u>2.77</u>	
Total Acres	17.53	11.99	50.51	23.06	2.77	
Allowable Dwelling Units	1.75	13.79	219.73	200.63	24.22	460.12
ALUCP Update²						
Runway Protection Zone	0.00	0.00	0.00	0.00	0.00	
Inner Approach/ Departure Zone	0.00	0.00	0.25	0.00	0.00	
Inner Turning Zone	0.00	0.00	0.78	0.00	0.00	
Outer Approach/ Departure Zone	0.00	0.00	0.24	0.00	0.00	
Sideline Safety Zone	0.00	0.00	0.00	0.00	0.00	
Airport Property	0.00	0.00	0.00	0.00	0.00	
Airport Influence Area	31.65	11.99	52.44	16.53	2.77	
Additional Developable Acres ³	<u>6.83</u>	<u>0.00</u>	<u>14.91</u>	<u>0.00</u>	<u>0.00</u>	
Total Acres	38.48	11.99	68.62	16.53	2.77	
Allowable Dwelling Units	3.85	13.79	298.50	143.81	24.24	484.18
Total Displacement	+2.10	0	+78.77	-56.82	0.02	+24.10

¹ Acreages include those undeveloped parcels planned for one family and multi-family development, located outside the AO zone, outside the projected 1995 60 CNEL noise contour, not subject to terrain restrictions, and meet the minimum site development requirements.

² Acreages include those undeveloped parcels planned for one family and multi-family development located outside the AO zone, ALUCP Update 20-year 65 CNEL noise contour, not subject to terrain restrictions, and meet the minimum site development requirements.

³ The overall area encompassed by the ALUCP Update zones is smaller than the 1996 CLUP zones due to the change in the Part 77 surfaces. Therefore, parcels which were previously subject to the 1996 CLUP are no longer restricted by terrain requirements.

NON-RESIDENTIAL DISPLACEMENT ANALYSIS

Both the Baseline Condition and ALUCP restrict the type of non-residential development and intensity of use (number of people allowed per acre). For the purposes of this analysis, non-residential displacement includes commercial, office, institutional, and industrial land uses. The County's zoning and General Plan do not specify intensity of use criteria for non-residential development. Therefore, this displacement analysis will be prepared comparing the number of acres of non-residential development allowed within the Baseline Condition and the ALUCP Update. The difference between the Baseline Condition and the ALUCP Update will be used to determine the non-residential development displacement.

Table A7 summarizes the zoning non-residential displacement analysis. As seen in **Table A7**, the ALUCP Update provides 6.19 more acres of development than the Baseline Condition. There are three primary reasons for increased non-residential development. First, the RPZ zone in the Baseline Condition, which does not allow development, extends off airport property to the southeast over non-residential zoned undeveloped property in the Princeton area. Infill policies in the ALUCP Update allow non-residential development in established areas. The

Baseline Condition does not have an infill policy. Finally, the Baseline Condition has a larger terrain-restricted area, resulting in reduced non-residential development.

TABLE A7
Zoning Non-Residential Displacement Analysis
Half Moon Bay Airport Land Use Compatibility Plan

Compatibility Zone	Coastside Commercial Recreation	Industrial	Neighborhood Business	PUD	Recreation	RM	Waterfront	Non-Residential Developable Acres
Baseline Condition¹								
Runway Protection Zone	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00 ²
Approach Protection Zone	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Traffic Overlay Zone	8.12	3.31	1.82	11.09	3.48	0.63	2.47	30.92
Total	8.12	3.31	1.82	11.09	3.48	0.63	2.47	30.92
ALUCP Update¹								
Runway Protection Zone	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Inner Approach/Departure Zone	2.28	0.00	0.00	0.00	0.00	0.00	1.55	13.35
Inner Turning Zone	2.10	0.00	0.00	0.00	0.00	0.00	0.21	2.31
Outer Approach/Departure Zone	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sideline Safety Zone	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27
Airport Property	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Airport Influence Area	2.88	3.31	1.82	11.09	3.34	0.63	0.62	27.39
Additional Developable Acres Permitted ³	0.00	0.00	0.00	0.00	0.00	7.28	0.00	7.28
Total	7.26	3.31	1.82	11.09	3.34	7.91	2.38	50.6
Total Displacement	-0.86	0	0.00	0.00	-0.14	7.28	-0.09	6.19

¹ Acreages include those undeveloped parcels zoned for non-residential and not subject to terrain restrictions.

² The runway protection zone cannot be developed in the 1996 CLUP.

³ The overall area encompassed by the ALUCP Update zones is smaller than the 1996 CLUP zones due to the change in the Part 77 surfaces. Therefore, parcels which were previously subject to the 1996 CLUP are no longer restricted by terrain requirements.

Table A8 summarizes the County General Plan non-residential displacement analysis. As seen in **Table A8**, the ALUCP Update provides 0.01 more acres of development than the Baseline Condition. The primary reason for the relatively small change is the highly restrictive runway protection and approach protection zones from the 1996 plan which is offset the additional inner approach/departure and inner turning zones added in the ALUCP Update.

TABLE A8
General Plan Non-Residential Displacement Analysis
Half Moon Bay Airport Land Use Compatibility Plan

Compatibility Zone	CCR	Commercial	Industrial	Institutional	Light Industrial	Neighborhood Commercial	Open Space	ROW	Non-Residential Developable Acres
Baseline Condition¹									
Runway Protection Zone	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00 ²
Approach Protection Zone	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Traffic Overlay Zone	11.60	1.07	0	3.32	2.36	1.2	3.31	6.22	29.08
Total	11.60	1.07	0	3.32	2.36	1.2	3.31	6.22	29.08
ALUCP Update¹									
Runway Protection Zone	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Inner Approach/Departure Zone	3.15	0.00	0	0.00	1.55	0.00	0.00	0.00	10.75
Inner Turning Zone	2.24	0.00	0.00	2.19	0.31	0.00	0.00	0.00	4.74
Outer Approach/Departure Zone	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
Sideline Safety Zone	0.00	0.00	0	0.00	0.00	0.00	0.00	0.00	0.27
Airport Property	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Airport Influence Area	6.21	1.07	0	0.87	0.51	1.2	3.31	4.72	21.7
Additional Developable Acres Permitted ³	0.00	0.00	0.00	0.26	0.00	0.00	0.00	1.5	1.76
Total	11.6	1.07	0	3.32	2.37	1.20	3.31	6.22	29.09
Total Displacement	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.01

¹ Acreages include those undeveloped parcels planned for non-residential and not subject to terrain restrictions.

² The runway protection zone cannot be developed in the 1996 CLUP.

³ The overall area encompassed by the ALUCP Update zones is smaller than the 1996 CLUP zones due to the change in the Part 77 surfaces. Therefore, parcels which were previously subject to the 1996 CLUP are no longer restricted by terrain requirements.

SUMMARY

Implementation of the ALUCP is not expected to result in displacement of overall future residential development within the AIA, but could result in a shift from higher density to lower density within the more restrictive safety zones. Overall, an additional 24 housing units could be allowed within the AIA when compared to what could occur under the 1996 CLUP, based on the County General Plan and LCP land use designations. Potential impacts related to population-based impacts are evaluated within the following Environmental Checklist portion of this Initial Study.

No non-residential displacement would result from the proposed ALUCP based on the County's current Zoning Map. In fact, additional areas would be removed from non-residential intensity restrictions primarily because the 1996 CLUP had a larger RPZ and more "terrain-restricted" area than what is proposed in the ALUCP due to the updated ALP and Part 77 surfaces for the airport. Proposed infill policies of the ALUCP would also allow additional non-residential development within the Princeton area, subject to its existing zoning designations. A total of approximately six acres of non-residentially zoned land would have fewer restrictions than would occur under the 1996 CLUP based on existing zoning.

The proposed ALUCP is not a development plan (i.e., no specific land uses are designated for any particular parcel or parcels). Whether actual shifts in development would occur as a result of the proposed ALUCP would depend on the actual need for development; the rate, timing, location and extent of development; economic and market conditions; the nature and type of the project or projects; and project-level impacts to the environment and associated mitigation. Attempts to accurately forecast the actual effects of potential future shifts in land use development and population are subject to considerable uncertainty. If such projects do occur in the future, like other land use development, they will be subject to the appropriate project-level environmental review under CEQA. (See California Code of Regulations, Title 14, §15145.)

An important purpose of this analysis of potential development displacement is that it will inform local agencies of the potential for displaced development and associated consequences, enabling them to plan accordingly. The ultimate authority for implementation of the ALUCP rests with local governments as the zoning and land use permitting authorities. These local governments have multiple options with regard to how to implement the new policies and criteria in the ALUCP. Thus, the potential displacement effects discussed in this analysis could change depending on the specific implementation actions taken by the County and the ALUC.

Appendix B

SAN MATEO COUNTY GENERAL PLAN AND LOCAL COASTAL PROGRAM CONSISTENCY DETERMINATION

Introduction

The Half Moon Bay Airport Land Use Compatibility Plan (ALUCP) Update is intended to protect public health, safety, and welfare through the establishment of land use measures that minimize the public's exposure to excessive noise and safety hazards. The ALUCP Update is guided by the *California Airport Land Use Planning Handbook* (Handbook) as required by Public Utilities Code (PUC) section 21670 et seq. PUC section 21670 et seq requires the ALUCP to set policies and criteria consistent with the *State Aeronautics Act* and the parameters identified in the Handbook. Therefore, adoption of the ALUCP Update may impose restrictions on land uses within the airport influence area (AIA).

The focus of the ALUCP Update is airport-related compatibility of future land use development in the airport vicinity. The ALUCP Update is explicitly not applicable to existing land uses per state aeronautics statutes. Although existing land uses in some locations might not have been allowed had the ALUCP Update been in effect, no changes to those existing uses are proposed. In addition, the ALUCP Update allows continued development of a similar nature in these areas in accordance with the policies on infill as contained in the ALUCP Update.

The impact of the proposed ALUCP Update compatibility zones and policies on General Plan elements and policies is assessed in this appendix. The Half Moon Bay Airport ALUCP boundary is located within the California Coastal Zone and, as such, is subject to the policies of the *San Mateo County General Plan* (1986) as well as the County's LCP (2012).

County of San Mateo General Plan

The *County of San Mateo General Plan* (GP) was adopted in 1986 and sets forth goals and policies for the future development of the County, designating the location of desired future land uses within the County. The General Plan consists of an overview and 16 elements, including:

- Vegetative, Water, Fish and Wildlife Resources
- Soil Resources
- Mineral Resources
- Visual Quality
- Historical and Archaeological Resources
- Park and Recreation Resources
- General Land Use
- Urban Land Use
- Rural Land Use
- Water Supply
- Wastewater
- Transportation
- Solid Waste
- Housing
- Natural Hazards
- Man-Made Hazards

Guidelines for the future physical development of the unincorporated areas of San Mateo County are found in the General Land Use Chapter of the GP. The Urban and Rural Land Use Chapters of the General Plan provide in more detail a specific land use plan which shows how land in San Mateo County should be used. These chapters of the GP combine the policies from the other GP chapters into a comprehensive land use plan which guides the future development of the unincorporated areas of the San Mateo County. **Table B1** outlines the GP policies and ALUCP Update consistency analysis.

Table B1

Element/Policy/Guideline	ALUCP Update Consistency/Analysis
Vegetative, Water, Fish and Wildlife Resources Element (Chapter 1)	Consistent: The ALUCP Update is not a specific development plan and does not designate specific land uses for any particular parcel or parcels of land.
Soil Resources Element (Chapter 2)	Consistent: See comment to Chapter 1.
Mineral Resources Element (Chapter 3)	Consistent: See comment to Chapter 1.
Visual Quality Element (Chapter 4)	Consistent: See comment to Chapter 1.
Historical and Archaeological Resources Element (Chapter 5)	Consistent: See comment to Chapter 1.
Park and Recreation Resources Element (Chapter 6)	Consistent: See comment to Chapter 1.

Table B1 (Continued)

Element/Policy/Guideline	ALUCP Update Consistency/Analysis
<p>General Land Use Element (Chapter 7)</p> <p>7.1 Fiscal - Distribute the designation of land uses to balance the costs of providing public services and facilities with generating public revenues.</p> <p>7.2 Local Economies - Designate land uses in order to support and strengthen existing local economies (i.e., jobs, incomes and housing to support local populations)</p> <p>7.3 Infrastructure - Distribute land uses where public services and facilities exist or can be feasibly provided (e.g., sewer and water systems) in order to achieve maximum efficiency.</p> <p>7.4 Natural Resources - Designate land uses in order to enhance the protection and management of natural resources.</p> <p>7.5 Energy - Distribute land use designations in order to minimize the demand for energy consumption and maximize the effectiveness of energy consumed.</p> <p>7.6 Natural and Man-Made Hazards - Designate land uses in order to minimize the danger of natural and manmade hazards to life and property.</p> <p>7.7 Land Use Patterns - Distribute the designation of land uses in order to achieve orderly, understandable, coherent and workable land use patterns.</p>	<p>Consistent: Development opportunities are primarily infill in the ALUCP Update plan area. The ALUCP Update allows for infill development.</p> <p>Consistent: ALUCP Update policies and criteria protect the long term viability of the Half Moon Bay Airport and reduce the risk on future homes and businesses by aviation activity.</p> <p>Consistent: ALUCP land use compatibility policies and criteria promote compatible land development in the vicinity of Half Moon Bay Airport and protect the long term viability of this transportation resource.</p> <p>Consistent: The ALUCP Update is not a specific development plan and does not change management of natural resources. Existing Federal Aviation Administration (FAA) guidelines regarding wildlife attractants remain in effect under the ALUCP Update.</p> <p>Consistent: The ALUCP Update does not designate specific land uses for any particular parcel or parcels of land. Development opportunities are primarily infill in the ALUCP Update plan area. The ALUCP Update allows for infill development.</p> <p>Consistent: ALUCP land use compatibility policies and criteria minimize danger to potential airport hazards by promoting compatible land development in the vicinity of Half Moon Bay Airport.</p> <p>Consistent: The ALUCP Update does not designate specific land uses for any particular parcel or parcels of land. ALUCP prohibits certain land uses and reduces population intensity/density of development near the airport in order to reduce the risk by aviation activity.</p>

Table B1 (Continued)

Element/Policy/Guideline	ALUCP Update Consistency/Analysis
<p>Urban Land Use Element (Chapter 8)</p> <p>8.1 Urban Land Use Planning - Plan for a compatible and harmonious arrangement of land uses in urban areas by providing a type and mix of functionally well-integrated land uses which meets general social and economic needs.</p> <p>8.2 Land Use Objectives for Urban Communities - a. Plan Urban Communities to be balanced, self-contained areas which have a sufficient mix of urban land uses to support the internal housing, employment, shopping, and recreation needs of the community; b. Provide a mix of residential, commercial, and industrial land uses which will generate sufficient tax revenues to pay for the costs of providing desired levels of services and facilities; c. Provide a mix of commercial and industrial uses in order to maintain, support, and strengthen local economies; d. Provide a mix and an amount of residential land uses which will provide a substantial amount of housing opportunities in unincorporated areas; e. Establish land use patterns which give Urban Communities strong, individual and identifiable characters.</p> <p>8.3 Land Use Objectives for Urban Neighborhoods - a. Plan Urban Neighborhoods to be primarily, though not exclusively, single family residential areas which appear and function as residential neighborhoods of contiguous cities; b. Provide a mix of residential and commercial land uses to balance generated tax revenues with the costs of providing desired levels of public services and facilities; c. Establish land use patterns which make Urban Neighborhoods compatible, functional and identifiable with adjoining cities.</p> <p>8.4 Land Use Objectives for Special Urban Areas - Does not apply; out of ALUCP Update plan area.</p>	<p>Consistent: The ALUCP Update is not a specific plan nor does it designate specific land uses for any particular parcel or parcels of land. ALUCP prohibits certain land uses and reduces population intensity/density of development near the airport in order to reduce risk by aviation activity.</p> <p>Consistent: 8.2(a) - 8.2(c) and 8.2(e) - The ALUCP Update does not designate specific land uses for any particular parcel or parcels of land. ALUCP prohibits certain land uses and reduces population intensity/density of development near the airport in order to reduce risk by aviation activity.</p> <p>Consistent: 8.2(d) - The ALUCP Update reduces density of residential development near the airport in order to reduce risk by aviation activity. However, overall, future build out within the AIA could include 24 additional residential units when compared to the 1996 Compatible Land Use Plan (CLUP) for the Airport. (See also discussions regarding the County's Housing Element and LCP affordable housing policies.)</p> <p>Consistent: See response to Urban Land Use Element 8.1</p>

Table B1 (Continued)

Element/Policy/Guideline	ALUCP Update Consistency/Analysis
<p>Rural Land Use (Chapter 9)</p> <p>9.1 Goal for Land Use Planning in the Rural Area - Provide a compatible and harmonious arrangement of land uses in the rural area by concentrating development in specific areas in order to encourage the conservation and the managed production of natural resources which meet general social and economic needs.</p> <p>9.2 Land Use Objectives for Rural Service Centers - Encourage the continuation and development of Rural Service Centers in order to: (1) provide commercial facilities which support local residents and the surrounding agricultural, timber harvesting, resource extraction and recreational economy; (2) meet the housing needs which are generated by local employment; (3) concentrate development and services to minimize impact upon surrounding resources and maximize compatibility of land uses; (4) facilitate the provision of services and infrastructure; and (5) promote local employment opportunities and enhance creative enterprise through development of appropriately zoned parcels and/or adaptive reuse of non-residential structures that are consistent with the protection of neighborhood quality.</p> <p>9.3 Land Use Objectives for Rural Residential Subdivisions - Encourage the continuation and development of designated Rural Residential Subdivisions in order to: (1) provide housing opportunities in the rural areas; (2) concentrate new residential development in existing residential areas where services are likely to be available; and (3) protect surrounding resources from the potential adverse impacts of development activities by means of distance, physical barriers or other nondisruptive methods; (d) ensure that any extension of public services and facilities to serve non-agricultural activities will not impair feasible agricultural activities.</p>	<p>Consistent: The ALUCP Update is not a specific plan nor does it designate specific land uses for any particular parcel or parcels of land. ALUCP prohibits certain land uses and reduces population intensity/density of development near the airport in order to reduce risk by aviation activity.</p> <p>Consistent: ALUCP Update does not discourage development of Rural Service Centers.</p> <p>Consistent: ALUCP Update plan area is largely developed and has large parcels designated as resource reserve. Therefore, ALUCP Update will not impact the development of Rural Residential Subdivisions.</p>

Table B1 (Continued)

Element/Policy/Guideline	ALUCP Update Consistency/Analysis
<p>9.4 Land Use Objectives for the Rural Lands Protect and enhance the resources of the Rural Lands in order to: (1) protect and conserve vegetation, water, fish and wildlife resources, productive soil resources for agriculture and forestry, and other resources vital to the sustenance of the local economy; (2) carefully manage and enhance the use, production, conservation or extraction of soils, timber, minerals and other natural resources; (3) protect and enhance the unique scenic quality and pastoral character of the rural lands; (4) provide a diversity of outdoor recreational opportunities for existing and future County residents; (5) protect the public health and safety by minimizing the location of new development in potentially hazardous areas and directing infrastructure improvements to areas that will benefit the greatest number of rural residents and visitors; (6) minimize the amount of environmental damage caused by construction of major and minor roads or other infrastructure improvements; and (7) promote local employment opportunities and enhance creative enterprise by encouraging visitor-serving facilities, ancillary and accessory uses vital to resource production operations, and adaptive reuse of existing non-residential structures consistent with protection of surrounding resources.</p>	<p>Consistent: ALUCP Update is not a specific plan. Therefore, the ALUCP Update will not inhibit the protection and enhancement of Rural Land resources.</p>
Water Supply Element (Chapter 10)	Consistent: See comment to Chapter 1.
Waste Water (Chapter 11)	Consistent: See comment to Chapter 1.
Transportation Element (Chapter 12)	Consistent: See comment to Chapter 1.
Solid Waste Element (Chapter 13)	Consistent: See comment to Chapter 1.
Housing Element (Chapter 14)	Consistent: According to the Housing Element, the unincorporated communities of Montara, Moss Beach, El Granada, and Princeton are covered by the County’s Local Coastal Program (LCP), which contains specific housing policies relating to the Midcoast area. This analysis is found in the last section of this appendix.
Natural Hazards Element (Chapter 15)	Consistent: See comment to Chapter 1.

Table B1 (Continued)

Element/Policy/Guideline	ALUCP Update Consistency/Analysis
<p>Man-Made Hazards Element (Chapter 16)</p> <p>Noise Policies</p> <p>16.1 Strive Toward a Livable Noise Environment- -Strive toward an environment for all residents of San Mateo County which is free from unnecessary, annoying, and injurious noise.</p> <p>16.2 Reduce Noise Impacts Through Noise/Land Use Compatibility and Noise Mitigation - Reduce noise impacts within San Mateo County through measures which promote noise/land use compatibility and noise mitigation.</p> <p>16.3 Promote Protection of Noise-Sensitive Land Uses and Noise Reduction in Quiet Areas and Noise Impact Areas - Promote measures which: (1) protect noise-sensitive land uses, (2) preserve and protect existing quiet areas, especially those which contain noise-sensitive land uses, and (3) promote noise compatibility in Noise Impact Areas.</p> <p>16.4 Noise Reduction Priority - Give priority to reducing noise at the source rather than at the receiver, recognizing that it is less expensive and more equitable to build noise mitigation into the source than providing for it along the path and at the receiver.</p> <p>16.5 Noise Reduction Along the Path and at the Receiver - Promote noise reduction along the path and at the receiver through techniques which can be incorporated into the design and construction of new and existing development, including, but not limited to, site planning, noise barriers, architectural design, and construction techniques.</p> <p>Airport Safety Policies</p> <p>16.35 Minimize Risks Surrounding Airports - Minimize health and safety risks from hazards related to aircraft operations for persons living and working in areas surrounding San Mateo County airports.</p>	<p>Consistent: ALUCP has aircraft noise compatibility policies and criteria to minimize impacts to future noise-sensitive development in the vicinity of Half Moon Bay Airport.</p> <p>Consistent: See response to Noise Policy 16.1.</p> <p>Consistent: See response to Noise Policy 16.1.</p> <p>Consistent: By California statute, the ALUCP Update cannot change aircraft operations, change flight paths, or impose noise abatement procedures at the Half Moon Bay Airport.</p> <p>Consistent: See response to Noise Policy 16.4.</p> <p>Consistent: ALUCP safety compatibility policies and criteria promote compatible land development and reduce safety risks to potential future residents and business in the vicinity of Half Moon Bay Airport.</p>

Table B1 (Continued)

Element/Policy/Guideline	ALUCP Update Consistency/Analysis
<p>16.36 Promote Safe Flight Operations - Promote and encourage safe aircraft operations at all airports within San Mateo County.</p>	<p>Consistent: See response to Airport Safety Policy 16.35.</p>
<p>16.37 Promote Orderly Development at and Surrounding Airports - Promote orderly development of airports and surrounding areas to ensure a safe environment for local citizens and aircraft operations.</p>	<p>Consistent: See response to Airport Safety Policy 16.35.</p>
<p>Hazardous Materials Policies</p>	
<p>16.47 Strive to Protect Life, Property, and the Environment From Hazardous Materials - Strive to protect public health and safety, environmental quality, and property from the adverse effects of hazardous materials through adequate and responsible management practices.</p>	<p>Consistent: The ALUCP Update does not generate or increase hazardous waste materials.</p>
<p>16.48 Strive to Ensure Responsible Hazardous Waste Management - Strive to ensure that hazardous waste generated within San Mateo County is stored, treated, transported and disposed of in a legal and environmentally safe manner so as to prevent human health hazard and/or ecological disruption.</p>	<p>Consistent: See response to Hazardous Materials Policy 16.47.</p>
<p>16.49 Strive to Reduce Public Exposure to Hazardous Materials - Strive to reduce public exposure to hazardous materials through programs which: (1) promote safe transportation, (2) prevent accidental discharge, and (3) promote effective incident response, utilizing extensive inventory and monitoring techniques.</p>	<p>Consistent: See response to Hazardous Materials Policy 16.47.</p>
<p>16.50 Reduce Public Exposure to Hazardous Waste - Strive to reduce public exposure to hazardous waste through programs which: (1) emphasize decreased generation of hazardous waste, (2) promote increased disposal capability for small generators of hazardous waste, including households and small businesses, (3) promote safe transportation of hazardous waste (4) promote treatment and processing techniques as alternatives to landfill disposal of hazardous waste, and (5) prevent illegal disposal of hazardous waste.</p>	<p>Consistent: See response to Hazardous Materials Policy 16.47.</p>

Table B1 (Continued)

Element/Policy/Guideline	ALUCP Update Consistency/Analysis
<p>Hazardous Structures Policies</p> <p>16.68 Strive Toward Safe Building Construction - Strive toward safe building construction and full elimination of hazardous conditions.</p>	<p>Consistent: The ALUCP Update is not a specific plan nor does it designate construction of structures.</p>

County of San Mateo 2007-2014 Housing Element

According to the County’s Housing Element, the County’s Regional Housing Needs Allocation (RHNA) is scheduled to add 1,506 units. An inventory of vacant parcels appropriately zoned for residential uses in San Mateo County can accommodate 1,760 additional units (Table 9-3, Housing Element). This is approximately 17 percent above the 1,506 units required by RHNA. The County last revised its Housing Element in May 2012.

The current Housing Element has five housing goals:

- Protect existing affordable housing stock;
- Support new housing for low- and moderate-income households;
- Promote sustainable communities through regional coordination efforts and locating housing near employment, transportation, and services;
- Promote equal housing opportunities; and
- Require or encourage energy efficiency and resource conservation in new and existing housing.

Of the listed goals, only Goal 2, Support New Housing for Low- and Moderate-income Households has policies that could be affected by the ALUCP Update. However, the Housing Element states on page 13 that the several unincorporated coastal communities north of Half Moon Bay within the urban area of the County’s urban/rural boundary are within the area covered by the County’s Local Coastal Program (LCP), which contains specific housing policies relating to the Midcoast area. Therefore, the housing policy consistency discussion for the ALUCP Update is contained in the subsequent section on the County’s LCP. The revised Housing Element does not modify any of the housing policies of the LCP.

County of San Mateo Local Coastal Program

The County’s *Local Coastal Program (LCP) Policies* was recently updated to include all LCP amendments through August 8, 2012 (County of San Mateo 2013). The County LCP is adopted by reference into the County’s Zoning Regulations under Chapter 20B, sections 6328.19 through 6328.30 and sets forth policies and standards for the control of development within the California Coastal Zone through the Coastal Development Permit process.

The LCP consists of 12 components that seek to protect and provide for the basic tenants of the *California Coastal Act* (Public Resources Code, Division 20, Section 30200 et al). These components are as follows:

- Locating and Planning New Development
- Public Works
- Housing
- Energy
- Agriculture
- Aquaculture
- Sensitive Habitats
- Visual Resources
- Hazards
- Shoreline Access
- Recreation/Visitor-Serving Facilities
- Commercial Fishing/Recreational Boating

Most of the LCP policies within the above components are not applicable to the ALUCP since the ALUCP does not designate specific land uses for any particular parcel of land nor does it directly cause the development of areas within the AIA. Therefore, it does not change the management of natural resources or coastal attributes such as shoreline access or visual resources. The ALUCP would, however, restrict certain types of land uses within the various noise and safety compatibility zones as described in Tables 4A and 4B. Therefore, **Table B2** addresses the consistency of the land use restrictions contained in the ALUCP with growth and housing policies provided in the Location and Planning New Development and Housing components of the County’s LCP.

Table B2

LCP Policy	ALUCP Update Consistency/Analysis
Location and Planning New Development Component	
<p>Policy 1.17 Existing Developed Areas Conserve, improve, and revitalize existing residential, commercial, and industrial areas.</p>	<p>Consistent: Development opportunities are primarily infill in the ALUCP Update plan area. The ALUCP Update allows for infill development in keeping with this LCP policy.</p>
<p>Policy 1.18 Location of New Development</p> <p>a. Direct new development to existing urban areas and rural service centers in order to: (1) discourage urban sprawl, (2) maximize the efficiency of public facilities, service, and utilities, (3) minimize energy consumption, (4) encourage the orderly formation and development of local governmental agencies, (5) protect and enhance the natural environment, and (6) revitalize existing developed areas.</p> <p>b. Concentrate new development in urban areas and rural service centers by requiring the “infilling” of existing residential subdivisions and commercial areas.</p> <p>c. Allow some future growth to occur at relatively high densities for affordable housing in areas where public facilities and services are or will be adequate and where coastal resources will not be endangered.</p>	<p>Consistent: The ALUCP Update is not a specific plan that directs new development. Therefore, the ALUCP Update will not inhibit the direction of new development per LCP policy. ALUCP safety compatibility policies and criteria promote compatible land use development and reduce safety risks to potential future residents and business in the vicinity of Half Moon Bay Airport.</p> <p>Consistent: Development opportunities are primarily infill in the ALUCP Update plan area. The ALUCP Update allows for infill development.</p> <p>Consistent. See discussion for LCP Policies 3.6, 3.14, and 3.15 below.</p>

Table B2 (Continued)

LCP Policy	ALUCP Update Consistency/Analysis
<p>d. Require the development of urban areas on lands designated as agriculture and sensitive habitats in conformance with Agriculture and Sensitive Habitats Component policies.</p>	<p>Consistent: The ALUCP Update is not a specific plan that directs new development. Therefore, the ALUCP Update will not inhibit the protection and enhancement of agriculture and sensitive habitats per LCP policy.</p>
<p>Policy 1.36 Half Moon Bay Airport Influence Area Requirements Within the Half Moon Bay Airport Influence Area, as shown on Map 1.5, the following shall apply:</p> <p>a. New development and land uses must comply with all relevant FAA standards and criteria regarding (1) safety, (2) flashing lights, (3) reflective material, (4) land uses which may attract large concentrations of birds, (5) HVAC exhaust fans, and (6) land uses which may generate electrical or electronic interference with aircraft communications and/or instrumentation.</p> <p>b. All transfers of real property must comply with the real estate disclosure requirements specified in Chapter 496, California Statutes of 2002.</p>	<p>Consistent: These requirements for development occurring within the Half Moon Bay Airport Influence Area would not be removed by the ALUCP Update.</p> <p>Consistent: This requirement for transfers of real property occurring within the Half Moon Bay Airport Influence Area would not be removed by the ALUCP Update.</p>
Housing Component	
<p>Policy 3.1 Sufficient Housing Opportunities Through both public and private efforts, protect, encourage and, where feasible, provide housing opportunities for persons of low and moderate income who reside, work or can be expected to work in the Coastal Zone.</p>	<p>Consistent. See discussion for LCP Policies 3.6, 3.14, and 3.15 below.</p>
<p>Policy 3.2 Non-Discrimination Strive to ensure that decent housing is available for low and moderate income persons regardless of age, race, sex, marital status or other arbitrary factors.</p>	<p>Consistent. The ALUCP Update does not discriminate in applying land use restrictions; rather, the ALUCP Update is driven by noise and safety factors related to operation of the Half Moon Bay Airport.</p>
<p>Policy 3.3 Balanced Developments Strive to provide such housing in balanced residential environments that combine access to employment, community facilities and adequate services.</p>	<p>Consistent: The ALUCP Update is not a specific plan that directs new development. However, the ALUCP Update will not inhibit the direction of new development per LCP policy. ALUCP safety compatibility policies and criteria promote compatible land development and reduce safety risks to potential future residents and business in the vicinity of Half Moon Bay Airport.</p>
<p>Policy 3.4 Diverse Housing Opportunities Strive to improve the range of housing choices, by location, type, price and tenure, available to persons of low and moderate income.</p>	<p>Consistent. See discussion for LCP Policies 3.6, 3.14, and 3.15 below.</p>

Table B2 (Continued)

LCP Policy	ALUCP Update Consistency/Analysis
<p>Policy 3.6 Allocation of Affordable Units</p> <p>a. In order to reduce home-to-work travel distances within the Coastal Zone, and to encourage shared responsibility for housing by subarea roughly proportional to employment opportunities available in the subarea, allocate the “fair share” as follows:</p> <p>(1) In the Midcoast, allocate 50% to the unincorporated area, with no more affordable units to be built in the rural incorporated area than allowed by Policy 3.24, and 50% to Half Moon Bay.</p>	<p>Consistent. See discussion for Policies 3.14 and 3.15 below. The ALUCP Update would only affect 55 percent of one of the three affordable housing sites specifically called out for the Midcoast area in the LCP. The other 45 percent of the one affected housing site is located outside the more restrictive Inner Turning Zone 3 (ITZ) and could accommodate affordable housing.</p>
<p>Policy 3.14 Allocation of Affordable Housing</p> <p>a. Midcoast: Locate affordable housing in the following locations:</p> <p>(1) All designated affordable housing sites in the urban area (within the urban boundary) defined in the Locating and Planning New Development Component.</p> <p>(2) Elsewhere in the urban area, where affordable housing units specified in LCP Policies 3.19, 3.20, 3.21 and 3.22 are permitted, including mobile homes, second units, and affordable units derived from density bonus provisions.</p> <p>(3) In the rural area (outside the urban boundary), affordable housing units as specified in LCP Policies 3.23 and 3.24.</p>	<p>Consistent.</p> <p>(1) See discussion for Policy 3.15 below. Of the three potential sites for affordable housing listed Policy 3.15, approximately 55 percent of the 12.5-acre site off of Etheldore Street would be restricted low residential uses. The other portion of the site is located outside the ITZ and could accommodate affordable housing.</p> <p>(2) The ALUCP Update would be consistent with this part of the LCP policy as the ALUCP allows infill development. The LCP policies referenced in this section relate to the placement of mobile homes and second dwelling units within R-1 zoning districts. Within the restricted areas of the ALUCP Update, R-1 zoning provides coverage primarily over areas already developed.</p> <p>(3) There are no restrictions in the ALUCP Update over areas outside the urban boundary that would preclude the development of affordable housing consistent with LCP Policies 3.23 and 3.24.</p>

Table B2

LCP Policy	ALUCP Update Consistency/Analysis
<p>Policy 3.15 Designated Affordable Housing Sites</p> <p>a. Designate the following as potential sites where affordable housing would be feasibly provided when residential development occurs:</p> <ol style="list-style-type: none"> (1) The 11-acre site in North Moss Beach. (2) The 12.5-acre site northeast of Etheldore Street in South Moss Beach. (3) The 6-acre North El Granada site. <p>b. Designate these sites Medium High Density to incorporate a density bonus within the land use designation.</p> <p>c. Rezone the designated sites or other appropriate sites within the urban boundary to the Planned Unit Development (PUD) to allow flexible residential development standards, when appropriate in conjunction with development plan approval.</p>	<p>Consistent. Of the three potential sites for affordable housing listed in this policy, approximately 55 percent of the 12.5-acre site off of Etheldore Street would be restricted to lower density residential uses. This is due to a portion of the site being located under the Airport’s ITZ. However, since part of the site is located outside of the ITZ, it can still be developed with affordable housing units in keeping with this LCP policy.</p> <p>In the County’s Housing Element, this parcel is identified as a developable site with a maximum capacity for 105 affordable units with a realistic capacity of 50 units (Table 9-11, page 260). Based on the site’s existing zoning, the minimum lot size for this parcel is 2,500 square feet. LCP Policy 3.15(d), however, calls for the parcel to be rezoned as PUD. In that case, the 50 units could be clustered on the portions of the parcel that are suitable for development instead of using split zoning.</p> <p>Approximately 3 acres of the parcel (2,500 square feet x 50 = 125,000 square feet; 125,000 square feet ÷ 43,560 square feet/acre = 2.87 acres) are needed to allow the 50 units identified in the County’s Housing Element. This acreage could be accommodated on the site outside of the Airport’s ITZ, while still providing a 100-foot buffer from an onsite wetland.</p> <p>In addition, this portion of the parcel can support structures up to 30’ tall according the Part 77 airspace protection surfaces. However, other site restrictions, as found in LCP Policy 3.15(d)(2-5), would apply to any development proposed for the site.</p>

Summary

There are no potential inconsistencies between the ALUCP Update and San Mateo County’s GP and LCP. The ALUCP Update is not a specific plan that directs new development. Development opportunities are primarily infill in the ALUCP Update plan area, which is allowed in the ALUCP Update. In addition, State law (Gov. Code §65302.3) requires that the applicable general plan be consistent with an adopted ALUCP and, in the event of an inconsistency, must be amended promptly (or go through the special process required to overrule the Airport Land Use Commission pursuant to section 21676 of the Public Utilities Code).

The updated ALUCP is also considered consistent with housing policies contained in the Housing Element and LCP. Based on the Displacement Analysis contained in Appendix A of this Initial Study, potential residential build out within AIA of the Airport could allow an additional 24 housing units when compared to the 1996 CLUP. In addition, pages 96-97 of the County’s Housing Element discuss development

constraints and conclude that, “In general, the County’s regulations prohibit or discourage development on sites with severe environmental constraints ... While these regulations may be seen as a constraint on potential housing development, they are necessary to ensure public safety and meet County, State and Federal environmental and safety regulations and goals.” Thus, the County has prioritized safety over housing when considering housing development within its jurisdiction, including the unincorporated areas.

Based on the County Housing Element and LCP, there is one approximate 12-acre parcel that would be partially within an airport safety zone and is identified as a developable affordable housing site with a realistic capacity of 50 units. As discussed above in the LCP Policy consistency table, the portion of the site located outside of the ITZ could accommodate 50 affordable units under a PUD zone. However, even if this does not occur, the County’s RHNA is set to add 1,506 units. According to Table 9-3 of the Housing Element, an inventory of vacant parcels appropriately zoned for residential uses in San Mateo County can accommodate 1,760 additional units. This is approximately 17 percent above the 1,506 units required by RHNA. Thus, the loss of 50 units would not impact San Mateo County’s ability to meet RHNA, nor would any reduction in the residential capacity of the 12-acre parcel have a significant impact on the Housing Element.