

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

AIRPORT LAND USE COMMITTEE (ALUC)

AGENDA

Date: Thursday, September 28, 2017

4:00 p.m.

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

PLEASE CALL SUSY KALKIN (599-1467) IF YOU ARE UNABLE TO ATTEND

- | | | | |
|----|--|---|------------|
| 1. | Call To Order | Action
(Ortiz) | |
| 2. | Public Comment On Items Not On The Agenda | Limited to 3
minutes per
speaker. | |
| 3. | Minutes of the August 24, 2017 ALUC Meeting | Action
(Ortiz) | Pages 3-4 |
| 4. | San Carlos Airport Comprehensive Airport Land Use
Compatibility Plan Consistency Review – City of
Belmont 2035 General Plan Update, Phase I Zoning,
Belmont Village Specific Plan and Belmont Village
Zoning | Action
(Kalkin) | Pages 5-22 |
| 5. | Member Communications | Information
(Ortiz) | |
| 6. | Adjournment | Action
(Ortiz) | |

NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

If you have any questions regarding the C/CAG Airport Land Use Committee Meeting Agenda, please contact Susy Kalkin at 650-599-1467 or Sandy Wong at 650-599-1409.

NOTE: Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Mima Guilles at 650 599-1406, five working days prior to the meeting date.

**Airport Land Use Committee (ALUC)
Meeting Minutes
August 24, 2017**

1. Call to Order

Chair Ortiz called the Airport Land Use Committee (ALUC) Meeting to order at 4:10 pm. Attendance sheet is attached.

2. Public Comment On Items Not On The Agenda

Sandy Wong, C/CAG Executive Director, introduced new C/CAG ALUC support staff Susy Kalkin and Sara Muse.

3. Minutes of the October 27, 2016 Meeting

Motion: Member Collins moved, and member Williams seconded, for the approval of the October 27, 2016 minutes. Motion carried 5/0, with members Masur and Sylvester abstaining.

(Note: There was no Item 4 on the Agenda)

5. SFO Comprehensive Airport Land Use Compatibility Plan Consistency Review – Amendments to the El Camino Real/Chestnut Specific Plan Area, South San Francisco General Plan and Zoning Ordinance related to the City’s Community Civic Campus Project. (Action item)

Susy Kalkin, C/CAG staff, presented the staff report, recommending the ALUC recommend that the C/CAG Board, acting as the Airport Land Use Commission, determine the proposal consistent with the SFO ALUCP. Committee members concurred with the recommendation, but requested additional clarifying details be included on future staff report attachments.

Motion: Member Masur moved, and member Sylvester seconded, staff’s recommendation. Motion carried unanimously.

5. Member Communications

None.

6. Adjournment

Meeting was adjourned at 4:22 pm.

2017 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Aug 2017				
Terry O'Connell	City of Brisbane					
Ricardo Ortiz	City of Burlingame	X				
Glenn Sylvester	City of Daly City	X				
Herb Perez	City of Foster City					
Deborah Penrose	City of Half Moon Bay					
Ann Oliva	City of Millbrae					
Shelly Masur	City of Redwood City	X				
Ken Ibarra	City of San Bruno	X				
Ron Collins	City of San Carlos	X				
Don Horsley	County of San Mateo and Aviation Representative					
Liza Normandy	City of South San Francisco	X				
Adam Kelly	Aviation Representative					
Dave Williams	Half Moon Bay Airport Pilots Association	X				

X - Committee Member Attended

Y – Designated Alternate Attended

Staff and guests in attendance for the August 24, 2017 meeting: Sandy Wong, Susy Kalkin, Sara Muse, John Bergener, Brian Branscomb.

C/CAG AGENDA REPORT

Date: September 28, 2017

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of Belmont 2035 General Plan Update, Phase I Zoning, Belmont Village Specific Plan and Belmont Village Zoning

(For further information or response to questions, contact Susy Kalkin at 650-599-1467 or kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed Belmont 2035 General Plan Update, Phase I Zoning, Belmont Village Specific Plan and Belmont Village Zoning is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following conditions:

- 1. Add language, as shown in underline, to clarify that the City of Belmont will comply with the land use compatibility requirements of the San Carlos ALUCP unless the City Council formally overrides an ALUC consistency determination, as provided for in PUC Section 21675.1(d).**

General Plan Policy 2.16-1/Belmont Village Specific Plan Policy 6.6-1 – Require new development located in the San Carlos Airport Influence Area (AIA) to comply with applicable land use compatibility provisions of the San Carlos ALUCP through review and approval of a site development plan, or other development permit. Unless otherwise approved by City Council in accordance with the provisions of Public Utilities Code Section 21675.1(d), development proposals must be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight notification, as contained the San Carlos ALUCP. Additionally, development proposals must meet FAA requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider C/CAG recommendations in the review of development proposals.

- 2. Add language to the Phase 1 Zoning to reference the Safety Criteria outlined in Table 4-4 of the San Carlos ALUCP. (Suggested language is provided in Attachment 3.)**

- 3. Add language to the Phase I Zoning and the Belmont Village Zoning describing the requirement for sponsors of projects in the airport environs to determine whether they must file Form 7460-1 Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA), in accordance with Airspace Protection Policy 2. The zoning language should also explain that project applicants who are required to submit a Form 7460-1 to the FAA must provide the local government permitting agency with a copy of the FAA's study findings with their applications for development approval.**

- 4. Add a footnote (or other reference) to all zone districts located within the footprint of Area B of the Airport Influence Area to identify and restrict additional land uses or operating characteristics that may cause hazards to aircraft in flight in accordance with Airspace Protection Policy 6 of the San Carlos ALUCP.**

BACKGROUND

The entire City of Belmont is located within Area A of the Airport Influence Area (AIA) for San Carlos Airport, and about a quarter of the easterly portion of the City, including all of the Belmont Village Specific Plan (BVSP) Area, is located with Area B of the AIA, the area subject to formal CCAG/ALUC Review (see Attachment 4). Consistent with the requirements of California Public Utilities Code Section 21676(b), the City of Belmont has referred the subject General Plan update, Phase I Zoning, Belmont Village Specific Plan and Belmont Village Zoning to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos ALUCP. (The draft documents can be found online at <http://www.belmont-2035generalplan.com/> and <http://www.planbelmontvillage.com/>)

DISCUSSION

Airport/Land Use Compatibility Issues

Each airport/land use compatibility plan (ALUCP) is required to contain policies and criteria to address three key issues: (a) aircraft noise impacts; (b) safety compatibility criteria; and (c) height of structures/airspace protection.

The following sections address the content of the Belmont 2035 General Plan update, Phase I Zoning, Belmont Village Specific Plan and Belmont Village Zoning as they pertain to these compatibility issues.

➤ Belmont 2035 General Plan and Belmont Village Specific Plan

The Belmont 2035 General Plan and Belmont Village Specific Plan include the following identical goals and policies that recognize and support the need to comply with the provisions of the San Carlos ALUCP:

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – Belmont 2035 General Plan Update, Phase I Zoning, Belmont Village Specific Plan and Belmont Village Zoning

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- “General Plan Goal 2.16/BVSP Goal 6.6: Maintain land use compatibility with the San Carlos Airport to minimize exposure of public to noise and other safety hazards.

General Plan Policy 2.16-1/BVSP Policy 6.6-1: Require new development located in the San Carlos Airport Influence Area (AIA) to comply with applicable land use compatibility provisions of the San Carlos ALUCP through review and approval of a site development plan, or other development permit. Unless otherwise approved by City Council, development proposals must be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight notification, as contained the San Carlos ALUCP. Additionally, development proposals must meet FAA requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider C/CAG recommendations in the review of development proposals.”

Staff is recommending the language in General Plan Policy 2.16-1 and BVSP Policy 6.6-1 be amended slightly to clarify that the City of Belmont will comply with the land use compatibility requirements of the San Carlos ALUCP unless the City Council formally overrides an ALUC consistency determination in accordance with Section 21675.1(d) of the Public Utilities Code.

Subject to this minor clarification, the Belmont 2035 General Plan update and Belmont Village Specific Plan would be consistent with the applicable land use compatibility criteria contained in the San Carlos ALUCP.

➤ Phase I Zoning and Belmont Village Zoning

(a) Aircraft Noise Impacts

The 60 dB CNEL (Community Noise Equivalent Level) aircraft noise contour defines the threshold for airport noise impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the San Carlos ALUCP.

As shown on Attachment 5, only a very small corner of Belmont lies within the 60 dB CNEL contour. The Belmont 2035 General Plan and Phase I Zoning designate this area Regional Commercial, which allows for a variety of commercial and light industrial uses, any of which is listed as permitted under the noise compatibility criteria in the San Carlos ALUCP.

Therefore, the Belmont 2035 General Plan Update, Phase I Zoning, Belmont Village Specific Plan and Belmont Village Zoning are consistent with the San Carlos ALUCP noise policies and criteria.

(b) Safety Compatibility

The San Carlos ALUCP identifies six safety zones, as shown on Attachment 6, and sets forth compatibility criteria for each of these zones. A portion of the eastern half of Belmont lies within Safety Zone 6, and a single parcel along Shoreway Road lies within Safety Zone 4.

- Safety Zone 4 - As indicated in Attachment 7, there are a number of uses that are considered either incompatible or conditionally compatible within Safety Zone 4. Incompatible uses consist of uses such as schools, day care centers, hospitals, nursing homes and other indoor assembly uses that involve higher concentrations of people (≥ 300 people). The single parcel that is situated within Safety Zone 4 is proposed to be zoned Regional Commercial (RC). This designation would allow for a wide range of commercial and light industrial uses, several of which, including day care centers and indoor assembly uses, would not be compatible on this specific site for safety reasons.
- Safety Zone 6 - The only uses identified as strictly incompatible within Safety Zone 6 are power plants and large capacity (≥ 1000 people) indoor or outdoor assembly uses. Several existing or proposed Zone Districts are located within Safety Zone 6, including Corridor Mixed Use (CMU), Service Commercial (C4), Harbor Industrial Area 1 and 2 (HIA-1 & HIA-2), Public (PS), and Village Corridor Mixed Use (VCMU). These districts all provide for some type of use that could include large capacity assembly uses, which would be incompatible with Safety Policy 1 of the ALUCP, which states the following:

“Safety Policy 1 – Evaluating Safety Compatibility for New Development

The safety compatibility of proposed uses within the Airport Influence Area for San Carlos Airport shall be evaluated in accordance with the policies set forth in this section including the safety zones presented on Exhibit 4-3, and the compatibility criteria listed in Table 4-4.

The Phase I Zoning and Belmont Village Zoning include no specific mention of airport safety zones. Therefore, in order to mitigate any potential conflict, it is recommended that the zoning documents be revised to clarify the need to comply with the Safety Criteria outlined in Table 4-4. It is suggested that a footnote to that effect be added to the uses of concern, as shown in Attachment 3, or otherwise referenced in a manner acceptable to the City of Belmont that achieves the same purpose.

Subject to the above referenced revisions, the Phase I Zoning and Belmont Village Zoning would be compatible with the Safety Policies and criteria outlined in the San Carlos ALUCP.

(c) Height of Structures/Airspace Protection

Pursuant to the San Carlos ALUCP, airspace protection compatibility of proposed land uses within its AIA is evaluated in accordance with the following criteria: (1) 14 Code of Federal Regulations Part 77 (FAR Part 77), “Safe, Efficient Use and Preservation of the Navigable Airspace”, which

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establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces. By definition, any object that penetrates one of the imaginary surfaces of the FAR Part 77 exhibit is deemed an obstruction to air navigation. However, not all obstructions are necessarily hazards. The determination of whether an object would be a hazard is made as part of an aeronautical study conducted by the FAA.

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower of (1) the height shown on the airspace protection surfaces map or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

Portions of the City of Belmont lie below the FAR Part 77 Airspace Protection Surfaces, as shown on Attachment 8. Similarly, portions of the city lie within the FAA notification areas identified on Attachment 9. Allowable heights identified in the Phase I Zoning and Belmont Village Zoning vary, with a maximum permissible height of 73 feet (65 feet for the main structure, plus 8 feet for architectural features). While building heights will not generally be of concern, heights on particular sites may need to be evaluated on a case by case basis in order to comply with the Airspace Protection Policies.

Therefore, it is recommended that language be added to the Phase I Zoning and Belmont Village Zoning describing the requirement for sponsors of projects in the airport environs to determine whether they must file Form 7460-1 Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA), in accordance with Airspace Protection Policy 2. The zoning language should also explain that project applicants who are required to submit a Form 7460-1 to the FAA must provide the local government permitting agency with a copy of the FAA’s study findings with their applications for development approval.

Other Flight Hazards/Airspace Protection

As outlined in Airspace Protection Policy 6, land uses that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards, to aircraft are incompatible within AIA Area B. Specific characteristics which are incompatible and should be avoided include:

- a) Sources of glare, such as highly reflective buildings or building features, or bright lights, including searchlights, laser displays, which would interfere with the vision of pilots making approaches to the Airport.
- b) Distracting lights that could be mistaken by pilots on approach to the Airport for airport identification lighting, runway edge lighting, runway end lighting, or runway approach lighting.
- c) Sources of dust, smoke, or water vapor that may impair the vision of pilots making approaches to the Airport.
- d) Sources of steam or other emissions that may cause thermal plumes or other forms of unstable air that generate turbulence within the flight path;

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- e) Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.
- f) 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. Exceptions to this policy are acceptable wetlands or other environmental mitigation projects required by ordinance, statute, court order, or Record of Decision issued by a federal agency under the National Environmental Policy Act.

The Phase I Zoning and Belmont Village Zoning do not mention land use or operational characteristics that may be hazardous to aircraft in flight. It is therefore recommended that an additional footnote be added to the various zoning districts located within AIA Area B to note these requirements.

Subject to compliance with the above recommended modifications, Phase I Zoning and Belmont Village Zoning would be consistent with the Airspace Protection Policies of the San Carlos ALUCP.

Conclusion

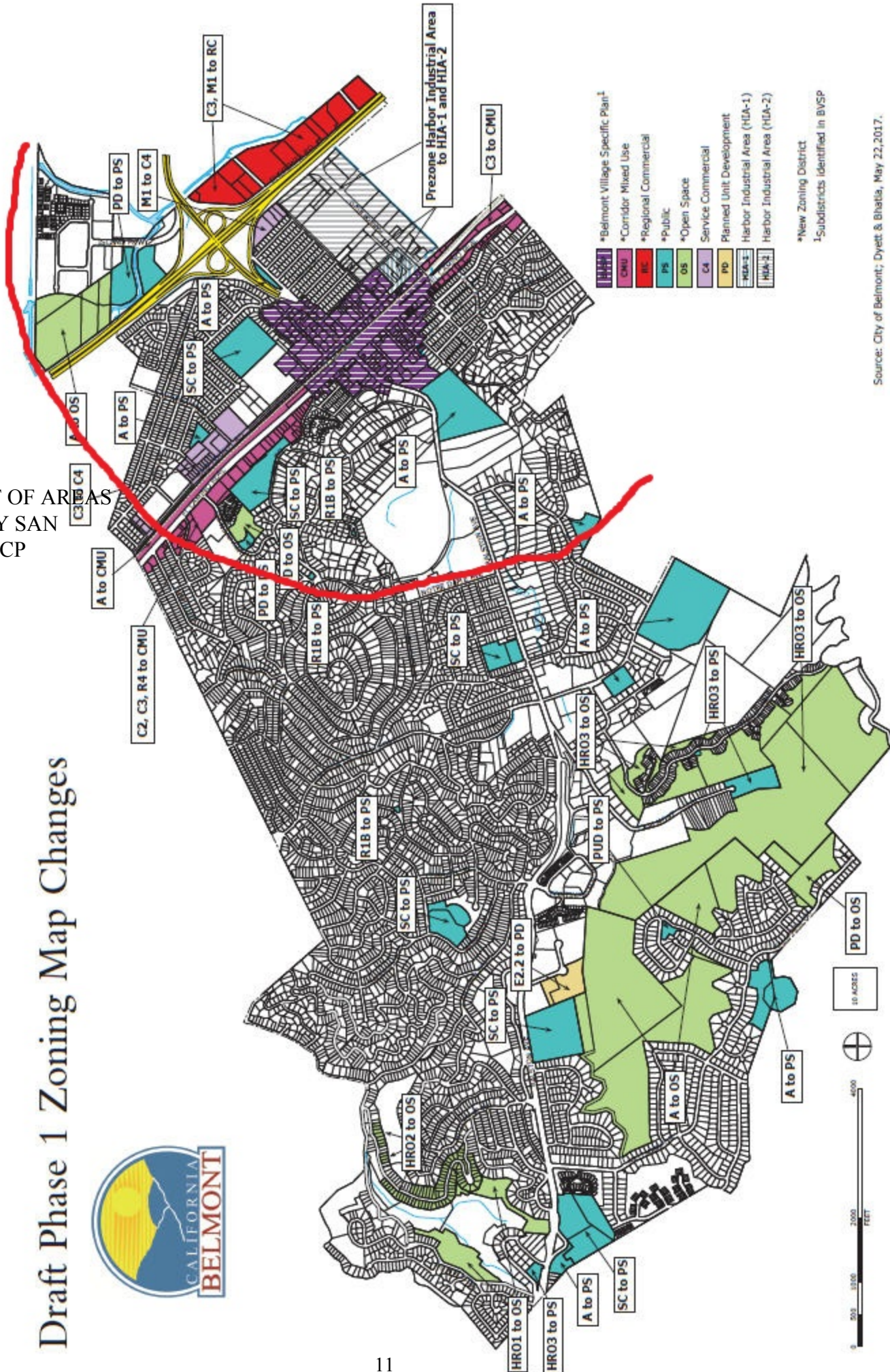
As indicated above, the Belmont 2035 General Plan and Belmont Village Specific Plan include goals and policies that recognize and support the need to comply with the provisions of the San Carlos ALUCP. Therefore, subject to implementation of the recommended modifications to General Plan Policy 2.16-1 and Belmont Village Specific Plan Policy 6.6-1, and the text additions recommended for the Phase I Zoning and Belmont Village Zoning, the collective update would be consistent with the noise, safety and airspace protection policies of the San Carlos ALUCP.

ATTACHMENTS

1. Phase 1 Zoning Diagram
2. Belmont Village Zoning Diagram
3. Safety Compatibility - Proposed Zoning Ordinance Clarifications
4. Exhibit 4-7: AIA for San Carlos Airport
5. Exhibit 4-2: 2035 Aircraft Noise Contours
6. Exhibit 4-3: Airport Safety Zones
7. Table 4-4: Safety Compatibility Criteria
8. Exhibit 4-4: Airport Part 77 Airspace Protection Surfaces
9. Exhibit 4-4a: FAA Notification Form 7460-1 Filing Requirements

OUTER LIMIT OF AREAS
AFFECTED BY SAN
CARLOS ALUCP

Draft Phase 1 Zoning Map Changes



Source: City of Belmont; Dyett & Bhatia, May 22, 2017.

FIGURE 31-1: VILLAGE ZONING DISTRICTS



Source: City of Belmont, 2014, San Mateo County Assessor's Parcel Database, 2014

DYETT & BHATIA
Urban and Regional Planners

Safety Compatibility - Proposed Zoning Ordinance Clarifications

To clarify that specific uses within certain zone districts may not be compatible on a particular site based on the safety criteria listed in Table 4-4 of the San Carlos ALUCP, it is recommended that language be added as described below:

Regional Commercial (RC) District – This zone district includes properties that lie within Safety Zones 4 and 6.

- Add a footnote to the following uses:
 - Commercial amusement, entertainment, and health club enterprises, including cinemas, indoor theaters, ice rinks, and related facilities, which may be publicly- or privately-owned.
 - Day Care centers.
 - Utilities

Suggested footnote language:

“For properties located within San Carlos Airport Safety Zones 4 and 6, uses must comply with the Airport Land Use Compatibility criteria listed in Table 4-4 of the San Carlos ALUCP.”

Other Zone Districts

Several Zone Districts include properties that lie within Safety Zone 6. Suggested footnote language for these:

“For properties located within San Carlos Airport Safety Zone 6, uses must comply with the Airport Land Use Compatibility criteria listed in Table 4-4 of the San Carlos ALUCP”

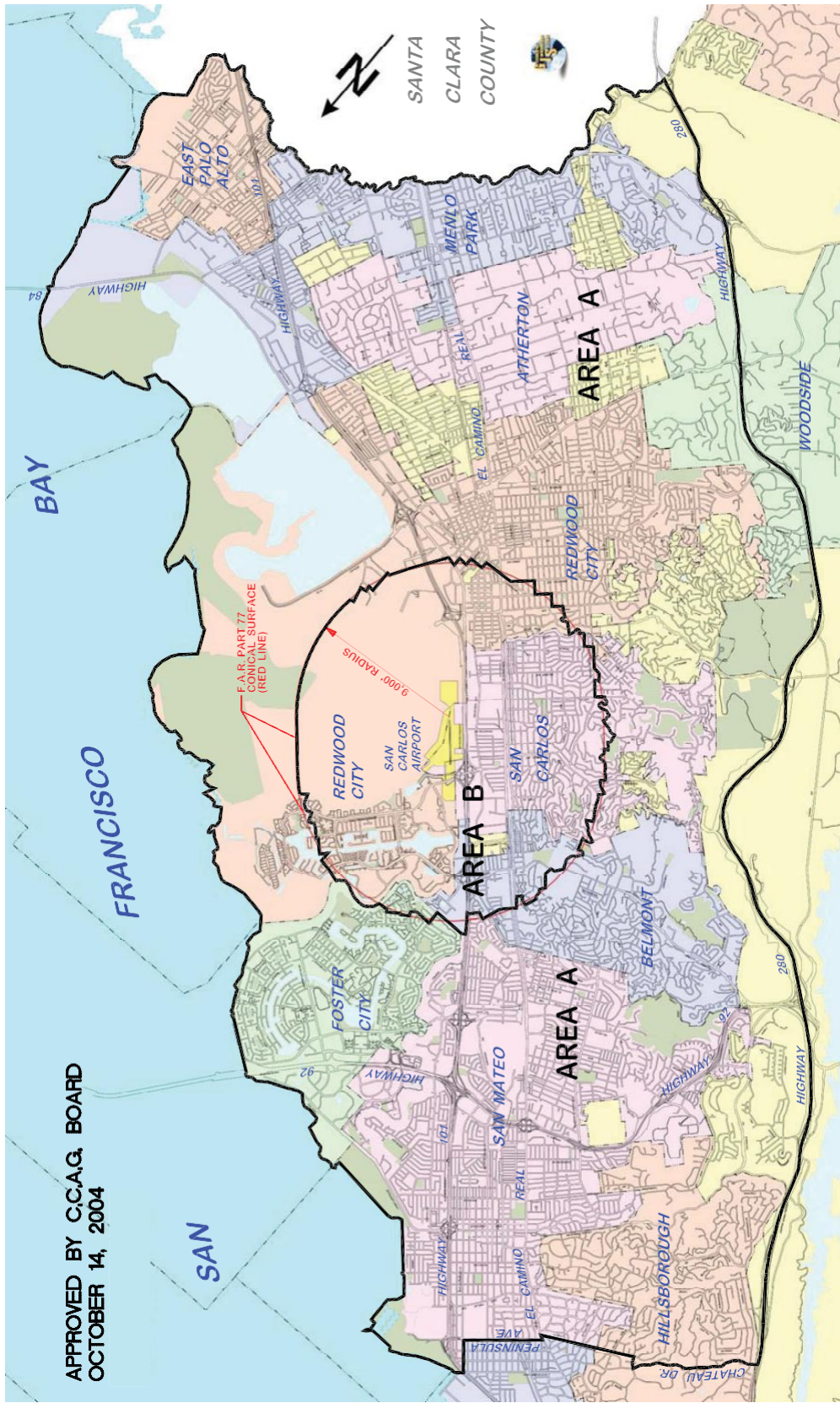
It is recommended that this footnote be appended to the listed uses in the following zone districts:

- Corridor Mixed Use (CMU) District
 - Commercial amusement, entertainment, and health club enterprises, including cinemas, indoor theaters, ice rinks, and related facilities, which may be publicly- or privately-owned.
 - Community Assembly
- Village Corridor Mixed Use (VCMU) District
 - Commercial entertainment and recreation: Cinema, Theater, Small-scale Facility, Large-scale Facility
 - Community Assembly
 - Government Buildings

- Harbor Industrial Area 1 (HIA-1) District
 - Commercial amusement, entertainment, and health club enterprises, which may include a publicly- or privately-owned ice rink.
 - Community Assembly

- Public/Semi-Public (PS) District
 - Community centers
 - Government Buildings

- Service Commercial (C4) District – Include as a general footnote since the allowable uses include most uses identified in C-1, C-2 and C-3 zone districts.



APPROVED BY C.C.A.G. BOARD
OCTOBER 14, 2004

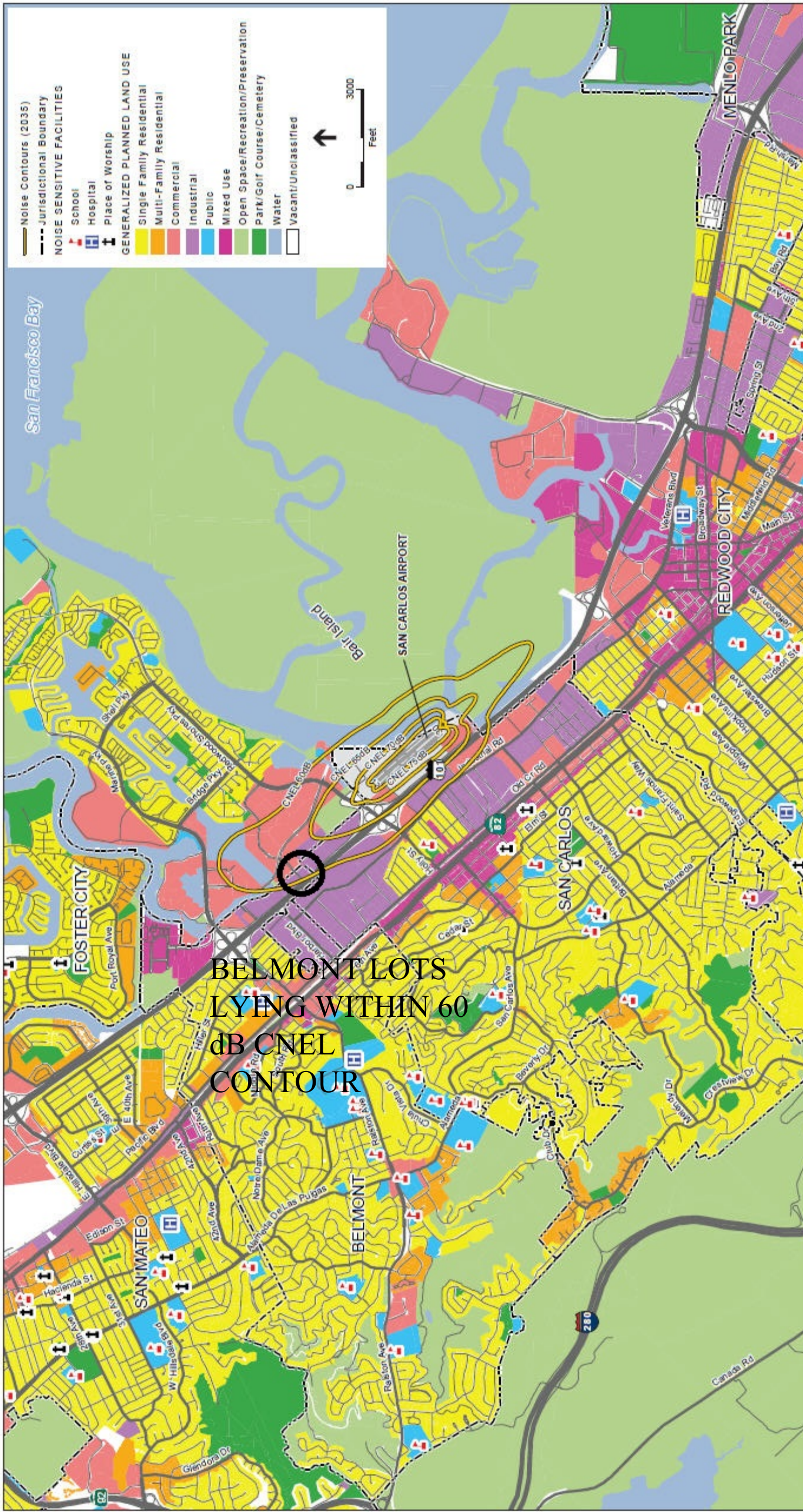
**CCAG LANDUSE COMMITTEE RECOMMENDATION
REVISED AIRPORT INFLUENCE AREA BOUNDARY
FOR SAN CARLOS AIRPORT -- AREAS A & B (OCTOBER 2004)**

AREA A: PROPOSED REVISED AIRPORT INFLUENCE AREA (AIA) BOUNDARY (real estate disclosure only)
AREA B: PROPOSED CCAG/ALUC REVIEW AREA BOUNDARY* (real estate disclosure and formal CCAG/ALUC review)

* This boundary is a refinement of the current CCAG/ALUC review boundary.

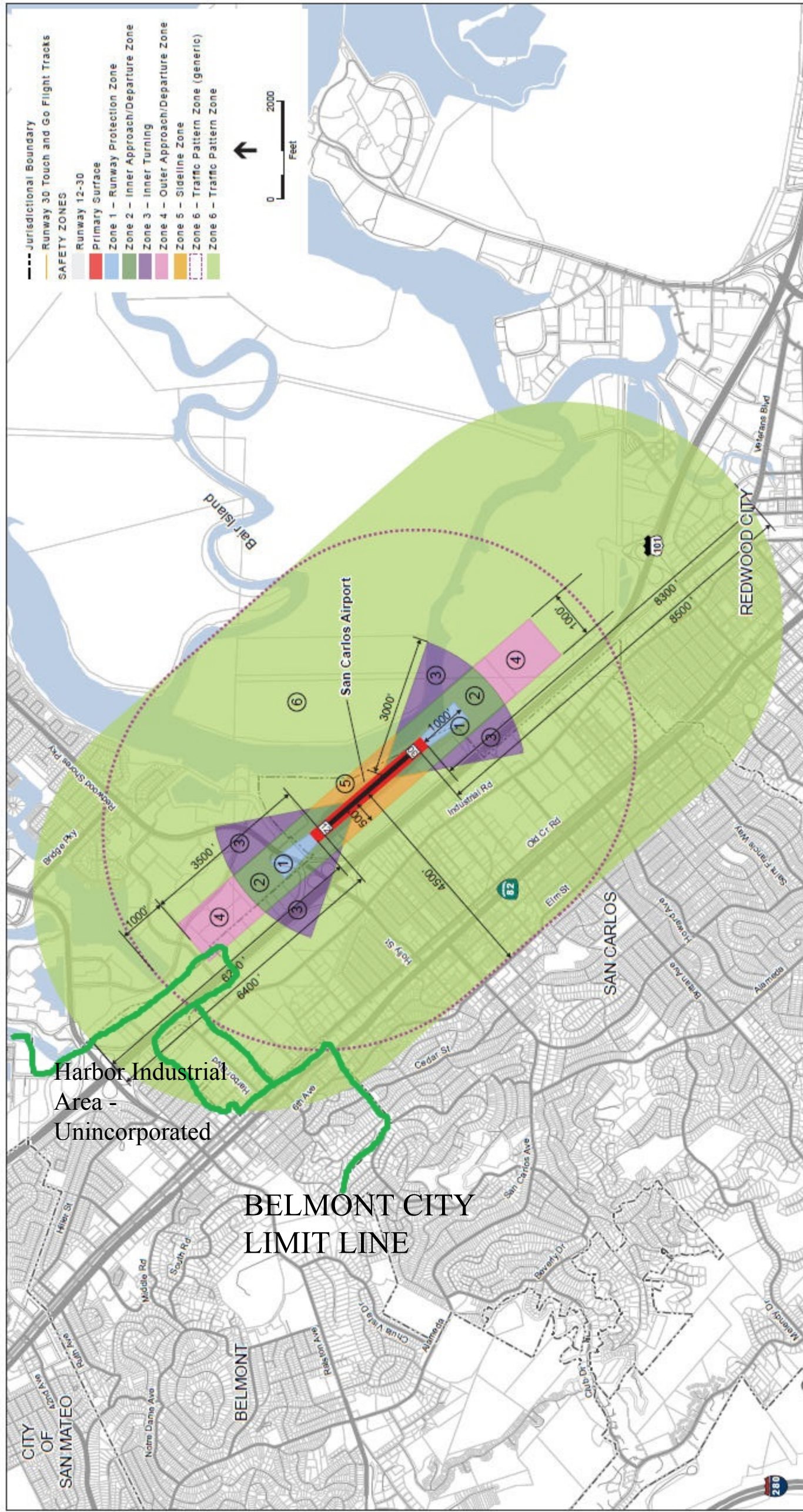
San Carlos Airport ALUCP - 130753
Exhibit 4-7
 Airport Influence Area for San Carlos Airport

SOURCE: City/County Association of Governments of San Mateo County (C/CAG), October 2004



SOURCE: Belmont, 1982; San Mateo County, 1986; Foster City, 1993; Menlo Park, 1994; San Carlos, 2009; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

San Carlos Airport ALUCP, 130753
Exhibit 4-2
 Future Conditions (2035) Aircraft Noise Contours



San Carlos Airport ALUCP, 130753
 Exhibit 4.3
 San Carlos Airport Safety Zones

SOURCE: ESRI, 2014; ESA Airports, 2014

**TABLE 4-4
SAFETY COMPATIBILITY CRITERIA**

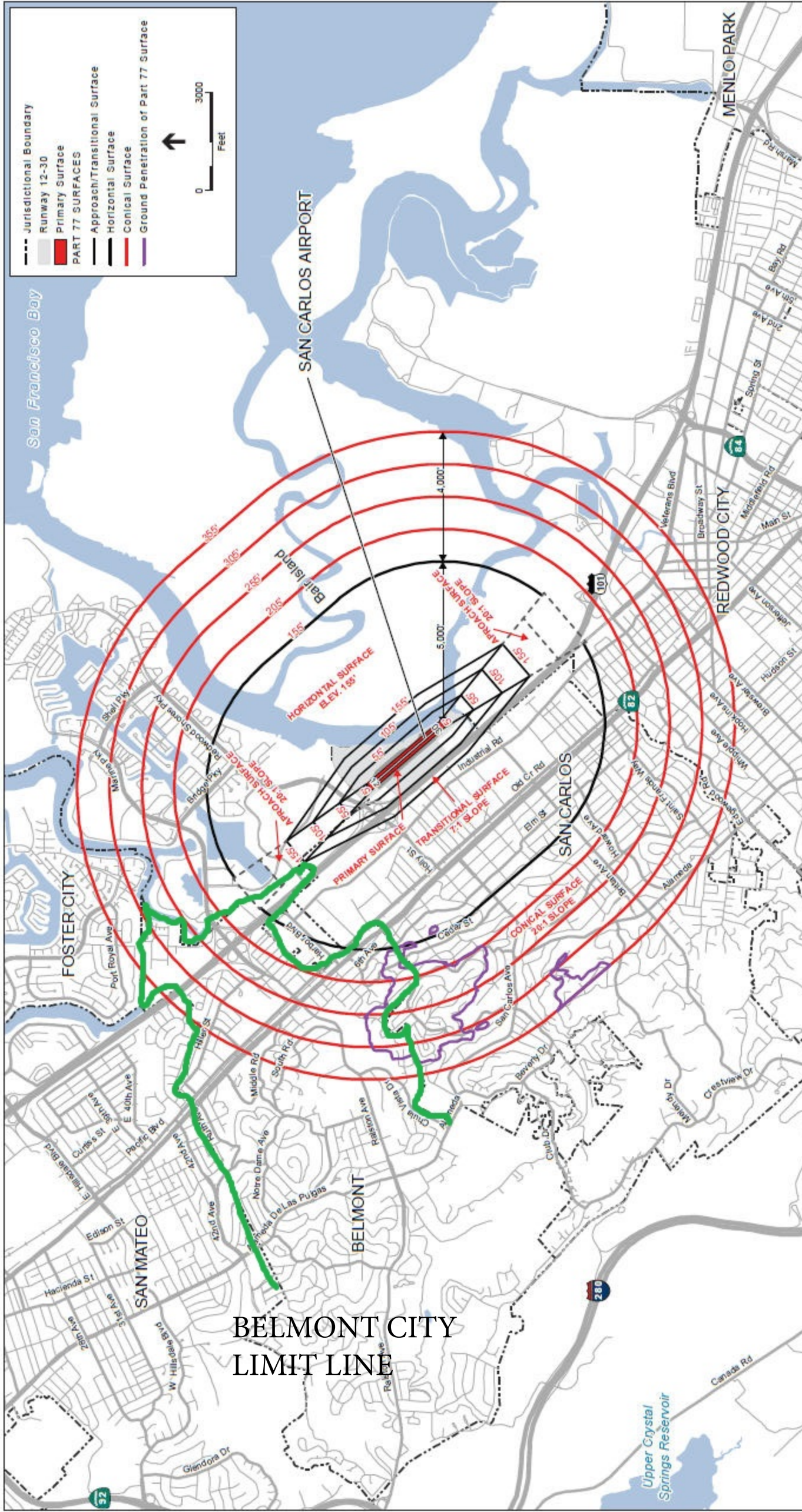
Land Uses	Safety Compatibility Zones					
	1	2	3	4	5	6
Maximum Non-Residential Intensity (Site wide average people per acre)	0	60	100	150	100	No Limit
Required Open Land	100%	30%	20%	20%	30%	10%
Residential Land Uses						
➤ Note: Where uses are listed as "C"- Conditionally Compatible, please refer to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

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

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

TABLE 4-4 (Continued)
SAFETY COMPATIBILITY CRITERIA

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



San Carlos Airport ALUCP, 130753
Exhibit 4.4

San Carlos Airport Part 77 Airspace Protection Surfaces

SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

NOTE 1: All elevations on this exhibit are expressed in feet above mean sea level (MSL). The elevation of San Carlos Airport is 5 feet MSL.

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

