

AIRPORT LAND USE COMPATIBILITY PLAN SAN CARLOS AIRPORT

Draft Initial Study

Prepared for
City/County Association of
Governments of San Mateo County

April 2015



AIRPORT LAND USE COMPATIBILITY PLAN SAN CARLOS AIRPORT

Draft Initial Study

Prepared for
City/County Association of
Governments of San Mateo County

April 2015

550 Kearny Street
Suite 800
San Francisco CA 94108
415 896 5900
www.esassoc.com

130753

OUR COMMITMENT TO SUSTAINABILITY | ESA helps a variety of public and private sector clients plan and prepare for climate change and emerging regulations that limit GHG emissions. ESA is a registered assessor with the California Climate Action Registry, a Climate Leader, and founding reporter for the Climate Registry. ESA is also a corporate member of the U.S. Green Building Council and the Business Council on Climate Change (BC3). Internally, ESA has adopted a Sustainability Vision and Policy Statement and a plan to reduce waste and energy within our operations. This document was produced using recycled paper.

TABLE OF CONTENTS

ALUCP for San Carlos Airport

Draft Initial Study

1. Introduction	1-1
1.1 Purpose of Document	1-1
1.2 Document Format	1-1
1.3 Statutory Framework	1-2
1.4 San Mateo County Airport Land Use Commission Overview	1-3
1.5 Airport Land Use Committee Activities and Membership	1-4
1.6 CEQA Process	1-5
2. Environmental Setting	2-1
2.1 Airport Location and Administration	2-1
2.2 Project Site and Surrounding Uses	2-1
3. Project Description	3-1
3.1 Project Objectives	3-1
3.2 Proposed Comprehensive Airport Land Use Compatibility Plan	3-1
4. Analysis of Potentially Displaced Development	4-1
4.1 Introduction	4-1
4.2 Development Displacement Analysis for Residential Land Uses	4-1
4.3 Development Displacement Analysis for Non-Residential Land Uses	4-2
4.4 Potential Displacement Due to Noise Policies	4-2
4.5 Potential Displacement Due to Safety Policies	4-9
4.6 Potential Displacement Due to Airspace Protection Policies	4-21
4.7 Development Displacement Conclusions	4-24
5. Environmental Factors Potentially Affected	5-1
5.1 Environmental Analysis Checklist	5-1
5.2 Environmental Factors Potentially Affected	5-2
Aesthetics	5-3
Agricultural and Forest Resources	5-4
Air Quality	5-6
Biological Resources	5-8
Cultural Resources	5-10
Geology, Soils, and Seismicity	5-12
Greenhouse Gas Emissions	5-14
Hazards and Hazardous Materials	5-16
Hydrology and Water Quality	5-18
Land Use and Planning	5-20

Mineral Resources	5-31
Noise	5-33
Population and Housing	5-36
Public Services	5-38
Recreation	5-40
Transportation and Traffic	5-41
Utilities and Service Systems	5-43
Mandatory Findings of Significance	5-45
6. Determination	6-1
7. Preparers	7-1

List of Tables

1-1 C/CAG Board Membership	1-4
1-2 Membership of C/Cag Airport Land Use Committee (ALUC)	1-5
4-1 Noise Compatibility Criteria	4-3
4-2 Vacant Parcels Exposed to Aircraft Noise of CNEL 60 dB and Higher	4-9
4-3 Safety Compatibility Criteria	4-10
4-4 Vacant Parcels within San Carlos Airport Safety Zones	4-16

List of Figures

2-1 Airport Layout	2-2
2-2 Generalized Existing Land Uses in the Vicinity of San Carlos Airport	2-3
2-3 Generalized Planned Land Uses in the Vicinity of San Carlos Airport	2-5
3-1 Airport Influence Area for San Carlos Airport	3-3
4-1 Future Conditions (2035) Aircraft Noise Contours	4-5
4-2 San Carlos Airport Future (2035) Noise Contours, Housing Opportunity Sites	4-7
4-3 San Carlos Airport Safety Zones	4-13
4-4 San Carlos Airport Safety Zones, Housing Opportunity Sites	4-17
4-5 Vacant Parcel Analysis – San Carlos Airport Safety Zones	4-19
4-6 San Carlos Airport Part 77 Airspace Protection Surfaces	4-25
4-7 San Carlos Airport Part 77 Airspace Protection Surfaces, Housing Opportunity Sites	4-27
4-8 Vacant Parcel Analysis – San Carlos Airport, Part 77 Airspace Protection Surfaces	4-29

CHAPTER 1

Introduction

1.1 Purpose of Document

This Initial Study for the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport has been prepared by the City/County Association of Governments of San Mateo County (C/CAG) acting as the Airport Land Use Commission for San Mateo County. The intent of the Initial Study is to determine, pursuant to the California Environmental Quality Act (CEQA)¹, if the adoption of the updated ALUCP for San Carlos Airport will result in any significant effect on the environment.

The purpose of the ALUCP is to protect the public health, safety and welfare “by ensuring the orderly expansion of [the Airport] and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards” within the immediate environs of San Carlos Airport.² The ALUCP aims to discourage the intensification of incompatible land use patterns around the Airport by establishing policies to limit the introduction or expansion of new incompatible land uses.

1.2 Document Format

This Initial Study includes seven sections.

Introduction

This section describes the proposed project and its purpose, presents an overview of C/CAG’s role as the San Mateo County Airport Land Use Commission and provides a discussion regarding the CEQA process.

Environmental Setting

This section describes the project’s regional setting along with a description of the immediate project site and surrounding land uses.

Project Description

This section summarizes the proposed update to the ALUCP.

¹ Public Resources Code §21000 et seq.

² Public Resources Code §21670.

Analysis of Potentially Displaced Development

This section describes the proposed land use compatibility policies and criteria contained in the updated ALUCP for San Carlos Airport and the potential effect of proposed ALUCP policies on future development in the Airport environs. The potential for future development to be displaced to other areas after implementation of the ALUCP is assessed.

Environmental Factors Potentially Affected

This section includes the CEQA environmental analysis checklist and a discussion of factors determined to be potentially affected.

Determination

This section is a placeholder for C/CAG's official determination regarding the findings of the Initial Study.

List of Preparers

This section lists the individuals responsible for preparing the Initial Study document.

1.3 Statutory Framework

In 1967, the State of California enacted a law requiring the formation of an airport land use commission in each county containing a public airport.³ The declarations in Section 21670 of the California Public Utilities Code define the goals of the California Legislature and underscore the parameters and limitations of the statute:

- a) (1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems.
- (2) It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.
- b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline, but is operated for the benefit of the general public, shall establish an airport land use commission

The airport land use commission statutes states that the principal purpose of airport land use compatibility planning is to foster the "orderly expansion" of airports by protecting against the

³ Public Utilities Code §21670 et seq.

encroachment of new incompatible land uses in areas affected by aircraft noise. That is, the airport land use commission statutory mandate is intended to provide appropriate prospective land use planning through the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports, to the extent that such areas do not already contain incompatible uses. Airport land use commissions, accordingly, are empowered to establish height restrictions for naturally occurring objects (e.g., trees), man-made temporary objects (e.g., cranes), and structures (e.g., buildings); specify future land uses that are compatible with airport operations; and determine future building standards, including sound attenuation standards in the environs of airports. However, airport land use commissions have no authority over existing land uses or the operation of airports.⁴

1.4 San Mateo County Airport Land Use Commission Overview

C/CAG was formed in November 1990 through a Joint Powers Agreement (JPA) between the County and the 20 incorporated cities in the County with the purpose of preparing, adopting, and enforcing state-mandated countywide plans. In February 1991, the County Board of Supervisors and the City Selection Committee of Mayors designated C/CAG as the Airport Land Use Commission for San Mateo County. C/CAG established an Airport Land Use Committee (ALUC) to advise the C/CAG Board on airport/land use compatibility planning issues. The Board, however, retained all decision-making authority as the official airport land use commission established under State law.⁵

C/CAG is an autonomous public agency and is not part of the governmental structure of the County of San Mateo. With respect to its duties as the Airport Land Use Commission in San Mateo County, C/CAG acts independently of the County of San Mateo Board of Supervisors. The membership of C/CAG, as of January 2015, is shown in **Table 1-1**.

C/CAG has several designated roles and implements several multi-jurisdictional plans and programs. The C/CAG Airport Land Use Committee (ALUC) is one of several advisory committees established by the C/CAG Board to provide the Board with technical assistance in the preparation and implementation of plans and programs.

An Executive Director guides C/CAG activities, as directed by the C/CAG Chairperson and the C/CAG Board of Directors. The Executive Director is retained via a contract with the C/CAG Board.

⁴ Public Utilities Code §21674 (a) and (e). In its role as Airport Land Use Commission, C/CAG has no authority over the operation of the Airport.

⁵ Prior to 1990, the airport land use commission function had been the responsibility of the Regional Planning Committee (RPC) of San Mateo County. The RPC was created in 1964 as an advisory body to the County Board of Supervisors. The Board of Supervisors abolished the RPC after the formation of C/CAG. Many of the RPC's functions were assumed by C/CAG.

TABLE 1-1
C/CAG BOARD MEMBERSHIP

Voting Members	
Town of Atherton	City of Millbrae
City of Belmont	City of Pacifica
City of Brisbane	Town of Portola Valley
City of Burlingame	City of Redwood City
Town of Colma	City of San Bruno
City of Daly City	City of San Carlos
City of East Palo Alto	City of San Mateo
City of Foster City	City of South San Francisco
City of Half Moon Bay	Town of Woodside
Town of Hillsborough	County of San Mateo
City of Menlo Park	
Ex-Officio (Non-Voting) Members	
San Mateo County Transportation Authority	San Mateo County Transit District

Staff Assistance

Sandy Wong, C/CAG Executive Director; C/CAG staff for various activities

NOTE: All members are elected officials of the jurisdictions listed, unless otherwise noted; Membership as of January 2015.

SOURCE: City/County Association of Governments of San Mateo County (C/CAG). "2015 Board Members," www.ccag.ca.gov/committees/board-of-directors.html (accessed April 1, 2015).

1.5 Airport Land Use Committee Activities and Membership

The responsibilities of the C/CAG Airport Land Use Committee include: (1) reviewing proposed local agency land use policy actions for a determination of consistency with the applicable provisions contained in the ALUCP and making recommendations to the C/CAG Board regarding such actions and (2) preparing periodic draft amendments to the ALUCP for adoption by the C/CAG Board. The C/CAG Board, acting as the Airport Land Use Commission for San Mateo County, makes all final decisions regarding airport/land use planning issues in San Mateo County in compliance with the provisions of PUC Section 21670, et seq.

The membership of the C/CAG ALUC, as of January 2015, is listed in **Table 1-2**. The membership includes C/CAG member jurisdictions that are affected by one or more of the airports in San Mateo County.

TABLE 1-2
MEMBERSHIP OF C/CAG AIRPORT LAND USE COMMITTEE (ALUC)

City of Brisbane	City of San Bruno
City of Burlingame	City of San Carlos
City of Daly City	City of South San Francisco
City of Foster City	County of San Mateo
City of Half Moon Bay	Aviation Representative (appointed)
City of Millbrae	Half Moon Bay Airport Pilots Association (appointed)
City of Redwood City	

NOTE: All members are elected officials of the jurisdictions listed unless otherwise noted.

SOURCE: City/County Association of Governments of San Mateo County (C/CAG). "C/CAG Airport Land Use Committee (ALUC) Membership Roster January 2015," <http://www.ccag.ca.gov/wp-content/uploads/2015/04/ALUC-Membership-Roster-2015.pdf> (accessed April 1, 2015).

1.5 CEQA Process

One of CEQA's primary goals is to disclose to decision makers and the general public any potential environmental effects of proposed projects. CEQA requires that the potential environmental impacts of proposed projects be evaluated before project implementation may begin. Local government land use planning policy documents, including ALUCPs, are considered "proposed projects" under CEQA.⁶ This Initial Study considers potential environmental impacts resulting from the adoption of the updated ALUCP for San Carlos Airport.

According to CEQA, the public agency with primary project approval authority is designated the Lead Agency. The CEQA Lead agency for the ALUCP is C/CAG. This CEQA-compliant Initial Study has been prepared under the direction of C/CAG. The information contained herein will be considered by C/CAG when making a determination of whether to approve the proposed update to the ALUCP for the Environs of San Carlos Airport.

This Initial Study was prepared in accordance with the State CEQA Guidelines §15063, which outlines requirements including a project description; identification of the environmental setting; a checklist identifying potential environmental effects; a discussion of any necessary mitigation measures; an evaluation of consistency with existing zoning, plans and other land use controls as well as a list of all persons associated with the preparation of the initial study. This Initial Study has been written to meet the CEQA content requirements.

Pursuant to State CEQA Guidelines §15073, this Initial Study must be submitted for a period of public review of no less than 20 days. The public review period for this Initial Study is 30 days, beginning on August 17, 2015 and ending on September 15, 2015.

⁶ Muzzy Ranch Co. v. Solano County Airport Land Use Commission, 41 Cal. 4th 372; 160 P.3d 116; 60 Cal. Rptr. 3d 247; 2007 Cal. LEXIS 6508; 37 ELR 20150.

During the public review period, interested parties may submit written comments regarding the information contained in this Initial Study. The public comments along with written responses will be included in the public record and considered by C/CAG during the project approval process.

Written comments must be received by mail or email no later than 5:00 p.m. on September 15, 2015. Please direct all comments to:

Mr. Tom Madalena
Transportation Planning Manager
City/County Association of Governments of San Mateo County
555 County Center
Fifth Floor
Redwood City, California 94063
Email: tmadalena@smcgov.org

Copies of the Initial Study, Negative Declaration, and all documents incorporated by reference therein, will be available during normal business hours (8:30 a.m. to 5:00 p.m., Monday thru Friday) at C/CAG's offices, located on the fourth floor of the San Mateo County office building at 555 County Center, Redwood City, CA 94063. These documents will be available online at <http://ccag.ca.gov/plansreportslibrary/>. Hard copies will be available for review at the following public libraries:

San Carlos Library 610 Elm Street San Carlos, CA 94070 (650) 591-0341	Belmont Library 1110 Alameda de Las Pulgas Belmont, CA 94002 (650) 591-8286
Foster City Library 1000 East Hillsdale Boulevard Foster City, CA 94404 (650) 574-4842	Redwood City Library 1044 Middlefield Road Redwood City, CA 94063 (650) 780-7018

CHAPTER 2

Environmental Setting

2.1 Airport Location and Administration

San Carlos Airport (the Airport) is located on the San Francisco Bay Peninsula approximately 24 miles south of the City of San Francisco and two miles northeast of the City of San Carlos' central business district in San Mateo County. The 160-acre airport is located west of the San Francisco Bay at five feet above mean sea level (MSL). As shown on **Exhibit 2-1**, U.S. Highway 101 is located west of the Airport and provides primary highway access to the Airport via Redwood Shores Parkway.

San Carlos Airport is owned and operated by San Mateo County (Public Works, Airports Division). San Carlos Airport is designated as a reliever airport in the National Plan of Integrated Airport Systems (NPIAS). Reliever airports are located in major metropolitan areas and provide general aviation pilots and users with an alternative to congested commercial service airports like San Francisco International Airport.

2.2 Project Site and Surrounding Uses

San Carlos Airport is surrounded by several jurisdictions, including the City of San Carlos, Redwood City, the City of Belmont, Foster City, the City of San Mateo, and portions of unincorporated San Mateo County. As shown on **Exhibit 2-2**, existing land uses in the Airport environs include a mixture of residential, commercial, and industrial uses and undeveloped open space. Major transportation corridors including Highway 101, El Camino Real, and CalTrain traverse the area on a northwest-southeast-trending axis to the west of the airport. Most of the land in between the Highway 101 and El Camino Real is developed with industrial and commercial land uses. Areas west of El Camino Real are primarily developed with single-family residential land uses, with small, discrete areas of multi-family residential development. Areas to the north and south of the Airport support a mixture of industrial and commercial land uses, including multiple business/technology parks, open space, and single-family residential land uses. To the east of the Airport, Bair Island supports approximately 3,000 acres of tidal wetlands that are protected as part of the Don Edwards San Francisco Bay National Wildlife Refuge.

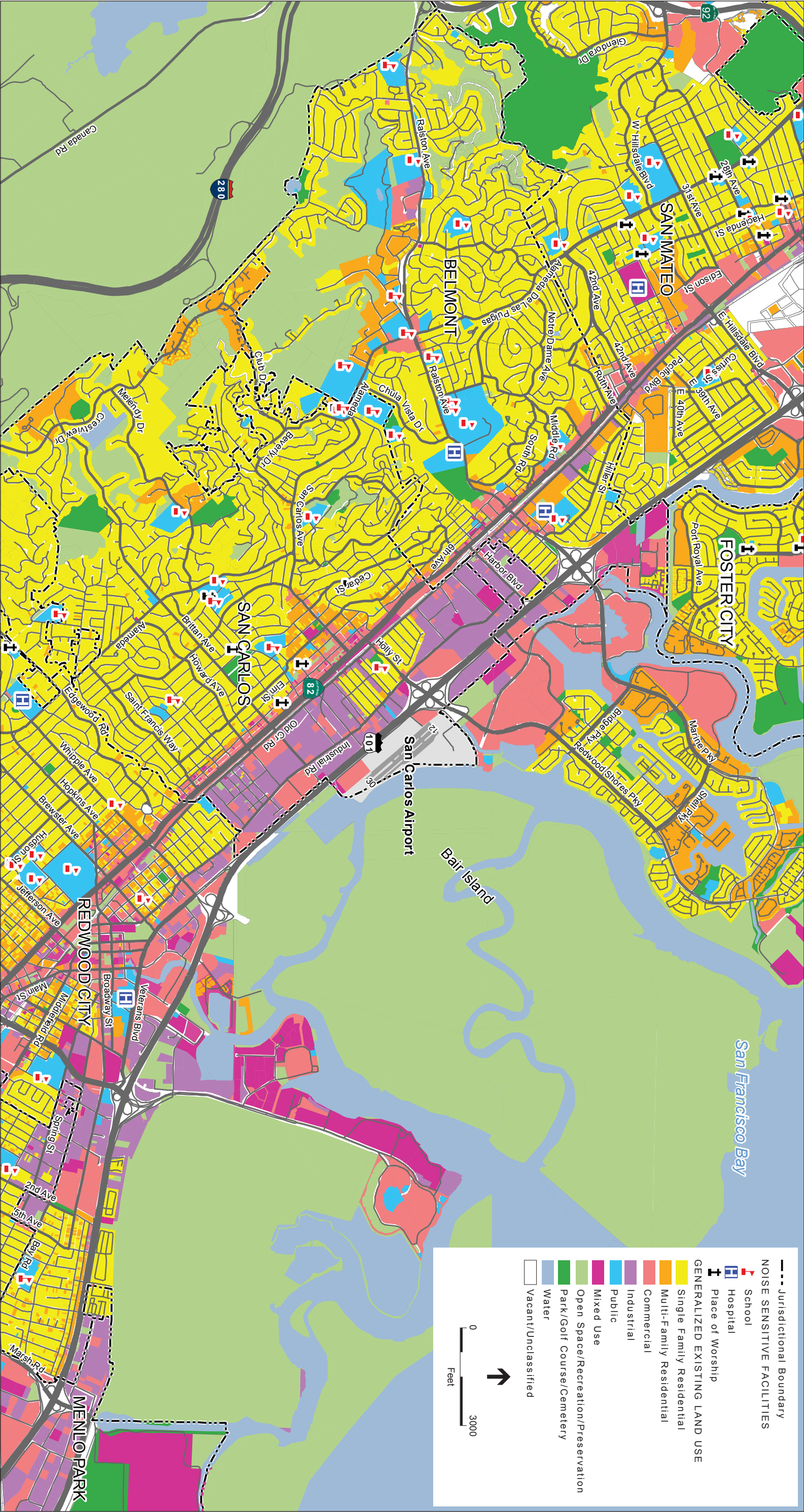
Planned land uses in the airport vicinity (see **Exhibit 2-3**) are largely similar to existing land uses; notable exceptions are the proposed conversion of industrial and commercial areas in the San Carlos and Redwood City urban cores to mixed-use development.



SOURCE: ESA Airports, 2014

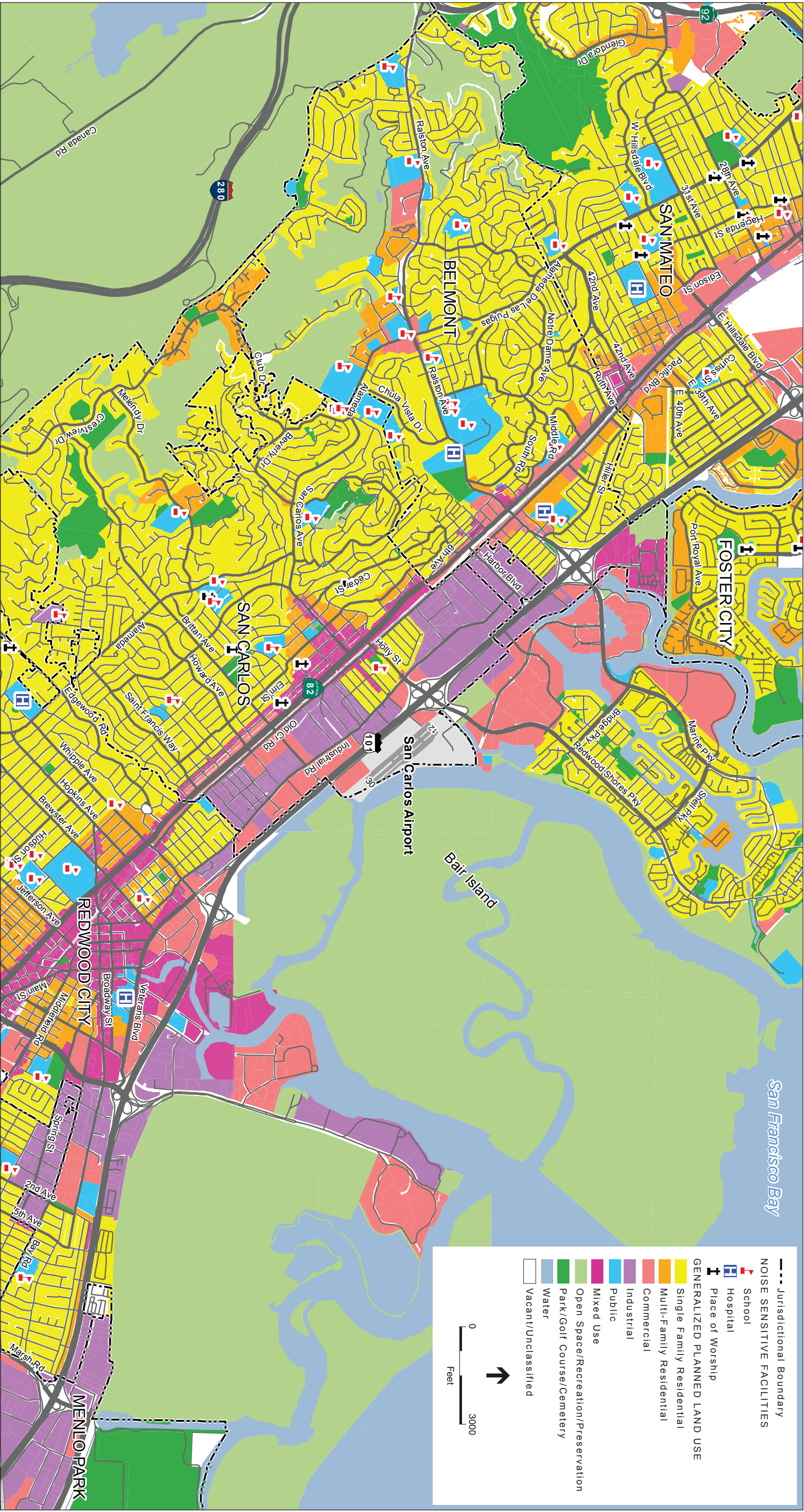
San Carlos Airport ALUCP . 130753

Exhibit 2-1
Airport Layout



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

This page intentionally left blank



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, 2014

San Carlos Airport ALUCP . 130753

Exhibit 2-3

Generalized Planned Land Uses in the Vicinity of San Carlos Airport

This page intentionally left blank

CHAPTER 3

Project Description

The proposed project that is the subject of this Initial Study is the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport. A copy of the Draft Final ALUCP is being circulated for public review concurrent with the circulation of this Initial Study. A copy of the ALUCP may be viewed in the City/County Association of Governments of San Mateo County offices located on the fourth floor at 555 County Center in Redwood City, CA 94063. Copies are also available online at <http://ccag.ca.gov/plansreportslibrary/>. The ALUCP is incorporated by reference and made a part of this Initial Study.

3.1 Project Objectives

The principal objectives of the ALUCP are to:

1. Meet the California legislative mandate to prepare and adopt a Compatibility Plan for the Airport pursuant to the requirements of the State Aeronautics Act.¹
2. Provide policies for the orderly growth of the Airport and the surrounding area and safeguard the public health, safety and general welfare of the inhabitants in the vicinity of the Airport and the public in general, consistent with the requirements of the State Aeronautics Act.²

3.2 Proposed Airport Land Use Compatibility Plan

This ALUCP is a comprehensive update of the 1996 *San Mateo County Comprehensive Airport Land Use Plan*³ and provides land use compatibility policies and criteria for the Airport and surrounding areas. The ALUCP contains proposed land use policies and criteria for implementation by local agencies and does not propose or entail any new development, construction or changes to existing land uses or the environment. No physical construction would result from the adoption of the proposed ALUCP or from subsequent implementation of the ALUCP by local agencies. Similarly, no change in airport facilities or aircraft or airport operations would result with implementation of the ALUCP.

The ALUCP for San Carlos Airport applies to geographic areas in various cities and unincorporated areas in San Mateo County that are located within the Airport Influence Area

¹ Public Utilities Code §21670.3 and §21675.

² Public Utilities Code §21675.

³ City/County Association of Governments of San Mateo County (C/CAG). *San Mateo County Comprehensive Airport Land Use Plan*. December 1996.

(AIA) boundary established and defined in Chapter 4 of the ALUCP. The AIA consists of two areas (Areas A and B), both of which are mapped on **Exhibit 3-1**. Area A is the larger of the two areas and encompasses a good portion of San Mateo County. Area B is the smaller of the two areas and lies within Area A; it is generally defined by the Title 14 Code of Federal Regulations Part 77⁴ conical surface. The ALUCP was prepared with due consideration to the guidance provided by the Department of Transportation, Division of Aeronautics in the latest version of the *California Airport Land Use Planning Handbook*.⁵

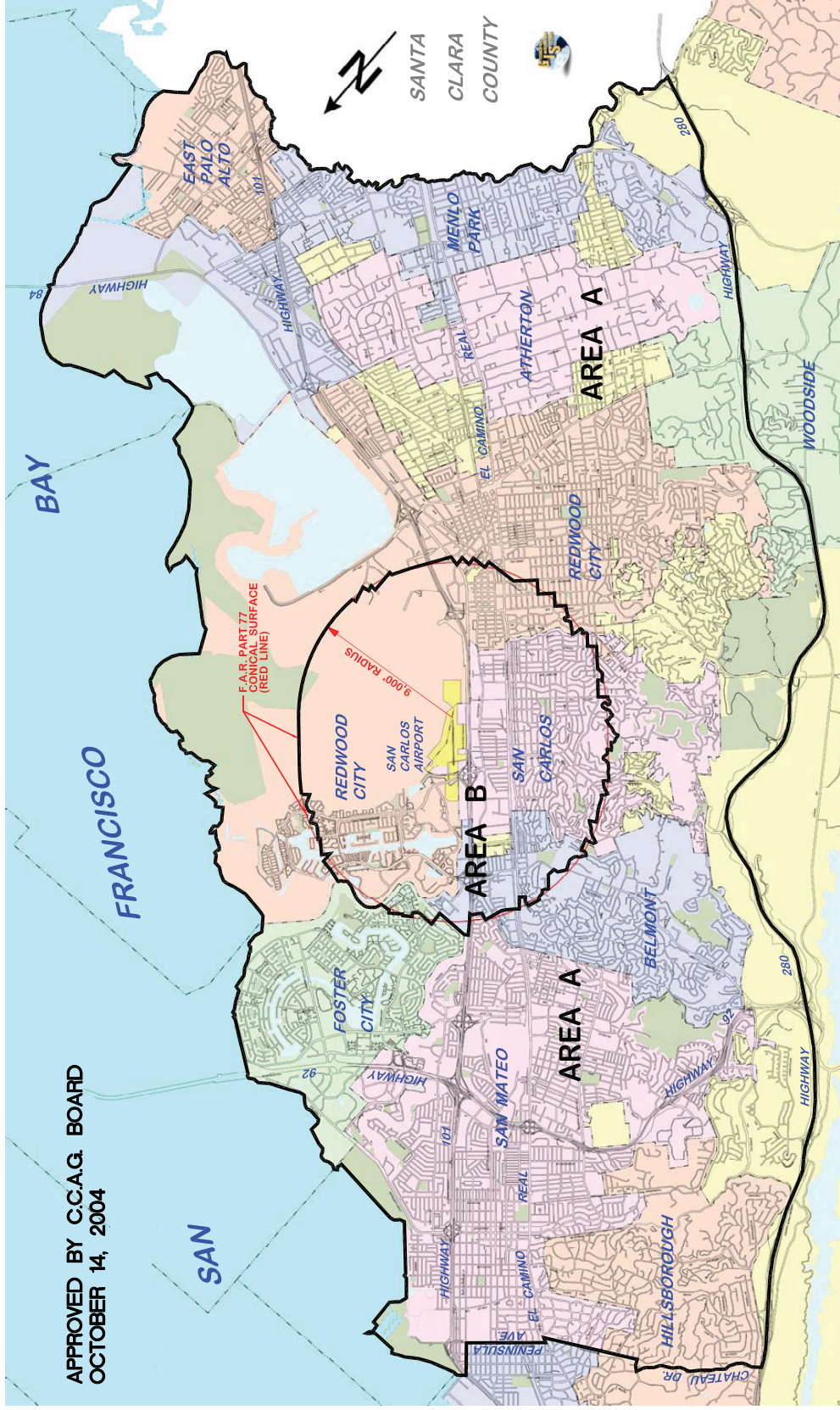
The ALUCP for San Carlos Airport has four primary areas of concern:

- **Aircraft Noise** – To reduce the potential number of future airport area residents who could be exposed to noise impacts from airport and aircraft operations.
- **Safety of Persons on the Ground** – To minimize the potential number of future residents and land use occupants exposed to hazards related to aircraft operations and accidents.
- **Airspace Protection and Safety of Aircraft in Flight** – To protect the navigable airspace around the Airport for the safe and efficient operation of aircraft in flight and to avoid potential hazards to aircraft in flight.
- **Overflight Notification** – To establish an area within which flights to and from the Airport occur frequently enough and at a low enough altitude to be noticeable by sensitive residents. Within this area, real estate disclosure notices are required, pursuant to State law.

The airport land use compatibility policies and criteria in the ALUCP apply only to new development. Under State law, the Airport Land Use Commission (the C/CAG Board) has no jurisdiction over existing development, except for nonconforming uses that are proposed for expansion or redevelopment. The policies and criteria of the ALUCP, which are intended to promote the compatibility of new development with the Airport, are discussed in Chapter 3 and 4.

⁴ U.S. Department of Transportation. Federal Aviation Administration. Title 14 Code of Federal Regulations Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*. January 18, 2011.

⁵ California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011.



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.

This page intentionally left blank

CHAPTER 4

Analysis of Potentially Displaced Development

4.1 Introduction

Adoption of the Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport may inadvertently result in the displacement of future land uses within parts of the Airport Influence Area (AIA). The ALUCP for San Carlos Airport includes policies and criteria that would limit or restrict development of certain land uses in parts of the AIA, including some land uses that would be allowable pursuant to policies in local general plans and zoning ordinances. Specifically, policies contained in the ALUCP would restrict the future development of residential and other noise or risk sensitive land uses based on location relative to defined noise and safety zones and would limit the height of proposed structures within airspace protection areas as defined in Title 14 Code of Federal Regulations Part 77 (14 CFR Part 77 or Part 77). 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 growth pressure in other areas of the AIA. If this “displaced” development were to occur, potential environmental impacts might include localized increases in traffic volumes, noise, and air pollution.

All future development within the AIA, whether it is “displaced” or not, will be subject to the zoning and permitting authority of the County of San Mateo and the cities of Redwood City, San Carlos, Foster City, Belmont, and San Mateo. It is unlikely that future development projects will avoid environmental review at the project level. Environmental impacts arising from future development projects will have to be specifically considered in the environmental (i.e., CEQA) documents prepared for those projects as conditions of permit issuance. The purpose of this development displacement analysis, therefore, is to inform local planning agencies of the potential for displaced development, and associated consequences, to enable them to plan accordingly.

4.2 Development Displacement Analysis for Residential Land Uses

Housing Elements prepared by the County of San Mateo and the cities of San Carlos, Redwood City, Belmont, and Foster City were reviewed and compared to noise, safety, and airspace

protection maps, policies, and criteria included in the Draft Final ALUCP for San Carlos Airport to determine the potential for the displacement of residential land uses within the San Carlos Airport AIA Area B. The results of the development displacement analysis for residential land uses are presented below.

4.3 Development Displacement Analysis for Non-Residential Land Uses

Data regarding the location and size of vacant land parcels within the San Carlos Airport AIA Area B were obtained from the San Mateo County Planning and Building Department. Aerial photographs were used to determine the development status and development potential for vacant parcels within the AIA Area B. Development displacement evaluations were conducted for parcels with future development potential, using information contained in General Plans, Specific Plans, and Zoning Ordinances adopted by San Mateo County and the cities of San Carlos, Redwood City, and Belmont¹ and information contained in the Draft Final ALUCP. The results of the development displacement analysis for non-residential land uses are presented below.

4.4 Potential Displacement Due to Noise Policies

This section describes the noise compatibility policies contained in the ALUCP and the potential for the noise policies to displace future development from within San Carlos Airport noise contours/zones to other areas.

4.4.1 ALUCP Noise Compatibility Policies and Criteria

Noise compatibility policies and criteria are described in Section 4.2.1 of the Draft Final ALUCP. As presented in **Table 4-1** below, noise compatibility policies contained in the Draft Final ALUCP place conditions on new residential and institutional development within the Community Noise Equivalent Level (CNEL) 60 decibel (dB) contour. In areas exposed to aircraft noise of CNEL 60-65 dB, mobile homes and outdoor auditoriums are incompatible but residential land uses and institutional land uses (e.g., schools, child-care facilities, hospitals, nursing homes, libraries, and religious facilities) are conditionally compatible if they are sound-insulated and if avigation easements are granted to San Mateo County which owns and operates the Airport. Within areas exposed to aircraft noise of CNEL 65-70 dB, most residential uses and institutional uses are incompatible while office buildings, retail establishments, and hotels are conditionally compatible. In areas exposed to aircraft noise of CNEL 70-75 dB, all residential and public/institutional uses are incompatible (except public safety facilities which are conditionally compatible) and most commercial uses are incompatible or conditionally compatible. Industrial land uses are generally allowed in areas exposed to aircraft noise of CNEL 70-75 dB.

¹ There are no vacant parcels within the portion of Foster City that falls within the San Carlos Airport AIA Area B.

**TABLE 4-1
NOISE COMPATIBILITY CRITERIA**

Land Use Category	Community Noise Equivalent Level (dBA)			
	<60	60-64	65-69	70-75
Residential and Lodging				
Residential Single-family (detached, semi-detached, attached row)	Y	C(2)	N	N
Multi-family residential	Y	C(2)	N	N
Mobile home parks or courts	Y	N	N	N
Retirement homes; intermediate care facilities	Y	C(2)	N	N
Hotels; motels; other transient lodging	Y	Y	C(1)	N
Public/Institutional				
Children's schools (K-12) and child care facilities	Y	C(2)	C(2)	N
Adult schools; colleges; universities (excluding laboratories, gymnasiums, and outdoor athletic facilities)	Y	Y	C(1)	N
Outdoor amphitheaters and stadiums	Y	N	N	N
Auditoriums; concert halls; indoor arenas	Y	Y	C(1)	N
Hospitals; nursing homes; other health care services	Y	C(2)	N	N
Religious facilities; cemetery chapels; mortuaries; libraries; museums	Y	C(2)	N	N
Prisons; reformatories	Y	Y	C(3)	N
Public safety facilities (e.g., police, fire stations)	Y	Y	C(3)	C(3)
Cemeteries	Y	Y	Y	N
Recreational				
Children-oriented neighborhood parks; playgrounds	Y	Y	N	N
Community parks; regional parks; golf courses; tennis courts; athletic fields; outdoor spectator sports; fairgrounds; water recreation facilities	Y	Y	N	N
Recreation buildings; gymnasiums; club houses; athletic clubs; dance studios	Y	Y	C(3)	C(3)
Campgrounds; recreational vehicle/motor home parks	Y	C(4)	N	N
Commercial				
Office buildings; office areas of industrial facilities; medical clinics; laboratories; radio, television, and recording studios	Y	Y	C(3)	N
Retail sales; eating/drinking establishments; movie theaters; personal services	Y	Y	C(3)	N
Wholesale sales; warehouses; mini/other indoor storage	Y	Y	Y	C(3)
Auto and marine sales and repair services; car washes; gas stations	Y	Y	Y	C(3)
Animal shelters/kennels	Y	C(4)	C(4)	N
Industrial				
Light industrial/manufacturing; miscellaneous manufacturing; research and development facilities	Y	Y	Y	C(3)
Printing, publishing, and allied industries	Y	Y	Y	Y
Processing of food, wood and paper products; warehouses; wholesale storage	Y	Y	Y	Y
Refining, manufacturing and storage of chemicals, petroleum and related products; manufacturing and assembly of electronic components	Y	Y	Y	Y
Salvage yards; natural resource extraction and processing; public works yards; solid waste facilities; outdoor storage; automobile dismantling	Y	Y	Y	Y
Utilities, road, rail rights-of-way; communication and other utilities; automobile parking	Y	Y	Y	Y

TABLE 4-1 (Continued)
NOISE COMPATIBILITY CRITERIA

Land Use Category	Community Noise Equivalent Level (dBA)			
	<60	60-64	65-69	70-75
Agriculture and Animal-Related				
Nature preserves; wildlife preserves	Y	Y	Y	Y
Agriculture-related activities (except livestock); greenhouses; fishing	Y	C(1)	C(5)	C(5)
Horse stables; livestock breeding or farming	Y	Y	C(5)	C(5)
Zoos	Y	C(4)	N	N
Interactive Nature Exhibits	Y	C(4)	N	N

NOTES:

Y – Land use and related structures are compatible without restrictions.

C(1) – Land use and related structures are conditionally compatible. Building structure must be capable of attenuating exterior noise levels to an interior noise level of CNEL 45 dB or lower.

C(2) – Land use and related structures are conditionally compatible. Building structure must be capable of attenuating exterior noise levels to an interior noise level of CNEL 45 dB or lower. Requires that an avigation easement be granted to San Mateo County as the operator of San Carlos Airport.

C(3) – Land use and related structures are conditionally compatible. Building structure must be capable of attenuating exterior noise levels to an interior noise level of CNEL 50 dB or lower.

C(4) – Land Use is conditionally compatible. Caution should be exercised with regard to noise-sensitive outdoor uses as these uses are likely to be disrupted by aircraft noise events.

C(5) – Land Use is conditionally compatible. Caution should be exercised with regard to noise-sensitive outdoor uses as these uses are likely to be disrupted by aircraft noise events. Accessory dwelling units are not compatible.

N – Land use and related structures are not compatible under any circumstances.

SOURCE: ESA Airports, September 2014.

4.4.2 Displacement Analysis – Noise

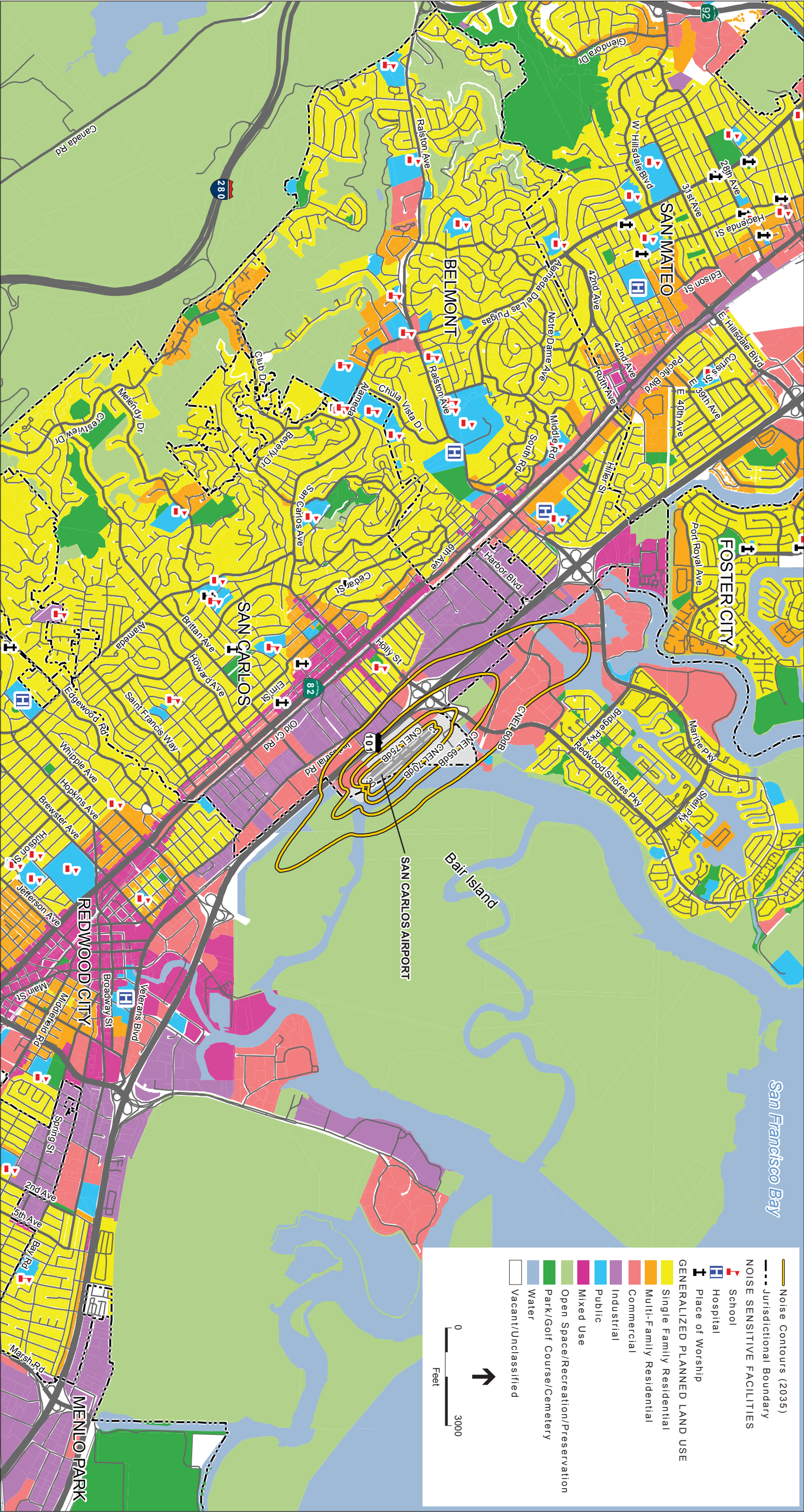
As depicted on **Exhibit 4-1**, most of the properties within the future year (2035) aircraft noise contours for San Carlos Airport are developed or are designated for open space and/or preservation. Future development is expected to consist primarily of infill although some redevelopment/re-use is anticipated in areas west of Industrial Boulevard in the City of San Carlos.

4.4.2.1 Residential Development Displacement

Exhibit 4-2 depicts housing opportunity sites within the San Carlos Airport AIA Area B. There are no housing opportunity sites within the cities of San Carlos, Redwood City, Belmont, or Foster City that fall within the aircraft noise contours for San Carlos Airport as depicted on Exhibit 4-2. No future dwelling units within the AIA Area B would be displaced as a result of the noise policies contained in the updated ALUCP for San Carlos Airport.

4.4.2.2 Non-Residential Development Displacement

Information regarding vacant and underutilized parcels within the San Carlos Airport AIA Area B was derived from geographic information systems (GIS) datasets provided by the San Mateo County Planning and Building Department. Using the County's existing land use classification information associated with the tax assessor parcel layer, 189 vacant parcels were identified



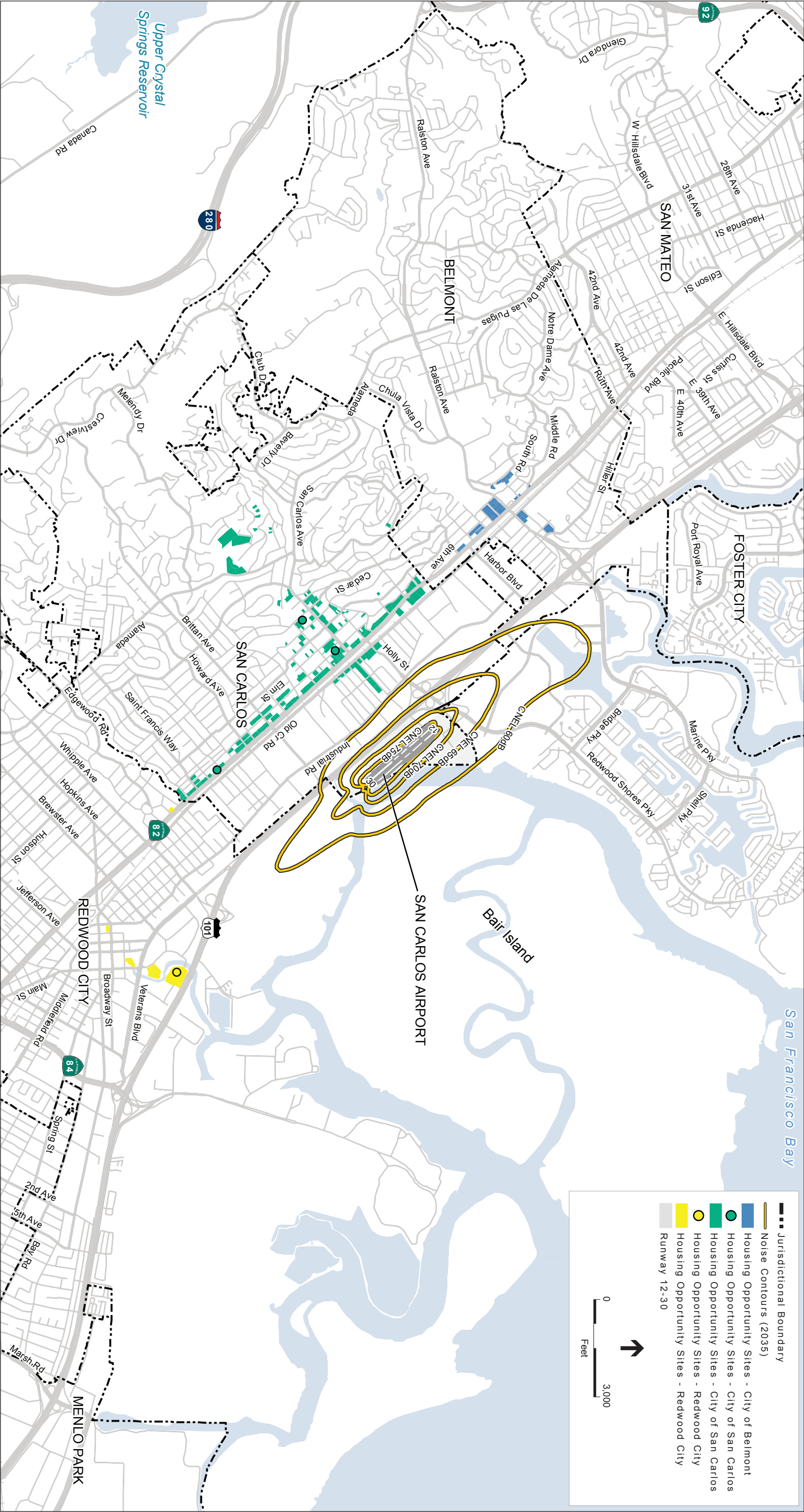
SOURCE: Belmont, 1982; San Mateo County, 1986; Foster City, 1993; Menlo Park, 1994; San Carlos, 2009; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

San Carlos Airport ALUCP . 130753

Exhibit 4-1

Future Conditions (2035) Aircraft Noise Contours

This page intentionally left blank



SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2015

This page intentionally left blank

within the San Carlos Airport AIA Area B.² Of the 189 parcels identified by the County as vacant, 94 were identified as being vacant and developable based on a visual inspection using aerial photographs.³

As presented in **Table 4-2**, there are six vacant parcels located in the vicinity of San Carlos Airport that will be exposed to aircraft noise of CNEL 60 dB and higher in the future. All six parcels are zoned for commercial and industrial land uses. Most commercial, office, and industrial land uses are compatible or conditionally compatible⁴ with aircraft noise levels below CNEL 70 dB. Displacement of non-residential land uses is not anticipated as a result of implementation of the noise policies contained in the updated ALUCP for San Carlos Airport.

TABLE 4-2
VACANT PARCELS EXPOSED TO AIRCRAFT NOISE OF CNEL 60 DB AND HIGHER

Parcel ID#	APN	Jurisdiction	Aircraft Noise Level	Zoning Classification
22	040373030	Belmont	CNEL 60-65 dB	M1: Limited Manufacturing
27	095220140	Redwood City (a)	CNEL 65-70 dB	CP: Commercial Park
44	046081350	San Carlos	CNEL 60-65 dB	IH: Heavy Industrial
50	095222070	Redwood City (a)	CNEL 65-70 dB	CP: Commercial Park
67	046100360	San Carlos	CNEL 60-65 dB	IH: Heavy Industrial
173	095222310	Redwood City	CNEL 60-65 dB	CP: Commercial Park

NOTES:

(a) Parcels are owned by the San Mateo County Public Works Department, Airports Division.

CNEL = Community Noise Equivalent Level; dB = decibel

APN = Assessor Parcel Number

SOURCE: San Mateo County Planning and Building Department, 2014; ESA, 2015.

4.5 Potential Displacement Due to Safety Policies

This section describes the safety compatibility policies contained in the ALUCP and the potential for the safety policies to displace future development from within San Carlos Airport safety zones to other areas.

4.5.1 ALUCP Safety Compatibility Policies and Criteria

ALUCP safety compatibility policies and criteria are presented in Section 4.2.2 of the Draft Final ALUCP. The boundaries of the San Carlos Airport safety zones are presented on **Exhibit 4-3**. As presented in **Table 4-3**, most land uses are incompatible within Safety Zones 1 and 2. A few land uses including repair garages and parking lots are compatible within Safety Zone 2 and warehouses and some smaller commercial businesses are conditionally compatible in Safety Zone 2. Residential

² Each parcel was assigned a unique ID#.

³ Several parcels that are classified by the County as vacant are not vacant, are not developable due to their size/shape, or are currently used as right-of-way or as roadway medians.

⁴ Offices and retail uses including small restaurants are compatible with aircraft noise between CNEL 65 dB and CNEL 70 dB provided the building structure is capable of attenuating the exterior noise levels to an interior noise level of CNEL 50 dB or lower.

**TABLE 4-3
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
Small outdoor assembly area (>50, <299 people)	N	N	C	C	N	C

TABLE 4-3 (Continued)
SAFETY COMPATIBILITY CRITERIA

Land Uses	Safety Compatibility Zones					
	1	2	3	4	5	6
Non-Residential Land Uses						
Commercial Land Uses						
➤ Note: Where uses are listed as "C"-Conditionally Compatible, please refer to Safety Compatibility Policy 3.						
Offices (<i>approx. 215 s. f. /person</i>)	N	C	C	C	C	Y
Small eateries/drinking establishments (<i>approx. 60 s.f./person</i>)	N	N	C	C	C	Y
Medium sized business (<i>approx. 200 s.f./person</i>)	N	C	C	C	C	Y
Mixed use retail centers with restaurant facilities (<i>approx. 110 s.f./ person</i>)	N	N	C	C	C	Y
Retail center with no restaurant facilities (<i>approx. 170 s.f./ person</i>)	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 (<i>approx. 300 s.f./ person</i>)	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 (<i>approx. 500 s.f./ person</i>)	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 4-3 (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.

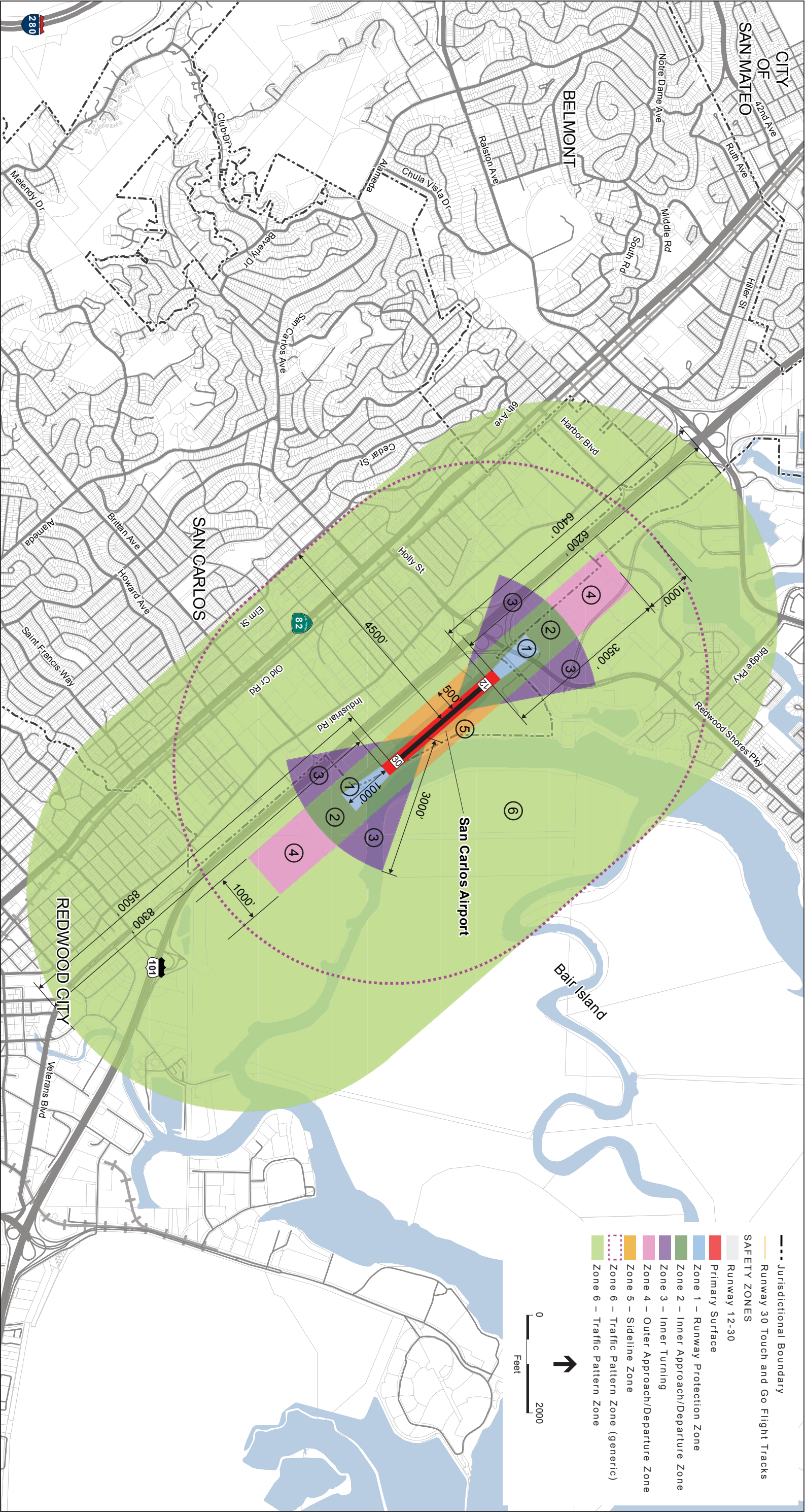
Y – COMPATIBLE: Uses or activities are compatible with airport operations and are permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards. Noise, airspace protection, and/or overflight policies may still apply.

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.

SOURCE: ESA Airports, September 2014.

land uses are compatible within Safety Zone 6 and conditionally compatible in Zones 3 and 4. Most industrial land uses are compatible in Safety Zones 3, 4, and 5 while most commercial and office uses are conditionally compatible in Safety Zones 3, 4, and 5. Commercial and industrial land uses are generally compatible within Safety Zone 6.

Uses that are conditionally compatible with Safety Zone 6 compatibility criteria include schools (K-12), commercial daycare facilities (greater than 8 children), hospitals, congregate care facilities, correctional facilities, certain indoor and outdoor assembly facilities, water treatment plants, and golf courses. Uses that are not compatible with Safety Zone 6 compatibility criteria include power plants, high capacity indoor assembly rooms (greater than 1,000 people), and large outdoor assembly areas (greater than 1,000 people).



SOURCE: ESRI, 2014; ESA Airports, 2014

San Carlos Airport ALUCP . 130753

Exhibit 4-3

San Carlos Airport Safety Zones

This page intentionally left blank

4.5.2 Displacement Analysis – Safety

As shown on Exhibit 4-3, portions of Redwood City, Belmont, and San Carlos are located within the safety zones for San Carlos Airport. Safety Zones 1, 2, and 5 predominantly encompass airport property and undeveloped tidal wetlands. Areas within Safety Zones 3 and 4 are predominantly developed with commercial and light industrial land uses or are undeveloped tidal wetlands. Existing land uses within Safety Zone 6 include single family and multi-family residential housing, mixed use commercial, offices, light industrial, and public facilities (including schools, libraries, and hospitals).

4.5.2.1 Residential Development Displacement

Exhibit 4-4 depicts the location of housing opportunity sites with respect to the San Carlos Airport safety zones. There are no housing opportunity sites within Safety Zones 1-5. There are 239 housing opportunity sites within the City of San Carlos that fall within Safety Zone 6 (Traffic Pattern Zone), three housing opportunity sites within Redwood City that fall within Safety Zone 6, and one housing opportunity site within the City of Belmont that falls within Safety Zone 6.⁵

As discussed in Chapter 4 of the Draft Final ALUCP for San Carlos Airport, residential land uses are compatible with the safety protection policies established for Safety Zone 6. No future dwelling units within the San Carlos Airport AIA Area B would be displaced as a result of the safety policies contained in the updated ALUCP for San Carlos Airport.

4.5.2.2 Non-Residential Development Displacement

Table 4-4 presents information regarding the 37 vacant parcels that are located within San Carlos Airport safety zones. As shown in Table 4-4 and on **Exhibit 4-5**, two parcels are located within Safety Zone 2 and one parcel is partially located within Safety Zone 4. 34 parcels are partially or completely located within Safety Zone 6.

Parcels 27 and 50 are owned by the County and zoned for commercial land uses. The County has tentative plans to develop a small eatery/drinking establishment on Parcel 50. Parcel 27 is partially located within the runway protection zone for Runway 12 and partially located within Safety Zone 2. Most commercial land uses including small eateries/drinking establishments and offices are incompatible within Safety Zone 2 (See Table 4-3); therefore there is a reasonable chance that development displacement will occur on Parcels 27 and 50. It is estimated that 447,891 square feet of retail space will be displaced from within Safety Zone 2.

The City of Belmont is proposing to construct a hotel on Parcel 22. Short term lodging facilities are conditionally compatible in Safety Zone 4 (See Table 4-4 in the Draft Final ALUCP) and compatible within Safety Zone 6. Considering that most of Parcel 22 is located within Safety Zone 6, and based on the proposed use of Parcel 22 (a hotel), no development displacement is expected to occur.

⁵ Housing opportunity sites identified by San Mateo County and the cities of San Mateo and Foster City are not located within the San Carlos Airport AIA Area B.

TABLE 4-4
VACANT PARCELS WITHIN SAN CARLOS AIRPORT SAFETY ZONES

Parcel ID #	APN	Jurisdiction	Safety Zone	Zoning Classification
22	040373030	Belmont	4	M1: Limited Manufacturing
24	095222030	Redwood City	6	CP: Commercial Park
27	095220140	Redwood City	2	CP: Commercial Park
37	095222140	Redwood City	6	CP: Commercial Park
43	046032040	Unincorporated San Mateo County	6	M-1: Light Industrial District
44	046081350	San Carlos	6	IH: Heavy Industrial
50	095222070	Redwood City	2	CP: Commercial Park
53	045247030	Belmont	6	C3: Highway Commercial
55	046051020	San Carlos	6	PD: Planned Development
64	050055020	San Carlos	6	MU-SA: Mixed Use Station Area
67	046100360	San Carlos	6	IH: Heavy Industrial
75	050074020	San Carlos	6	MU-D: Mixed Use Downtown
81	050074100	San Carlos	6	MU-D: Mixed Use Downtown
84	050134010	San Carlos	6	MU-SA: Mixed Use Station Area
95	051357180	San Carlos	6	MU-N: Neighborhood Mixed Use
105	050164030	San Carlos	6	MU-D: Mixed Use Downtown
116	046201190	San Carlos	6	IA: Industrial Arts
124	051373100	San Carlos	6	MU-N: Neighborhood Mixed Use
129	051379040	San Carlos	6	MU-N: Neighborhood Mixed Use
131	052124030	Redwood City	6	IP-T: Industrial Park
132	051368020	San Carlos	6	MU-SB: Mixed Use South Boulevard
139	052420150	Redwood City	6	IP-T: Industrial Park
140	051379020	San Carlos	6	MU-N: Neighborhood Mixed Use
144	052064100	Redwood City	6	CG: General Commercial
145	051379030	San Carlos	6	MU-N: Neighborhood Mixed Use
151	052334070	Redwood City	6	P: Planned Community District
154	052334080	Redwood City	6	P: Planned Community District
157	052275020	Redwood City	6	R-5: Multifamily – High Density
159	052334060	Redwood City	6	P: Planned Community District
160	052272040	Redwood City	6	IR: Industrial Restricted
163	046128280	San Carlos	6	MU-N: Neighborhood Mixed Use
164	046032090	Unincorporated San Mateo County	6	M-1: Light Industrial District
172	046031080	Belmont	6	C4: Service Commercial
173	095222310	Redwood City	6	CP: Commercial Park
179	052334140	Redwood City	6	P: Planned Community District
185	050075030	San Carlos	6	MU-SA: Mixed Use Station Area
189	046131620	San Carlos	6	IH: Heavy Industrial

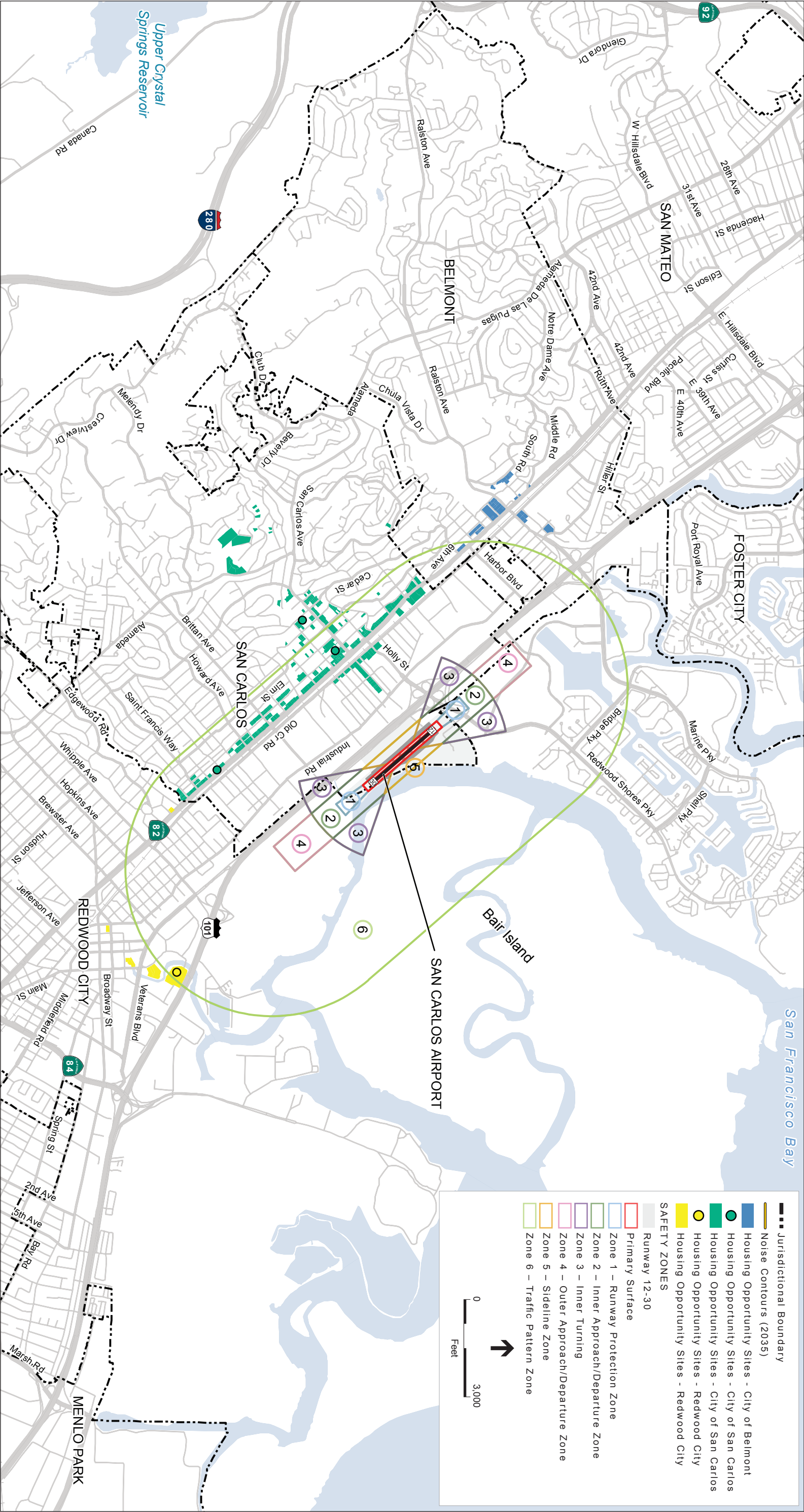
NOTES:

Parcels 27 and 50 are owned by the San Mateo County Public Works Department, Airports Division.

CNEL = Community Noise Equivalent Level; dB = decibel

APN = Assessor Parcel Number

SOURCE: San Mateo County Planning and Building Department, 2014; ESA, 2015.



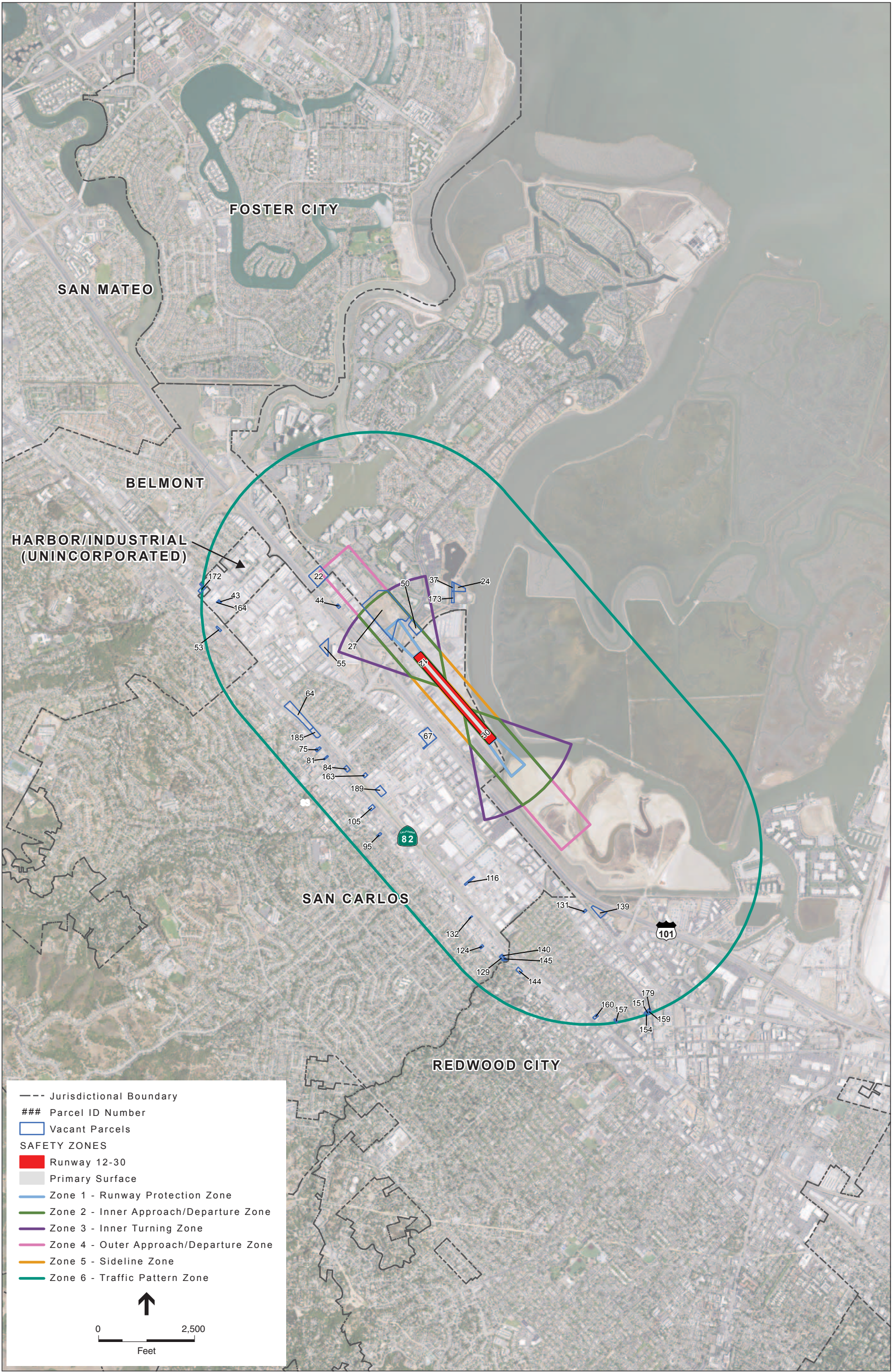
SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2015

San Carlos Airport ALUCP - 130753

Exhibit 4-4

San Carlos Airport Safety Zones
Housing Opportunity Sites

This page intentionally left blank



This page intentionally left blank

Most land uses are compatible or conditionally compatible within Safety Zone 6. Uses that are conditionally compatible with Safety Zone 6 compatibility criteria include schools (K-12), commercial daycare facilities (greater than 8 children), hospitals, congregate care facilities, correctional facilities, certain indoor and outdoor assembly facilities, water treatment plants, and golf courses. Uses that are not compatible with Safety Zone 6 compatibility criteria include power plants, high capacity indoor assembly rooms (greater than 1,000 people), and large outdoor assembly areas (greater than 1,000 people).

Generally no limit is placed on the intensity of new nonresidential uses within Safety Zone 6 except for the uses listed above as incompatible. Development proposals involving the conditional land uses listed above should be referred to C/CAG for a consistency review. Considering the zoning and planned land use classifications for the 34 parcels within Safety Zone 6, and considering the existing development patterns in the environs of San Carlos Airport, no development displacement is anticipated to occur within Safety Zone 6.

4.6 Potential Displacement Due to Airspace Protection Policies

This section describes the airspace protection policies contained in the ALUCP and the potential for the airspace protection policies to displace future development from within San Carlos Airport airspace protection zones to other areas.

4.6.1 ALUCP Airspace Protection Policies and Criteria

Subpart C, Obstruction Standards, of 14 CFR Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*, establishes the standards for determining obstructions to air navigation. This subpart defines a set of imaginary surfaces with relation to an airport's runway(s). The slope and dimension of each imaginary surface is based on the type of approach available or planned for each runway (e.g., visual, non-precision, precision). The five types of imaginary surfaces for civil airports are:

- **Primary Surface**—The primary surface is longitudinally centered on a runway and has the same elevation as the elevation of the nearest point on the runway centerline. When the runway has a prepared hard surface, the primary surface extends 200 feet beyond each end of that runway. The width of the primary surface ranges from 250 to 1,000 feet depending on the existing or planned approach and runway type. The primary surface must be clear of all obstructions except those fixed by their function, such as runway edge lights, navigational aids, or airport signage. The majority of the primary surface is controlled by runway safety area criteria contained in FAA Advisory Circular 150/5300-13, *Airport Design*, and almost always lies within airport-controlled property.
- **Approach Surface**—The approach surface is longitudinally centered on the extended runway centerline and extends outward and upward from the end of the primary surface. The slope of the approach surface is based upon the type of approach available or planned

for each runway: 20:1 (visual), 34:1 (non-precision), or 50:1 (precision). The length of the approach surface varies from 5,000 to 50,000 feet depending on the approach type.

- **Transitional Surface**—The transitional surface extends outward and upward at right angles to the runway centerline and extends at a slope of 7 feet horizontally for each one-foot vertically (7:1) from the sides of the primary and approach surfaces. The transitional surfaces extend to the point at which they intercept the horizontal surface at a height of 150 feet above the established airport elevation (i.e., highest runway end elevation).
- **Horizontal Surface**—The horizontal surface is a horizontal plane located 150 feet above the established airport elevation and encompasses an area from the transitional surface to the conical surface.
- **Conical Surface**—The conical surface extends upward and outward from the periphery of the horizontal surface at a slope of 20 feet horizontally for every one-foot vertically (20:1) for a horizontal distance of 4,000 feet. Height limits for the surface range from 150 feet above the airport elevation at the inner edge to 350 feet at the outer edge.

By definition, any object that penetrates one of the imaginary surfaces is deemed an obstruction to air navigation. However, not all obstructions are necessarily hazards. The determination of whether an object would be a hazard to air navigation is made as part of an aeronautical study conducted by the FAA.

Subpart B, *Notice of Construction or Alteration*, of the Part 77 regulations requires that the FAA be notified of any proposed construction or alteration of objects within 20,000 feet of a runway and having a height that would exceed a 100:1 imaginary surface (1 foot upward per 100 feet horizontally) beginning at the nearest point of the runway. This requirement applies to runways more than 3,200 feet in length. For shorter runways, like Runway 12-30 at San Carlos Airport, the notification surface has a 50:1 slope and extends 10,000 feet from the runway. Notification is required with regard to any public-use or military airport. Also requiring notification is any proposed structure or object more than 200 feet in height regardless of proximity to an airport.

The airspace protection and height limitation policies contained in the Draft Final ALUCP are nearly identical to the policies contained in the 1996 San Mateo County Comprehensive Land Use Plan.⁶ The 1996 ALUCP 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 Draft Final ALUCP. The Draft Final ALUCP has supplemented the airspace protection policy with more information regarding the FAA's process for conducting aeronautical reviews for certain development projects. The Draft Final ALUCP also includes more detailed drawings depicting the Part 77 obstruction surfaces and the Subpart B notification surface.

⁶ City/County Association of Governments of San Mateo County. *San Mateo County Comprehensive Airport Land Use Plan*. December 1996.

4.6.2 Displacement Analysis – Airspace Protection

The airspace protection surfaces for San Carlos Airport are depicted on **Exhibit 4-6**. As shown on Exhibit 4-6, portions of the cities of Redwood City, San Carlos, Belmont, Foster City, and San Mateo are located within the airspace protection surfaces. The Harbor Industrial area, an unincorporated area of San Mateo County, is also located within the region overlaid by the airspace protection surfaces for San Carlos Airport.

4.6.2.1 Residential Development Displacement

The airspace protection policies of the updated ALUCP are intended to restrict the construction of any object or structure that would be a hazard to safe air navigation as determined by the FAA. Housing opportunity sites that fall within the Part 77 airspace protection surfaces are depicted on **Exhibit 4-7**. Housing opportunity sites in Foster City and San Mateo are located outside the outer boundary of the Part 77 Conical Surface. There are no housing opportunity sites proposed within the Harbor Industrial area.⁷

San Carlos

There are 255 City of San Carlos housing opportunity sites within the Part 77 Horizontal Surface and 74 housing opportunity sites within the Part 77 Conical Surface. Considering that the maximum allowable building height is 50 feet above ground level for all of the City of San Carlos housing opportunity sites within the San Carlos Airport Part 77 Conical Surface, there is no potential for residential development displacement due to the airspace protection policies in the updated ALUCP.

Redwood City

There are six Redwood City housing opportunity sites within the Part 77 Conical Surface. The maximum allowable building height at the six housing opportunity sites varies based on the parcel(s) zoning classification. One housing opportunity site allows buildings up to 12 stories (136 feet). Considering that the maximum allowable building height is 12 stories for all of the City of Redwood housing opportunity sites and the location of the housing opportunity sites within the San Carlos Airport AIA Area B, there is no potential for residential development displacement due to the airspace protection policies in the updated ALUCP.

Belmont

There are nine City of Belmont housing opportunity sites within the Part 77 Conical Surface. The maximum building heights allowed at the Belmont housing opportunity sites varies between 28 feet above ground level to 40 feet above ground level based on the parcel(s) zoning classification. Considering that the maximum allowable building height is 40 feet for all of the Belmont housing opportunity sites within the San Carlos Airport AIA Area B, there is no potential for residential development displacement due to the airspace protection policies in the updated ALUCP.

⁷ San Mateo County Planning and Building Department. *San Mateo County 2014-2022 Draft Housing Element*. April 2015

4.6.2.2 Non-Residential Development Displacement

Exhibit 4-8 shows the location of vacant and developable parcels with respect to the Part 77 surfaces for San Carlos Airport. As shown on Exhibit 3-3, there are three parcels (Parcels 139, 27, and 22) that are partially within the Part 77 Approach Surface for San Carlos Airport and two parcels (Parcel 50 and Parcel 67) that are located within the Part 77 Transitional Surface for San Carlos Airport. Buildings and objects constructed on Parcels 22 and 67 in the future must not exceed a height of 155 feet above mean sea level (MSL). Buildings and objects constructed on Parcel 50 in the future must not exceed a height of 55 – 85 feet MSL. As discussed previously, the County is not planning to improve Parcel 27. New buildings and objects constructed on Parcel 139 should be limited to 155 feet MSL. No displacement is anticipated to occur on Parcels 22, 67, or 139 as a result of the airspace protection policies contained in the updated ALUCP due to existing building height restrictions.

The zoning classification for Parcels 27 and 50 (CP: Commercial Park) permits a maximum allowable building height of 100 feet above ground level (AGL). A building or object with a height of 100 feet AGL on Parcels 27 and 50 would exceed the height of the applicable Part 77 surfaces.

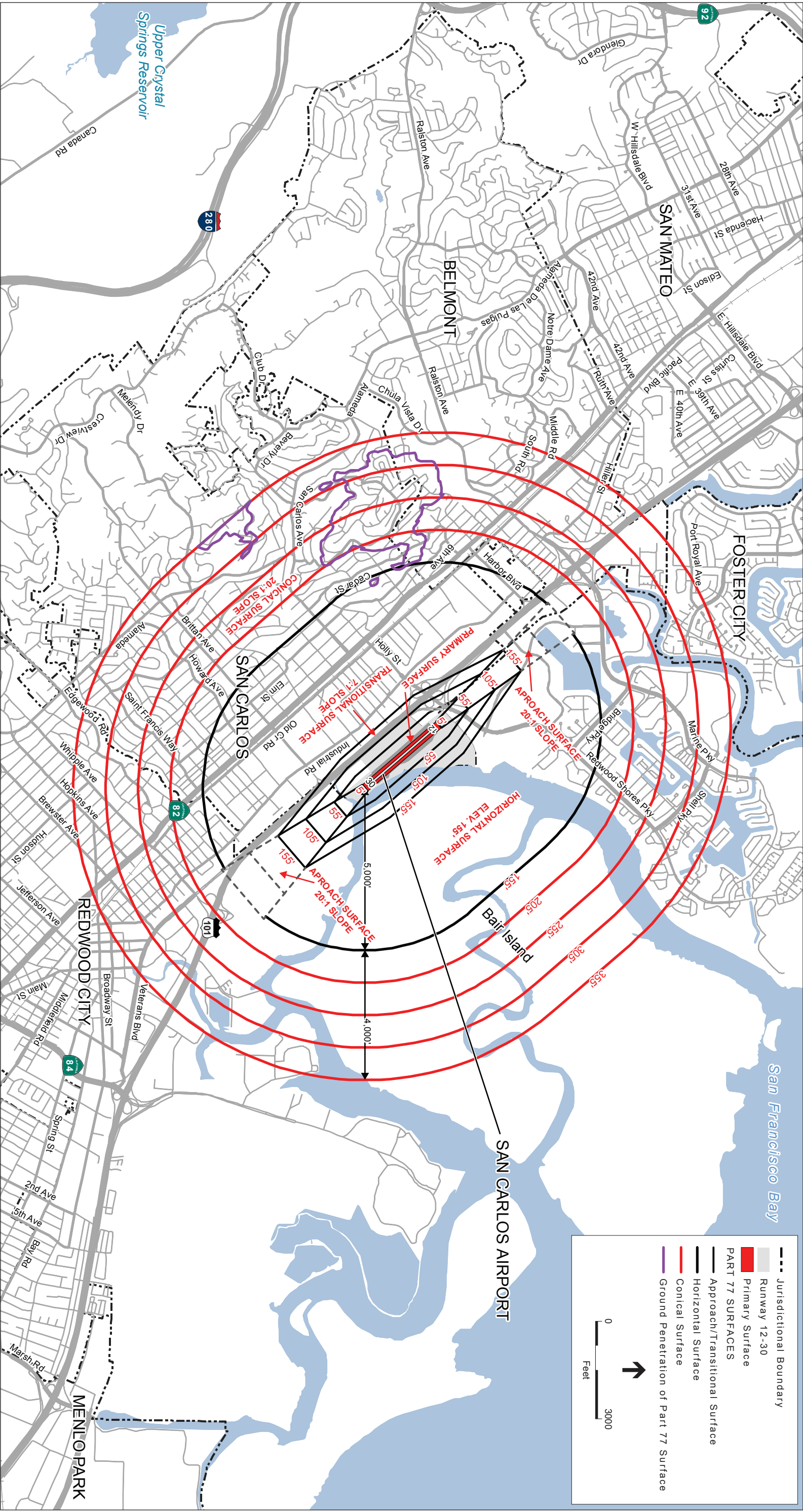
There are 19 vacant parcels located underneath the Part 77 Horizontal Surface. The maximum building height allowed on the 19 parcels per their zoning classification would not exceed the height of the Part 77 Horizontal Surface (155 feet MSL). There are 70 vacant parcels located underneath the Part 77 Conical Surface. The maximum building height allowed on the 70 parcels per their zoning classification would not exceed the height of the Part 77 Conical Surface (between 155 feet MSL and 355 feet MSL). No development displacement is anticipated to occur as a result of the proposed airspace protection policies contained in the Draft Final ALUCP.

4.6.2.3 Other Prohibited Flight Hazards

Airspace Protection Policy 6 in the Draft Final ALUCP provides information regarding land use characteristics that are incompatible with safe flight operations. As described in the policy, land uses that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at San Carlos Airport are incompatible. Airspace Protection Policy 6 is a continuation of a similar policy established in the 1996 ALUCP. Because no change in policy is involved, no displacement effects related to this policy would be caused by implementation of the updated ALUCP. Furthermore, potentially hazardous features associated with future development in the airport environs can be avoided through building design or site planning modifications.

4.7 Development Displacement Conclusions

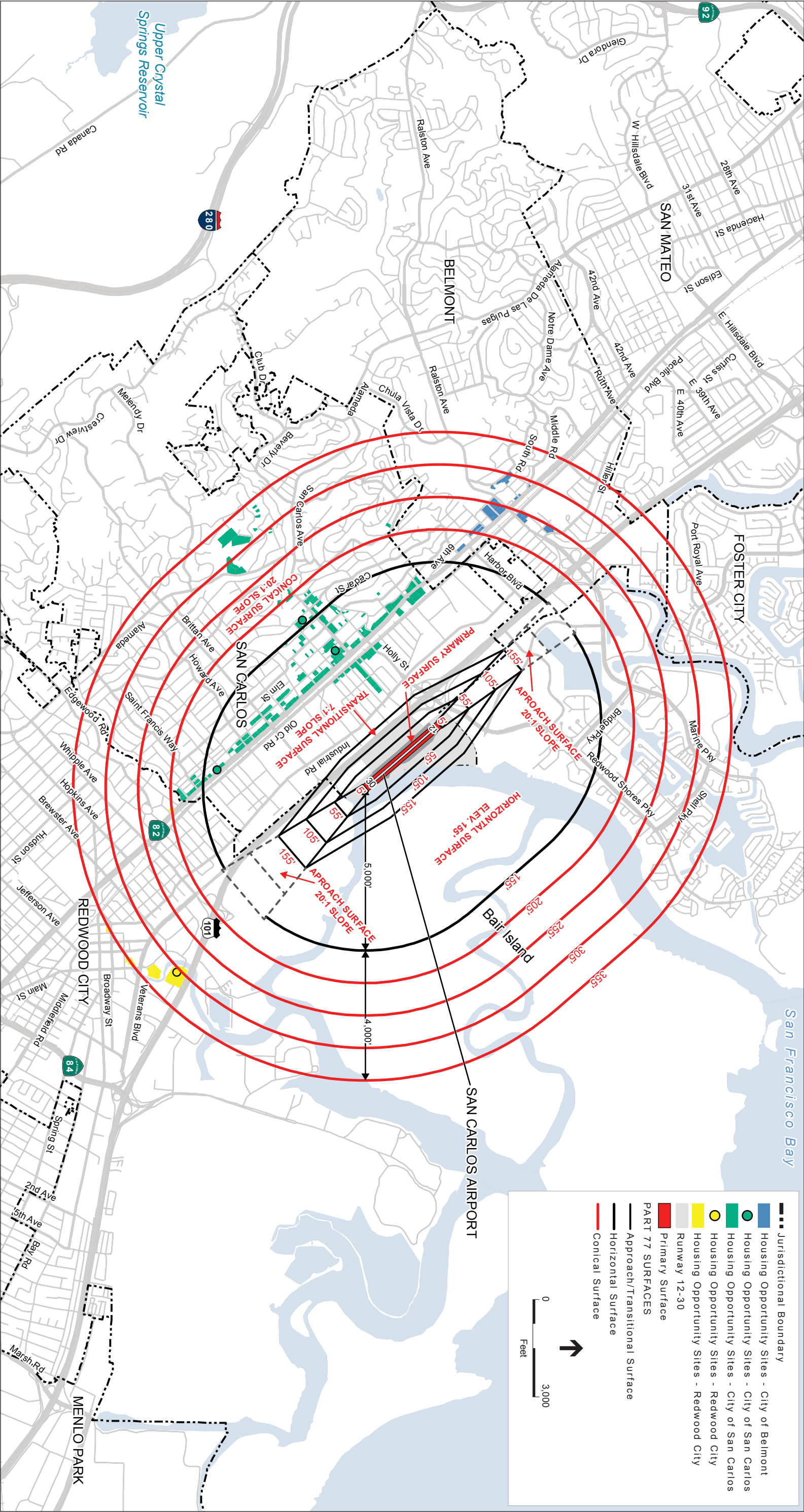
Whether shifts in population and land use development in the Airport environs will occur in the future will depend on a number of factors including economic and market conditions and the rate, timing, location, and extent of future development. The analysis documented in this Chapter suggests that there could be displacement of 447,891 square feet of commercial land uses as a result of the implementation of the updated ALUCP for San Carlos Airport. There is adequate



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

NOTE: 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.

This page intentionally left blank



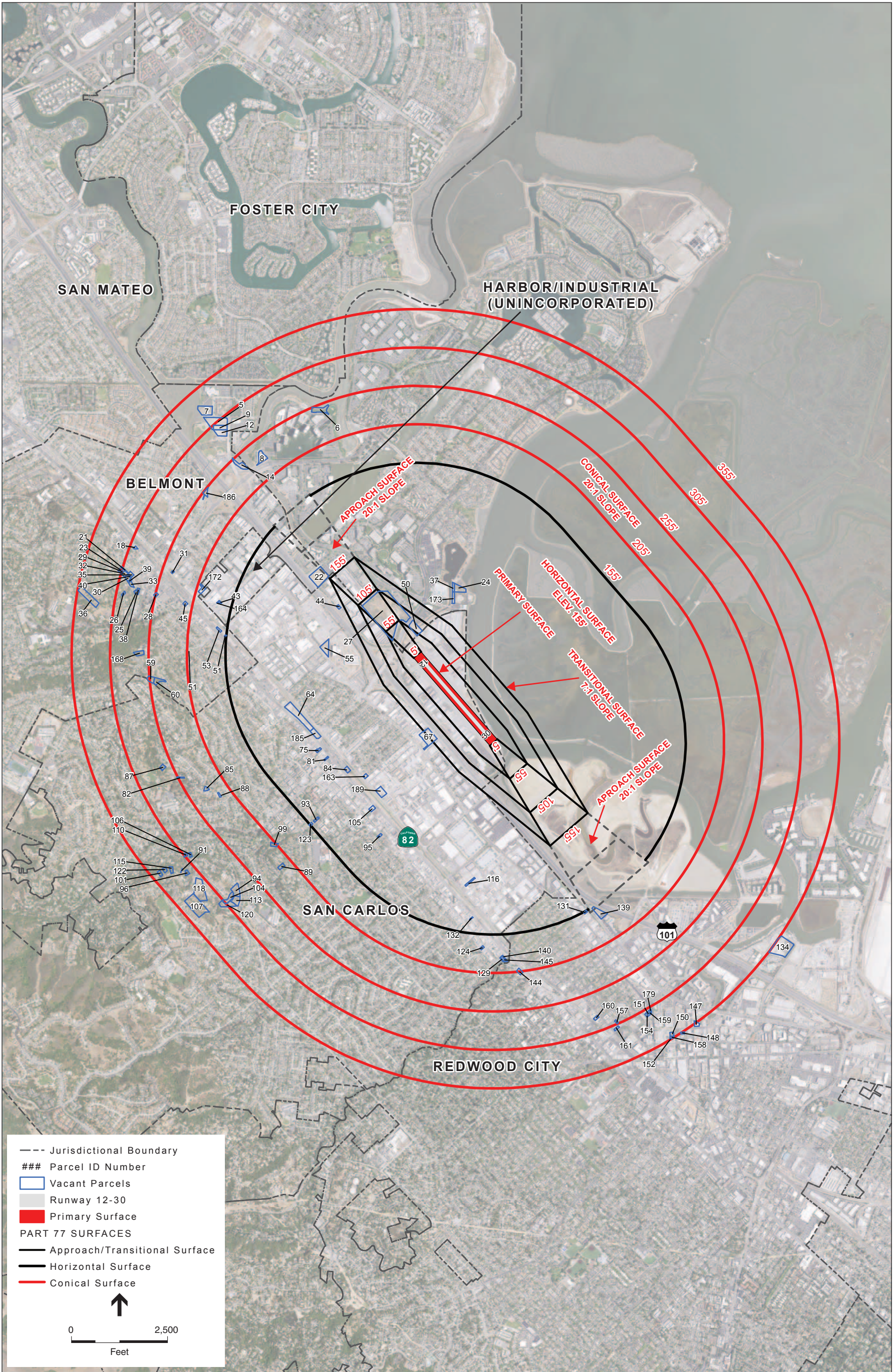
SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2015

San Carlos Airport ALUCP - 130753

Exhibit 4-7

San Carlos Airport Part 77 Airspace Protection Surfaces
Housing Opportunity Sites

This page intentionally left blank



This page intentionally left blank

land available within the AIA outside Safety Zone 2 to accommodate any uses displaced from within Safety Zone 2.

As described previously, the ultimate authority for implementation of the ALUCP rests with local governments, as the zoning and land use permitting authorities. Potential displacement effects discussed in this Chapter could change depending on specific implementation actions taken by local governmental agencies.

This page intentionally left blank

CHAPTER 5

Environmental Factors Potentially Affected

The ALUCP establishes land use policies and criteria for implementation by local agencies and does not propose or entail any new development, construction or changes to existing land uses or the environment. The ALUCP proposes limits on the type and the height of future uses to be developed in proximity to San Carlos Airport, so as to avoid the creation of noise and safety compatibility conflicts with ongoing airport activities. No physical construction would result from the adoption of the proposed ALUCP or from subsequent implementation of the land use restrictions and policies. Similarly, no change in aircraft or airport operations would result from adoption of the ALUCP.

5.1 Environmental Analysis Checklist

The following Environmental Analysis Checklist is based on the CEQA Guidelines, Appendix G, Environmental Checklist Form. A narrative description of the analysis undertaken in support of the impact determinations follows the checklist.

The following instructions are quoted from the checklist in the CEQA guidelines.

Environmental Analysis Checklist General Instructions

- A. All answers must take account of the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- B. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by information sources cited by the lead agency [C/CAG]. (See “No Impact” portion of Response Column Heading Definition section below.)
- C. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- D. 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.
- E. The explanation of each issue should identify:
 - The basis/rationale for the stated significance determination; and

- The mitigation measure identified, if any, to reduce the impact to less than significant.
- F. Lead agencies are encouraged to incorporate into the checklist references to 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.

Response Column Heading Definitions

- A. “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 EIR is required.
- B. “Less Than Significant with Mitigation Incorporated” applies where the implementation of mitigation measures would reduce an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency [C/CAG] must describe the mitigation measure(s), and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).
- C. “Less Than Significant Impact” applies where the project creates no significant impacts.
- D. “No Impact” applies where a project does not create an impact in that category. “No Impact” answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which 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).

5.2 Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- | | | |
|--|---|--|
| ☐ Aesthetics | ☐ Agriculture and Forestry Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Geology, Soils and Seismicity |
| ☐ Greenhouse Gas Emissions | ☐ Hazards and Hazardous Materials | ☐ Hydrology and Water Quality |
| ☒ Land Use and Land Use Planning | ☐ Mineral Resources | ☐ Noise |
| ☒ Population and Housing | ☒ Public Services | ☐ Recreation |
| ☐ Transportation and Traffic | ☐ Utilities and Service Systems | ☒ Mandatory Findings of Significance |

Aesthetics

<i>Issues (and 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>
1. AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion

- a - d) The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the proposed ALUCP would not directly affect a scenic vista, damage scenic resources, degrade the existing visual character or quality of the site or its surroundings, or create a new source of light or glare, and, as such, would not directly impact the environment or result in any direct impacts to aesthetics. The proposed ALUCP would not increase the intensity of development allowed in any part of the San Carlos Airport AIA above the levels projected in the local jurisdictions' respective general plans, the environmental effects of which were already analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would lead to construction of housing, development of other land uses, or the expansion of any infrastructure, that would indirectly result in significant impacts to aesthetics or visual quality. Implementation of the ALUCP would not result in the displacement of existing housing, commercial, industrial, or public uses that would necessitate the construction of replacement housing, facilities, or infrastructure in other areas.

Implementation of the ALUCP may indirectly influence future land use development in the vicinity of San Carlos Airport by facilitating development in some locations and constraining development in other locations. The specific characteristics, timing, and location of future development, and any indirect environmental effects of that development, are uncertain. If future shifts in development indirectly result from implementation of the ALUCP, those subsequent actions will be subject to project-level environmental review in compliance with CEQA.

Agricultural and Forest Resources

<i>Issues (and 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>
2. AGRICULTURAL AND FOREST RESOURCES — Would the project:				
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 Department 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.				
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?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
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))?	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion

- a - e) The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the proposed ALUCP would not: (a) directly convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively, "Farmland") to a non-agricultural use; (b) conflict with existing zoning for agricultural use, or a Williamson Act contract; or (c) involve other changes in the existing environment that, due to their location or nature, could result in the conversion of Farmland to a non-agricultural use. The proposed ALUCP would not increase the intensity of development allowed in any part of the San Carlos Airport AIA above the levels projected in the local jurisdictions' respective general plans, the environmental effects of which were already analyzed in the certified general plan environmental documentation. Implementation of the proposed ALUCP would not affect forest land or lead to the conversion of forest land into non-forest use.

Nothing in the ALUCP would lead to construction of housing, development of other land uses, or the expansion of infrastructure, that would indirectly result in significant impacts to agriculture resources. Implementation of the ALUCP would not result in the displacement of existing housing, commercial, industrial, or public uses that would necessitate the construction of replacement housing, facilities, or infrastructure in other areas, and which could result in potentially significant impacts to agriculture resources.

Implementation of the ALUCP may indirectly influence future land use development in the vicinity of San Carlos Airport by facilitating development in some locations and constraining development in other locations. The specific characteristics, timing, and location of any future development, and any indirect environmental effects of that development, are uncertain. Any potential indirect effect is unlikely to impact agricultural and forest resources because of the heavily urbanized development pattern within the non-Refuge portions of the San Carlos Airport AIA, which limits the potential for new development. If future shifts in development indirectly result from implementation of the ALUCP, those subsequent actions will be subject to project-level environmental review in compliance with CEQA.

References

Farmland Mapping and Monitoring Program (FMMP), 2010. *California Farmland Mapping and Monitoring Program*. 2010.

Air Quality

<i>Issues (and 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>
3. AIR QUALITY — Would the project:				
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.				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion

- a-e) The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not directly conflict with or obstruct implementation of the applicable air quality plan; violate any air quality standard or contribute substantially to an existing or projected air quality violation; result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard; expose sensitive receptors to substantial pollutant concentrations; or create objectionable odors affecting a substantial number of people; and, as such, would not directly impact the environment or result in any direct impacts to air quality. The proposed ALUCP would not increase the intensity of development allowed in any part of the San Carlos Airport AIA above the levels projected in the local jurisdictions' respective general plans, the environmental effects of which were already analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would lead to construction of housing, development of other land uses, or the expansion of infrastructure, that would indirectly result in significant impacts to air quality. Implementation of the ALUCP would not result in the displacement of existing housing, commercial, industrial, or public uses that would necessitate the construction of replacement housing, facilities, or infrastructure in other areas, and which could result in potentially significant impacts to air quality.

Implementation of the ALUCP may indirectly influence future land use development in the vicinity of San Carlos Airport by facilitating development in some locations and constraining development in other locations. The specific characteristics, timing, and location of any future development, and any indirect environmental effects of that development, are uncertain. Any potential indirect effect that may arise is unlikely to impact air quality because of the heavily urbanized development pattern within the non-Refuge portions of the San Carlos Airport AIA, which limits the potential for new development, and the limited scope of land use restrictions in the proposed ALUCP. If future shifts in development indirectly result from implementation of the ALUCP, those subsequent actions will be subject to project-level environmental review in compliance with CEQA.

References

Bay Area Air Quality Management District, 1999. *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*. December 1999.

Biological Resources

<i>Issues (and 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>
4. 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?	☐	☐	☒	☐
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 U.S. Fish and Wildlife Service?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion

- a - f) The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not directly impact biological resources or their habitat, or conflict with applicable policies protecting biological resources or an adopted or approved habitat conservation plan, and, as such, would not directly impact the environment or result in any direct impacts to biological resources. The proposed ALUCP would not increase the intensity of development allowed in any part of the San Carlos Airport AIA above the levels projected in the local jurisdictions' respective general plans, the environmental effects of which were already analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would lead to construction of housing, development of other land uses, or the expansion of infrastructure, that would indirectly cause significant impacts to biological resources. Implementation of the ALUCP would not result in the displacement of existing housing, commercial, industrial, or public uses that would necessitate the construction of replacement housing, facilities, or infrastructure in other areas, and which could result in potentially significant impacts to biological resources.

Implementation of the ALUCP may indirectly influence future land use development in the vicinity of San Carlos Airport by facilitating development in some locations and constraining development in other locations. The specific characteristics, timing, and location of any future development, and any indirect environmental effects of that development, are uncertain. Any potential indirect effect that may arise is unlikely to impact biological resources because of the heavily urbanized development pattern within non-Refuge portions of the San Carlos Airport AIA, which limits the potential for new development, and the limited scope of land use restrictions in the proposed ALUCP. If future shifts in development indirectly result from implementation of the ALUCP, those subsequent actions will be subject to project-level environmental review in compliance with CEQA.

Cultural Resources

<i>Issues (and 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>
5. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Discussion

- a - d) The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not directly cause a substantial adverse change in the significance of a historical resource or an archaeological resource; directly destroy a unique paleontological resource or site or unique geologic feature; or disturb any human remains, including those interred outside of formal cemeteries, and, as such, would not directly impact the environment or result in any direct impacts to cultural resources. The proposed ALUCP would not increase the intensity of development allowed in any part of the San Carlos Airport AIA above the levels projected in the local jurisdictions' respective general plans, the environmental effects of which were already analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would lead to construction of housing, development of other land uses, or the expansion of infrastructure, that would indirectly cause significant impacts to cultural resources. Implementation of the ALUCP would not result in the displacement of existing housing, commercial, industrial, or public uses that would necessitate the construction of replacement housing, facilities, or infrastructure in other areas, and which could result in potentially significant impacts to cultural resources.

Implementation of the ALUCP may indirectly influence future land use development in the vicinity of San Carlos Airport by facilitating development in some locations and constraining development in other locations. The specific characteristics, timing, and location of any future development, and any indirect environmental effects of that development, are uncertain. Any potential indirect effect that may arise is uncertain but is unlikely to impact cultural resources because of the heavily urbanized development

pattern within non-Refuge portions of the San Carlos Airport AIA which limits the potential for new development, and the limited scope of land use restrictions in the proposed ALUCP. If future shifts in development indirectly result from implementation of the ALUCP, those subsequent actions will be subject to project-level environmental review in compliance with CEQA.

Geology, Soils, and Seismicity

<i>Issues (and 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>
6. GEOLOGY, SOILS, AND SEISMICITY — Would the project:				
a) Expose 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.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐

Discussion

- a - e) The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The project will not change topography or ground surface features, will not create cut or fill slopes, and involves no grading. The project does not involve land disturbance and, therefore, will not result in a change in deposition, siltation, or erosion, or in an increase in wind erosion or blown sand. Implementation of the ALUCP would not expose people or structures to adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, liquefaction, or landslides; result in substantial soil erosion or the loss of topsoil; be located on a geologic unit or soil that is unstable, potentially resulting

in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; cause development to be located on expansive soil; or cause the use of soils incapable of adequately supporting the use of septic tanks. As such, the proposed ALUCP would not directly impact the environment or result in any direct impacts to geology and soils. The proposed ALUCP would not increase the intensity of development allowed in any part of the San Carlos Airport AIA above the levels projected in the local jurisdictions' respective general plans, the environmental effects of which were already analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would lead to construction of housing, development of other land uses, or the expansion of infrastructure, that would indirectly result in significant impacts to geology and soils. Implementation of the ALUCP would not result in the displacement of existing housing, commercial, industrial, or public uses that would necessitate the construction of replacement housing, facilities, or infrastructure in other areas, and which could result in potentially significant impacts to geology and soils.

Implementation of the ALUCP may indirectly influence future land use development in the vicinity of San Carlos Airport by facilitating development in some locations and constraining development in other locations. The specific characteristics, timing, and location of any future development, and any indirect environmental effects of that development, are uncertain. Any potential indirect effect that may arise is unlikely to impact geology because of the heavily urbanized development pattern within non-Refuge portions of the San Carlos Airport AIA which limits the potential for new development, and the limited scope of land use restrictions in the proposed ALUCP. If future shifts in development indirectly result from implementation of the ALUCP, those subsequent actions will be subject to project-level environmental review in compliance with CEQA.

Greenhouse Gas Emissions

<i>Issues (and 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>
7. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

- a, b) The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not result in any direct impacts to GHG emissions or contribute to climate change. The proposed ALUCP would not increase the intensity of development allowed in any part of the San Carlos Airport AIA above the levels projected in the local jurisdictions' respective general plans, the environmental effects of which were already analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would lead to construction of housing, development of other land uses, or the expansion of infrastructure, that would indirectly cause significant impacts to greenhouse gas emissions. Implementation of the ALUCP would not result in the displacement of existing housing, commercial, industrial, or public uses that would necessitate the construction of replacement housing, facilities, or infrastructure in other areas, and which could result in potentially significant impacts to greenhouse gas emissions.

Implementation of the ALUCP may indirectly influence future land use development in the vicinity of San Carlos Airport by facilitating development in some locations and constraining development in other locations. The specific characteristics, timing, and location of any future development, and any indirect environmental effects of that development, are uncertain. Any potential indirect effect that may arise is unlikely to impact greenhouse gas emissions because of the heavily urbanized development pattern within the non-Refuge portions of the San Carlos Airport AIA which limits the potential for new development, and the limited scope of land use restrictions in the proposed ALUCP. If future shifts in development indirectly result from implementation of the ALUCP, those subsequent actions will be subject to project-level environmental review in compliance with CEQA. Further, certain projects also may be subject to requirements established by other laws, such as California's Global Warming Solutions Act of 2006

(AB32), which further environmental protection objectives. These indirect impacts would only be considered to be significant if there were a net, substantial increase in greenhouse gases due to the change in the development pattern.

Critically, any indirect effect that may arise from shifts in future development patterns is uncertain, particularly because potential shifts cannot be accurately predicted as to rate, timing, location and extent. Indeed, it is speculative to anticipate the specific characteristics of any development and the impacts to GHG emissions associated with such development. (Cal. Code Regs., tit. 14, §15145.) Absent information to the contrary, therefore, the environmental impacts of such shifts are reasonably considered less than significant for the purposes of GHG emissions.

References

California Air Resources Board, 2013. *Climate Change Programs*, www.arb.ca.gov/cc/cc.htm. Accessed January 15, 2015.

Hazards and Hazardous Materials

<i>Issues (and 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>
8. 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion

- a - h) 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.

The proposed ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Moreover, the proposed ALUCP does not involve the transport, use, or disposal of hazardous materials; the emission or handling of hazardous or acutely hazardous materials, substances, or waste;

or the location of a building, structure, or public facility on a hazardous materials site compiled by the State of California pursuant to Government Code section 65962.5. Therefore, implementation of the ALUCP would not affect the incidence of hazardous material safety hazards in the area; result in hazardous emissions within one-quarter mile of an existing or proposed school; affect any sites included on a list of hazardous materials sites; create a significant hazard to the public or the environment; or affect emergency response plans or the incidence of wildland fires in the area.

The proposed ALUCP would decrease airport-related safety hazards by limiting development within the San Carlos Airport AIA; therefore, if adopted, the ALUCP would reduce the exposure of people to airport-related safety hazards, including aircraft accidents, consistent with the objectives of the State Aeronautics Act.¹

Nothing in the ALUCP would lead to construction of housing, development of other land uses, or the expansion of infrastructure, that would indirectly result in significant impacts to hazards and hazardous materials. Implementation of the ALUCP would not result in the displacement of existing housing, commercial, industrial, or public uses that would necessitate the construction of replacement housing, facilities, or infrastructure in other areas, and which could result in potentially significant impacts to hazards and hazardous materials.

Implementation of the ALUCP may indirectly influence future land use development in the vicinity of San Carlos Airport by facilitating development in some locations and constraining development in other locations. The specific characteristics, timing, and location of any future development, and any indirect environmental effects of that development, are uncertain. Any potential indirect effect that may arise is unlikely to impact hazards and hazardous materials because of the heavily urbanized development pattern within the non-Refuge portions of the San Carlos Airport AIA, which limits the potential for new development, and the limited scope of land use restrictions in the proposed ALUCP. If future shifts in development indirectly result from implementation of the ALUCP, those subsequent actions will be subject to project-level environmental review in compliance with CEQA.

In summary, the ALUCP would not directly impact the environment or result in any direct impacts relating to hazards and hazardous materials; and the proposed ALUCP would not increase the intensity of development allowed in any part of the San Carlos Airport AIA above the levels projected in the local jurisdictions' respective general plans, the environmental effects of which were already analyzed in the certified general plan environmental documentation.

¹ California Public Utilities Code Section 21001 et seq.

Hydrology and Water Quality

<i>Issues (and 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>
9. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐
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?	☐	☐	☒	☐
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Discussion

- a - j) The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not

violate any water quality standards; affect groundwater supplies; substantially alter drainage patterns; or expose people or structures to a significant risk involving flooding, seiche, tsunami or mudflow; and, as such, would not directly impact the environment or result in any direct impacts to hydrology and water quality. The proposed ALUCP would not increase the intensity of development allowed in any part of the San Carlos Airport AIA above the levels projected in the local jurisdictions' respective general plans, the environmental effects of which were already analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would lead to construction of housing, development of other land uses, or the expansion of infrastructure, that would indirectly result in significant impacts to hydrology and water quality. Implementation of the ALUCP would not result in the displacement of existing housing, commercial, industrial, or public uses that would necessitate the construction of replacement housing, facilities, or infrastructure in other areas, and which could result in potentially significant impacts to hydrology and water quality.

The ALUCP may indirectly influence future land use development in the vicinity of San Carlos Airport by facilitating development in some locations and constraining development in other locations. The specific characteristics, timing, and location of any future development, and any indirect environmental effects of that development, are uncertain. Any potential indirect effect that may arise is unlikely to impact hydrology and water quality because of the heavily urbanized development pattern within the non-Refuge portions of the San Carlos Airport AIA, which limits the potential for new development, the limited scope of land use restrictions in the proposed ALUCP, and the minimal potential for development displacement. If future shifts in development indirectly result from implementation of the ALUCP, those subsequent actions will be subject to project-level environmental review in compliance with CEQA.

Land Use and Planning

<i>Issues (and 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>
10. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐

Discussion

- a) The ALUCP is a regulatory program, and it would not result in any new development, construction, or physical changes to existing land uses or the environment. The ALUCP would not result in the construction of a physical barrier, such as a major roadway or viaduct that would divide adjacent jurisdictions or isolate individual neighborhoods. Consequently, no direct impact related to the division of an established community would result from the approval of the ALUCP.

The future land use development within surrounding jurisdictions—including the cities of Belmont, Foster City, Redwood City, San Carlos, San Mateo, as well as portions of unincorporated San Mateo County—is uncertain. The ALUCP may result in indirect effects on such development, but it is unlikely that it would physically divide an established community because the ALUCP exempts existing land uses from its policies and criteria, as well as permits reconstruction of non-conforming uses to their original density or size. If future shifts in development indirectly result from the ALUCP, those actions would be subject to environmental review pursuant to CEQA.

The ALUCP would not physically divide an established community, and the impact would be less than significant.

- b) The ALUCP includes compatibility maps and policies related to noise, safety, and airspace protection. Each compatibility factor is analyzed below for its consistency with applicable general plans and/or zoning controls of nearby jurisdictions.

Noise

The Future Conditions (2035) CNEL 60 dB aircraft noise contour encompasses lands within the cities of Belmont, Redwood City, and San Carlos. The ALUCP states that

lodging, adult schools and colleges, auditoriums and indoor concert halls and arenas, prisons, cemeteries, public service stations, day use parks and playgrounds, most commercial uses, all industrial uses, and some agriculture and animal-related uses are compatible within this noise contour. Some residential, public/institutional, and agriculture-related uses are conditionally compatible in this area, provided that (a) the building structure is capable of attenuating exterior noise levels to an interior noise level of CNEL 45 dB or lower, and, (b) for residential uses and schools, an aviation easement is granted to San Mateo County as the airport operator.

The Future Conditions (2035) CNEL 65 dB aircraft noise contour encompasses lands within the cities of Redwood City and San Carlos. The ALUCP states that less-noise-sensitive commercial uses, all industrial uses, and nature preserves are compatible uses. Lodging, some indoor public/institutional uses, and some commercial uses are conditionally compatible, provided the building structure is capable of attenuating exterior noise levels to an acceptable interior noise level and other conditions are met. Residential uses are not permitted.

The Future Conditions (2035) CNEL 70 dB aircraft noise contour encompasses lands almost exclusively within the City of San Carlos, almost entirely on Airport property, as well as lands within the City of Redwood City. It also includes tidal wetlands east of the Airport, and vacant land at the Highway 101 / Redwood Shores Parkway interchange. The ALUCP states that residential and public/institutional uses are not compatible with this noise level (except for conditionally compatible public safety facilities). Some indoor recreational and commercial uses are conditionally compatible, and industrial uses and nature preserves are generally compatible.

City of Belmont

The easternmost properties of the City of Belmont, on the east side of Highway 101 and on the north and south side of Shoreline Drive, fall within the CNEL 60 dB noise contour. These properties are designated for Light Industrial (I-L) use in the City of Belmont General Plan, which was adopted in 1982 and will be updated in 2016 (Belmont, 2015). These designated uses are consistent with what is already present under existing conditions, with the exception of two vacant properties. These planned uses are compatible with the noise compatibility criteria contained in the updated ALUCP. As such, the noise policies and criteria contained in the updated ALUCP do not conflict with the City of Belmont's General Plan.

City of Redwood City

The City of Redwood City abuts airport property to the southeast, east, north, and northeast of the Airport. Within the CNEL 60 dB noise contour, to the south and east of the Airport, the Redwood City General Plan, which was adopted in 2010, calls for Open Space Preservation. North and northeast of the Airport, the General Plan calls for Commercial – Office (Professional/Technology) uses, and that is what is present in this area today. Within the CNEL 65 dB noise contour, the General Plan calls for Open Space

Preservation to the southeast and east of the Airport, and to the north of the Airport on either side of Redwood Shores Parkway, immediately east of Highway 101 (Redwood City, 2010). These designated uses are consistent with the present land uses in these locations, and they are considered compatible by the ALUCP. Regarding the CNEL 70 dB noise contour, as stated above, only water areas and vacant land at an interchange are located within this contour in the City of Redwood City. These uses are compatible with the noise policies and criteria contained in the updated ALUCP. As such, the noise policies and criteria contained in the updated ALUCP do not conflict with the City of Redwood City's General Plan.

City of San Carlos

The Airport is within the boundaries of the City of San Carlos. Within the CNEL 60 dB noise contour, on the northeast side of the Airport, property is planned for Public use in the San Carlos 2030 General Plan (adopted 2009). To the northwest, west, and southwest, property is designated for General Commercial/Industrial and Planned Industrial use. Within the CNEL 65 dB noise contour, the Airport itself is designated for Airport use, and other properties are designated for General Commercial/Industrial Use. These uses are compatible with noise policies and criteria contained in the updated ALUCP, and they are consistent with uses currently located on these parcels. As such, the noise policies and criteria contained in the updated ALUCP do not conflict with the City of San Carlos' General Plan.

Safety

The San Carlos Airport safety zones encompass lands within the cities of Belmont, Redwood City, and San Carlos, as well as a portion of Unincorporated San Mateo County. Safety Zone 6 – Traffic Pattern Zone, encompasses lands within all four jurisdictions. Residential, lodging, commercial, manufacturing, most agricultural and natural resource operation, and most utility and recreational land uses are considered compatible with safety criteria for Safety Zone 6. Schools, daycares, in-patient health facilities, congregate care facilities, correctional facilities, medium- and low-capacity indoor and outdoor assembly areas, water treatment facilities, and golf courses are conditionally compatible. Power plants are not compatible in Safety Zone 6. There is no limit on non-residential use intensity. Ten percent of land must be open.

Safety Zone 4 – Outer Approach / Departure Zone, encompasses lands within the cities of Belmont, Redwood City, and San Carlos. Retail uses, storage- and garage-related manufacturing uses, open space preserves, roadways, other transit-oriented uses, and riding stables are compatible. Residential uses at lower densities, short- and long-term lodging, non-retail commercial use, outpatient facilities, lower-capacity assembly uses, most agricultural and resource operation uses, water treatment, and parks are conditionally compatible. Most sensitive land uses, such as schools, as well as major utilities and golf courses, are incompatible. Non-residential intensity is limited to 150 people per acre, and 20 percent of the land must be open.

The remainder of safety zones encompasses lands only within the cities of Redwood City and San Carlos. The safety compatibility criteria for these zones are as follows:

- Safety Zone 5 – Sideline Zone, retail and storage- or garage-related manufacturing uses, as well as roadways, are considered compatible. Short-term lodging, non-retail commercial use, manufacturing use requiring hazardous materials or research-and-development, and reservoirs are conditionally compatible. Residential, sensitive land uses (such as schools, hospitals, and assembly areas), most utilities, all recreational uses, and most agricultural and resource operations land uses are not compatible. Non-residential intensity is limited to 100 people per acre, and 30 percent of the land must be open.
- Safety Zone 3 – Inter Turning Zone, retail, storage or garage-related manufacturing, land reserves and open space, roadways and transit, and riding stables and trails are compatible. Lodging uses and residential uses at lower densities, outpatient facilities, lower-capacity assembly, non-commercial retail, manufacturing requiring hazardous materials or research-and-development, some agriculture and resource operations, water treatment and electrical substation, and park uses are conditionally compatible. Higher-density residential uses, most sensitive land uses (such as schools), power plants and golf courses, and some agricultural and resource operational uses are not compatible. Non-residential intensity is limited to 100 people per acre, and 20 percent of the land must be open.
- Safety Zone 2 – Inner Approach / Departure Zone, garage-related manufacturing uses, riding stables, roadways, riding stables, and open space preserves are compatible. Offices, medium-sized businesses, water treatment and transit facilities, parks, and warehouses are conditionally compatible. Residential, lodging, sensitive uses, restaurants and eateries, manufacturing involving hazardous materials or research and development, power plants, golf courses, and most agricultural and resource operations uses are incompatible with ALUCP safety criteria. Non-residential intensity is limited to 60 people per acre, and 30 percent of the land must be open.
- No uses are compatible with Safety Zone 1 – Runway Protection Zone safety criteria. Only roadways are conditionally compatible. Non-residential intensity is limited to 0 people per acre, and 100 percent of the land must be open.

City of Belmont

The easternmost properties in the City of Belmont, on the south side of Ralston Avenue, as well as on the east side of Highway 101, are located within Safety Zone 6. The properties on the south side of Ralston Avenue contain low- (RL) and medium-density (RM) residential uses, and they are designated for such uses under the City of Belmont General Plan. To the east, on both sides of Highway 101, some properties are designated for Commercial Highway (CH), and others are designated for Light Industrial (I-L) uses (City of Belmont, 2015). Existing uses include restaurant, lodging, adult education, and

commercial office and light industrial activities, as well as two vacant parcels. These uses are considered compatible with Safety Zone 6 compatibility criteria.

A sliver of property south of Shoreline Drive lies within Safety Zone 4. This property is designated for Light Industrial uses in the General Plan, and developed with research-and-development office uses, which are conditionally compatible uses in Safety Zone 4.

The safety compatibility criteria contained in the updated ALUCP do not conflict with the City of Belmont's General Plan land use designations.

City of Redwood City

The City of Redwood City lies within Safety Zones 1-6 south, southeast and east of the Airport, as well as Safety Zones 1, 2, 3, 4, and 6 to the north, northeast, and northwest of the Airport. The entirety of the area immediately east and southeast of the Airport—within Safety Zones 1, 2, 3, 4, and 6—is designated as San Francisco Bay or for Preservation use. Uses in these areas are consistent with the General Plan land use designation (Redwood City, 2010).

Farther southeast of the Airport, as well as south of the Airport, Redwood City properties lie exclusively within Zone 6. The General Plan designates these areas for a mix of uses, including Residential – Low, Residential Medium-High, Residential-High, Commercial – Neighborhood, Commercial – Regional, Commercial – Office Professional/Technology, Mixed-Use – Corridor, Mixed-Use Neighborhood, Mixed-Use Live/Work, Mixed-Use Waterfront Neighborhood, Mixed-Use – Downtown, Public Facility, Preservation, Parks, and San Francisco Bay. Sites are not designated for school use within this area. The range of uses permitted under the General Plan land use designations is generally compatible with Safety Zone 6 compatibility criteria, although some assembly uses are conditionally compatible.

To the north, northeast, and northwest of the Airport, Safety Zone 6 spans across several properties. The Redwood City General Plan designates properties within this portion of Safety Zone 6 for Commercial Office – Professional/Technology, Commercial – Neighborhood, Residential – Low, Residential – Medium, Controlled Waterway, and Parks use. Existing uses within these areas reflect their General Plan land use designation. All of these uses are compatible with Safety Zone 6 compatibility criteria, except for Waterway use, which is conditionally compatible.

Redwood City properties at the intersection of Redwood Shores Parkway and Twin Dolphin Drive lie within Safety Zone 3. The Redwood City General Plan designates this area for Commercial Office – Professional/Technology uses. This use designation is conditionally compatible with Safety Zone 3 compatibility criteria. Existing uses in this area are consistent with the General Plan land use designation.

Directly northeast of the Airport, the General Plan designates an area for Preservation use that coincides with Safety Zones 1 and 2. This Preservation designation is compatible

with Safety Zone 1 and 2 compatibility criteria. This area is owned by the County and currently vacant open space.

The safety compatibility criteria contained in the updated ALUCP do not conflict with the City of Redwood City's General Plan land use designations.

City of San Carlos

The City of San Carlos encompasses the Airport itself, as well as areas to the west, southwest, and northwest. Within Safety Zone 6, properties are designated for a variety of uses in the San Carlos General Plan, including General Commercial/Industrial, Planned Industrial, Public, Neighborhood Retail, Neighborhood Retail/Mixed Use Medium Density, Mixed Use (Medium High, Medium, and Low Density), Multiple Family Medium Density, Single Family, and Parks. Properties are not designated for schools within Safety Zone 6. The range of uses permitted under the General Plan land use designations is generally compatible with Safety Zone 6 compatibility criteria, although larger congregation and assembly uses are conditionally compatible.

City of San Carlos properties that lie within Safety Zone 5 include Airport lands, as well as properties designated for General Commercial/Industrial Use. The Airport land use designation is compatible with Safety Zone 5 compatibility criteria. The General Commercial/Industrial designation allows all retail, service, office, research and development and industrial uses. As stated above, retail is compatible within Safety Zone 5, and other commercial uses are conditionally compatible.

Properties northwest of the Airport that lie within Safety Zones 2, 3, and 4 are designated for Planned Industrial Use or General Commercial/Industrial Use. The Planned Industrial designation permits research and development, bio-tech, light industrial, flex, warehousing and related uses. The General Commercial/Industrial designation allows all retail, service, office, research and development and industrial uses. As stated above, garages are compatible in these zones, and warehouses are conditionally compatible in Safety Zones 2 and 3. Manufacturing requiring hazardous materials is conditionally compatible in Safety Zones 3 and 4. Retail is compatible in Safety Zones 3 and 4, and other commercial uses are conditionally compatible. Offices and retail are conditionally compatible in Safety Zone 2, and restaurants are not compatible. These uses are generally consistent with the compatibility criteria for Safety Zones 2, 3, and 4, although individual projects could require conditional review.

The safety compatibility criteria contained in the updated ALUCP do not conflict with the City of San Carlos' General Plan land use designations.

County of San Mateo

Properties along Harbor Boulevard, between Highway 101 to the east and the Caltrain right-of-way to the west, lie within unincorporated San Mateo County. These properties are located in Safety Zone 6 and are designated for General Industrial Use in the San Mateo County General Plan. The properties are currently developed with a mix of

warehousing, garage, and light industrial uses (San Mateo County, 2015). As stated above, manufacturing and commercial uses are compatible with Safety Zone 6 compatibility criteria.

The safety compatibility criteria contained in the updated ALUCP do not conflict with the County of San Mateo's General Plan land use designations.

Airspace Protection

There are six jurisdictions that fall within the San Carlos Airport Part 77 Airspace Protection Surfaces: the cities of Belmont, Foster City, Redwood City, San Carlos, and San Mateo, and Unincorporated San Mateo County. The discussion below analyzes whether the permitted building heights in these jurisdictions could result in construction of a structure or object that could penetrate any of the Part 77 airspace protection surfaces.

City of Belmont

The eastern portion of the City of Belmont—including downtown, Sterling Downs, McDougal, Central, and Homeview neighborhoods—are located below the Part 77 Conical Surface. Properties along Highway 101, as well as along El Camino Real, are located below the Horizontal Surface. A sliver of properties east of Highway 101 is located below the Approach Surface on the northwest side of the Airport.

Residential and commercial zoning districts allow for the construction of buildings with maximum heights between 28 and 50 feet. There are no height limits in City of Belmont manufacturing districts, but buildings constructed within 50 feet on an R District must conform to the R District height controls. In most of Belmont, these allowable building heights would not penetrate the Part 77 Conical Surface, Horizontal Surface, or Approach Surface. Western downtown Belmont and the McDougal neighborhood sit on higher terrain that extends southward into the City of San Carlos. In this area, the ground level penetrates the Part 77 Conical Surface. All new development taller than two stories or 30 feet in this region would be required to file Form 7460-1, *Notice of Proposed Construction or Alteration*, with the FAA. The filing requirement would also apply to a portion of the Central neighborhood to the northwest of the downtown area (Belmont, 2015).

The airspace protection policies contained in the updated ALUCP are compatible with the City of Belmont's land use height controls.

City of Foster City

The southernmost portion of the City of Foster City lies below the Conical Surface. According to the Foster City General Plan (last updated in 1999), this area of the City is designated for single-family residential, condominium residential, and apartment/neighborhood commercial uses (Foster City, 1999). Maximum building heights in residential use districts range from 25 feet to 45 feet above ground level, and

maximum building heights in standard commercial use districts range from 20 to 90 feet above ground level (Foster City, 2015). Structures adhering to these height limits would not penetrate the Conical Surface. The airspace protection policies contained in the updated ALUCP are compatible with the City of Foster City's land use height controls.

City of Redwood City

Areas of Redwood City east and immediately southeast of the Airport—below the Conical Surface, Horizontal Surface, Transitional Surface, and Approach Surface on the southeastern side of the Airport—are zoned for Tidal Plain Use. No structures within this area can exceed 30 feet above ground level. Moreover, given these areas are designated for either San Francisco Bay or Preservation Use in the General Plan, it is highly unlikely that future development in this area would be incompatible with the airspace protection policies in the updated ALUCP.

South of the Airport and west of Highway 101, a small portion of Redwood City lies beneath the Horizontal Surface. This area is designated for single-family homes (R-1, 28 feet maximum), Industrial Park (IP-T, 50 feet maximum), and Industrial Restricted (IR-T, 75 feet maximum). These uses would not penetrate the Part 77 Horizontal Surface.

Farther south and southeast of the Airport, a portion of Redwood City lies below the Conical Surface. This includes areas designated for Multi-Family Medium-Density housing (R-4, 45 feet maximum), Multi-Family High-Density housing (R-5, 100 feet maximum), Commercial Office (CO, 75 feet maximum), General Commercial (CG, 75 feet maximum), Industrial Park (IP, 50 feet maximum), Mixed-Use Corridor (MUC, 50 to 85 feet maximum), and Planned Community Development (within the North Market Street Specific Plan, maximum heights of 50 feet). None of these districts allow heights that would penetrate the Part 77 Conical Surface. Although large lots in R-5 Districts do not have maximum heights, these lots are not present beneath the Conical Surface (Redwood City, 2013). The Conical Surface extends over Downtown Redwood City, where maximum heights are set by the Downtown Precise Plan, which was adopted in January 2011. Buildings can be a maximum of 12 stories (up to 136 feet) in this area (Redwood City, 2011). These structures would not penetrate the Part 77 Conical Surface.

North, northeast, and northwest of the Airport, Redwood City lies below the Conical Surface, Horizontal Surface, the Approach Surface, and as the Transitional Surface. Properties below the Conical Surface and Horizontal Surface are zoned for Single-Family houses (R-1, 28 feet maximum), Duplexes (R-2, 28 feet maximum), Multi-Family Low-Density housing (R-3, 35 feet maximum) and Multi-Family Medium Density housing (R-4, 45 feet maximum), Central Business (CB, 100 feet maximum), Commercial Park (CP, 100 feet maximum), and Industrial Restricted (IR-T, 75 feet maximum). Buildings constructed to these standards would not penetrate the Conical or Horizontal Surface (Redwood City, 2013).

The properties beneath the Approach Surface are zoned for Commercial Park (CP, 100 feet maximum) and Industrial Restricted (IR, 75 feet maximum) use. Properties beneath

the Transitional Surface are also zoned for Commercial Park (CP, 100 feet maximum) use. Buildings constructed in Industrial Restricted zones would not penetrate the Approach Surface. However, up-to-100-foot buildings constructed within the Commercial Park zone could penetrate both the Approach Surface and the Transitional Surface (Redwood City, 2013).

As stated above in the Safety criteria analysis, properties immediately northwest of airport property are vacant open space, and they are designated for Preservation use in the Redwood City General Plan. Therefore, construction of commercial park uses on these properties would not be consistent with General Plan land use designations. The airspace protection policies contained in the updated ALUCP are compatible with the City of Redwood City's land use height controls.

City of San Carlos

The Airport lies within the boundaries of the City of San Carlos. City jurisdiction extends to the northwest, west, and southwest of the Airport. Together, the Conical and Horizontal Surfaces extend over more than half of the City. The Transitional and Approach Surfaces also extend over properties in close proximity to the Airport.

Almost every single City zoning district, on one property or another, lies beneath the Conical or Horizontal Surface (San Carlos, 2011a). The zoning ordinance permits the tallest buildings within the Industrial Professional (IP, 100 feet maximum) and Light Industrial (IL, 75 feet maximum) districts. Several other districts—including Residential Multifamily Medium Density (RM-59), Mixed Use (MU), Landmark Commercial (LC), General Commercial/Industrial (GCI), and Heavy Industrial (IH) permit maximum heights up to 50 feet (City of San Carlos, 2011b). At the lower elevations that comprise the eastern half of the City, buildings constructed to these standards would not penetrate the Conical or Horizontal Surface. West of downtown San Carlos, however, the ground level penetrates the Conical Surface and the Horizontal Surface. Approximately west of Elm Street, all new development within the City of San Carlos taller than 30 feet (2 stories) in height would be required to file Form 7460-1 with the FAA.

Properties in close proximity to the Airport are below the Transitional and Approach Surfaces. These properties lie within zoning districts with a 50-foot maximum height, including Airport (50 feet maximum, but in no case exceeding Airport Use Plan controls), General Commercial/Industrial (GCI), and Heavy Industrial (IH) districts. Some properties in close proximity to the Airport are also designated for Planned Development (PD-2 and PD-10). For a Planned Development to be approved, the subject site must be found to be physically suitable for the type and intensity of land use being proposed. Therefore, buildings adhering to the height controls of the San Carlos Zoning Ordinance generally would not penetrate the Transitional or Approach Surfaces.

It is noted that properties on the east side of Highway 101, between Redwood Shores Parkway to the northwest and Brittan Avenue to the southeast, are immediately adjacent to the Airport. These properties are designated for General Commercial/Industrial (GCI)

use, with a maximum height of 50 feet above ground level. All new development in this area that would result in buildings higher than 30 feet in elevation would be required to file Form 7460-1 with the FAA. The airspace protection policies contained in the updated ALUCP are compatible with the City of San Carlos' land use height controls.

City of San Mateo

The southeastern-most properties in the City of San Mateo lie below the Conical Surface. These properties are zoned for One-Family Dwellings (R1C), with a maximum height of 24 to 32 feet (City of San Mateo, 2010; 2015). Buildings constructed to this height would not penetrate the Conical Surface. The airspace protection policies contained in the updated ALUCP are compatible with the City of San Mateo's land use height controls.

County of San Mateo

Properties located in Unincorporated San Mateo County on either side of Harbor Boulevard, between the Caltrain right-of-way and Highway 101, lie beneath the Conical Surface and Horizontal Surface. These properties are zoned for General Commercial (C-2, 37 feet maximum) and Light Industrial (M-1, 75 feet maximum) (San Mateo County, 2012; 2015). Buildings constructed to these standards would not penetrate the Conical Surface or Horizontal Surface. The airspace protection policies contained in the updated ALUCP are compatible with the County's land use height controls.

Conclusion

As stated above, noise, safety, and airspace protection policies and criteria in the updated ALUCP are compatible with the land use controls of surrounding jurisdictions.

Development of properties in western portions of the cities of Belmont and San Carlos in areas where the ground penetrates the Part 77 airspace protection surfaces will be conditioned on filing Form 7460-1 with the FAA.

Any conflicts between the ALUCP and local general plans, specific plans, or zoning ordinances are considered less than significant under CEQA because state law requires that the applicable plans be updated to be consistent with the adopted ALUCP (California Government Code, Section 65302.3). In the event of an inconsistency, the general plan (or other local plan) must either be amended or go through the special process required to overrule the Airport Land Use Commission. Agencies taking prompt action to amend their plans to be consistent with the ALUCP would lessen environmental impacts associated with land use conflicts.

- c) The ALUCP would not conflict with a habitat conservation plan or natural community conservation plan. As stated above under "Biological Resources," any potential indirect effect that may arise is unlikely to affect biological resources because of the heavily urbanized development pattern within non-Refuge portions of the San Carlos Airport AIA. Moreover, the ALUCP is—by definition—restrictive of development, and therefore would not promote development that could conflict with a habitat conservation plan or natural community conservation plan. The ALUCP seeks to protect San Carlos Airport from further encroachment by incompatible uses, safeguard the public by protecting them

from adverse aircraft noise and avoiding an increase in the number of people exposed to aircraft noise and hazards, ensure that no structures or land uses adversely affect navigable airspace, and provide guidance to land use agencies on compatible land uses within the environs of the Airport. The impact would be less than significant.

References

City of Belmont, 2015, Belmont Parcel Viewer, web page: <http://www.belmont.gov/city-hall/community-development/community-development-map-gallery>, accessed March 7, 2015.

City of Foster City, General Plan Land Use Maps, available online: <http://www.fostercity.org/departmentsanddivisions/communitydevelopment/Features/upload/General-Plan-Maps-as-of-2014-09-25.pdf>, adopted 1999.

City of Foster City, Municipal Code, available online: <http://www.codepublishing.com/ca/fostercity/>, accessed March 8, 2015.

City of Redwood City, 2010. *Redwood City General Plan*. Adopted October 11, 2010.

City of Redwood City, 2011. *Downtown Precise Plan*. Adopted January 24, 2011.

City of Redwood City, Zoning Map, available online: <http://www.redwoodcity.org/phed/planning/pdf/ZoningMap.pdf>, 2013.

City of San Carlos, 2009. *San Carlos General Plan 2030*. Adopted October 12, 2009.

City of San Carlos, Zoning Map, available online: <file:///C:/Users/jrc/Downloads/Proposed%20Zoning%20Final%20Adopted%20With%20Parcels%20032012.pdf>, December 2011a.

City of San Carlos, Zoning Ordinance, available online: <http://www.codepublishing.com/CA/SanCarlos/html/SanCarlos18/SanCarlos18.html>, December 2011b.

City of San Mateo, Charter and Municipal Code, available online: <http://qcode.us/codes/sanmateo/>, accessed March 9, 2015.

City of San Mateo, 2010. *City of San Mateo General Plan*. Adopted October 18, 2010.

City of San Mateo, Zoning Map, available online, <http://www.cityofsanmateo.org/DocumentCenter/Home/View/578>, July 2010.

County of San Mateo, 2012. *San Mateo County Zoning Regulations*. December 2012.

County of San Mateo, GIS Portal, web page: <http://maps.smcgov.org/planning/>, accessed March 2015.

Mineral Resources

<i>Issues (and 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>
11. 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion

- a - b) The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not 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, or result in the loss of availability of a locally-important mineral resource recovery site. As such, the ALUCP would not directly impact the environment or result in any direct impacts to mineral resources. The proposed ALUCP would not increase the intensity of development allowed in any part of the San Carlos Airport AIA above the levels projected in the local jurisdictions' respective general plans, the environmental effects of which were already analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would lead to construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would indirectly cause significant impacts to mineral resources. Implementation of the ALUCP would not result in the displacement of existing housing, commercial, industrial, or public uses that would necessitate the construction of replacement housing, facilities, or infrastructure in other areas, and which could result in potentially significant impacts to mineral resources.

Implementation of the ALUCP may indirectly influence future land use development in the vicinity of San Carlos Airport by facilitating development in some locations and constraining development in other locations. The specific characteristics, timing, and location of any future development, and any indirect environmental effects of that development, are uncertain.

Any potential indirect effect that may arise is unlikely to impact mineral resources because of the heavily urbanized development pattern within the non-Refuge portions of the San Carlos Airport AIA, which limits the potential for new development, the limited scope of land use restrictions in the proposed ALUCP, and the minimal potential for shifts in development patterns. If future shifts in development indirectly result from

implementation of the ALUCP, those subsequent actions will be subject to project-level environmental review in compliance with CEQA.

Noise

<i>Issues (and 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>
12. NOISE — Would the project:				
a) Result in 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?	☐	☐	☒	☐
b) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☒	☐
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Discussion

- a) The noise elements of the Redwood City, Belmont, Foster City, and San Mateo general plans all consider the development of new housing and various noise-sensitive facilities as incompatible with noise levels above CNEL 70 dB. The San Mateo County General Plan Noise Element considers CNEL 60 dB as the maximum level to which new residential development should be exposed. The San Carlos General Plan Noise Element considers new residential development as compatible with noise levels below CNEL 60 dB and conditionally compatible with noise levels of CNEL 60 dB to CNEL 75 dB. This aspect of local general plans is consistent with noise compatibility policies and criteria contained in the updated ALUCP. As presented in Table 4-1 of this Initial Study, dwellings, schools, hospitals, nursing homes, religious facilities, retirement homes, community parks, campgrounds, nature exhibits, and zoos are considered incompatible with aircraft noise levels of CNEL 70 dB and higher.

The proposed ALUCP contains a more recent aircraft noise exposure forecast, with somewhat smaller (i.e., less geographically expansive) noise contours, than contained in the 1996 ALUCP. As discussed previously, the future (2035) CNEL 60 dB aircraft noise

contour encompasses land in the cities of San Carlos, Redwood City, and Belmont. Unincorporated San Mateo County and the cities of Foster City and San Mateo are located outside the CNEL 60 dB aircraft noise contour for San Carlos Airport and are exposed to aircraft noise levels below CNEL 60 dB. As discussed above in Land Use and Planning, noise compatibility maps, policies, and criteria contained in the updated ALUCP are consistent with planned land use designations contained in the general plans adopted by the cities of San Carlos, Redwood City, and Belmont.

- b - f) Airports are industrial uses and have the potential to create airport-related noise. Pursuant to the State Aeronautics Act, the ALUCP establishes the criteria by which the public's exposure to airport-related noise would be evaluated. These criteria are intended to reduce the public's exposure to noise by limiting residential densities and concentrations of people in locations near the Airport.

The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment, and does not include any changes in aircraft or airport operations that would generate additional noise. Moreover, the ALUCP would not result in the exposure of people to increased noise or vibration levels, and would not directly impact the environment or result in any direct impacts related to noise. The proposed ALUCP would reduce the potential number of future dwellings and other noise-sensitive uses within the Airport noise contours, which is an important objective of the State Aeronautics Act and State Noise Standards.² The proposed ALUCP would not increase the intensity of development allowed in any part of the San Carlos Airport AIA above the levels projected in the local jurisdictions' respective general plans, the environmental effects of which were already analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would lead to construction of housing, development of other types of land uses, or the expansion of any infrastructure, that would indirectly cause significant noise impacts. The ALUCP would not result in the displacement of existing housing, commercial, industrial, or public uses that would necessitate the construction of replacement housing, facilities, or infrastructure in other areas, and which could result in potentially significant impacts to mineral resources.

The ALUCP may indirectly influence future land use development in the vicinity of San Carlos Airport by facilitating development in some locations and constraining development in other locations. The specific characteristics, timing, and location of any future development, and any indirect environmental effects of that development, are uncertain. Any potential indirect effect that may arise is unlikely to impact noise because of the heavily urbanized development pattern within the non-Refuge portions of the San Carlos Airport AIA, which limits the potential for new development, the limited scope of land use restrictions in the proposed ALUCP, and the minimal potential for shifts in development patterns. If future shifts in development indirectly result from

² Public Utilities Code, §21670; Title 21, Subchapter 6, §5000.

implementation of the ALUCP, those subsequent actions will be subject to project-level environmental review in compliance with CEQA.

References

City of Belmont, 1982. *The General Plan Belmont California*. August 24, 1982.

City of Foster City, 1993. *General Plan*. Adopted May 1993.

City of Redwood City, 2010. *Redwood City General Plan*. Adopted October 11, 2010.

City of San Carlos, 2009. *San Carlos General Plan 2030*. Adopted October 12, 2009.

City of San Mateo, 2010. *City of San Mateo General Plan*. Adopted October 18, 2010.

County of San Mateo Planning and Building Department, 1986. *General Plan*. November 1986

Population and Housing

<i>Issues (and 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>
13. 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Discussion

- a) The ALUCP imposes limited restrictions on the development of certain land uses that are noise-sensitive and that would pose significant risks to public health, safety, and welfare in the event of an aircraft accident. Implementation of the ALUCP would not lead to expansion of areas designated for future residential development or involve any development of public infrastructure that could induce new development. Implementation of the ALUCP would not directly or indirectly induce population growth.
- b-c) Local cities' amendment of general plans and zoning ordinances to be compatible with the ALUCP would result in new housing being prohibited from areas within the CNEL 65 dB aircraft noise contour and within Safety Zones 1, 2, and 5. Housing Elements adopted by San Mateo County and the cities of San Carlos, Redwood City, Belmont, Foster City, and San Mateo do not propose construction of new housing within the CNEL 65 dB contour or in Safety Zones 1, 2, or 5. Similarly, planned land use designations contained in general plans adopted by these jurisdictions are consistent with the noise and safety compatibility policies contained in the updated ALUCP. Based on the displacement analysis described in Chapter 4 of this Initial Study, no reduction in the future housing supply within the San Carlos Airport AIA is anticipated as a result of implementation of the updated ALUCP. Implementation of the updated ALUCP will not displace existing housing units necessitating the construction of replacement housing elsewhere. Implementation of the ALUCP would not directly or indirectly displace substantial numbers of people in the future. Implementation of the ALUCP would not result in a reduction (or an increase) in the number of new dwelling units that could otherwise occur based on existing zoning classifications within the San Carlos Airport AIA or that are contemplated under the local jurisdictions' general plans.

The ALUCP may indirectly influence future land use development in the vicinity of San Carlos Airport by facilitating development in some locations and constraining

development in other locations. The specific characteristics, timing, and location of any future development, and any indirect environmental effects of that development, are uncertain. Any potential indirect effect that may arise is unlikely to impact population and housing because of the heavily urbanized development pattern within the non-Refuge portions of the San Carlos Airport AIA, which limits the potential for new development, the limited scope of land use restrictions in the proposed ALUCP, and the minimal potential for shifts in development patterns. If future shifts in development indirectly result from implementation of the ALUCP, those subsequent actions will be subject to project-level environmental review in compliance with CEQA.

Public Services

<i>Issues (and 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>
14. PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the 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 following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

Discussion

- a.i - v) The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, implementation of the ALUCP would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities and would not result in the need for new or physically altered public services. The proposed ALUCP would not increase the intensity of development allowed in any part of the San Carlos Airport AIA above levels projected in the local jurisdictions' respective general plans, the environmental effects of which were already analyzed in the certified general plan environmental documentation.

As discussed in Chapter 4, schools, hospitals, nursing homes, and places of public assembly would be incompatible within the CNEL 70 dB contour if the proposed ALUCP is adopted. Public safety facilities including police and fire stations would be allowed in areas exposed to aircraft noise of CNEL 70 – 75 dB. All structures would be incompatible in Safety Zone 1 and children's schools, large daycare facilities, hospitals, nursing homes, and correctional facilities would be incompatible within Safety Zones 2, 3, 4, and 5. Since the CNEL 70 dB and CNEL 75 dB noise contours are largely contained within the Airport property, it is unlikely that the noise policies in the updated ALUCP would impact public facilities or the provision of public services. Similarly, future development of public facilities within Safety Zones 1 and 2 is not anticipated.

The communities around San Carlos Airport are mature and almost fully developed. As such, the public facilities and community infrastructure needed to serve those communities are already in place. Any future needs for children's schools, public safety facilities, hospitals, nursing homes, and public safety areas would be dependent upon currently unanticipated shifts in population and demand.

Nothing in the ALUCP would lead to the construction of housing, development of other land uses, or the expansion of infrastructure, that would indirectly cause potentially significant impacts to public services. Implementation of the ALUCP would not result in the displacement of existing housing, commercial, industrial, or public uses that would necessitate the construction of replacement housing, facilities, or infrastructure in other areas, and which could result in potentially significant impacts to public services.

Implementation of the ALUCP may indirectly influence future land use development in the vicinity of San Carlos Airport by facilitating development in some locations and constraining development in other locations. The specific characteristics, timing, and location of any future development, and any indirect environmental effects of that development, are uncertain. Any potential indirect effect that may arise is unlikely to cause any new public service impacts because of the heavily urbanized development pattern within the non-Refuge portions of the San Carlos Airport AIA, which limits the potential for new development, and the limited scope of land use restrictions in the proposed ALUCP. If future shifts in development indirectly result from implementation of the ALUCP, those subsequent actions will be subject to project-level environmental review in compliance with CEQA.

Recreation

<i>Issues (and 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>
15. RECREATION — Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

Discussion

- a-b) The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the proposed ALUCP would not increase the use of existing neighborhood and regional parks or other recreational facilities and does not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, and, as such, would not directly impact the environment or result in any direct impacts to recreation. The proposed ALUCP would not increase the intensity of development allowed in any part of the San Carlos Airport AIA above the levels projected in the local jurisdictions' respective general plans, the environmental effects of which were already analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would lead to construction of housing or other development or the expansion of infrastructure that would indirectly cause significant impacts to recreation. The ALUCP would not result in the displacement of existing housing, commercial, industrial, or public uses that would necessitate the construction of replacement housing, facilities, or infrastructure in other areas, and which could result in potentially significant impacts to recreation.

The ALUCP may indirectly influence future development near San Carlos Airport by facilitating development in some locations and constraining development in other locations. The specific characteristics, timing, and location of any future development, and any indirect environmental effects of that development are uncertain. Any potential indirect effect that may arise is uncertain but is unlikely to cause any impacts to recreation because of the heavily urbanized development pattern within the non-Refuge portions of the AIA, which limits the potential for new development, and the limited scope of land use restrictions in the proposed ALUCP. If future shifts in development indirectly result from implementation of the ALUCP, those subsequent actions will be subject to project-level environmental review in compliance with CEQA.

Transportation and Traffic

<i>Issues (and 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>
16. TRANSPORTATION AND 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion

- a - f) The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not cause an increase in traffic, substantially increase design hazards, result in inadequate emergency access or parking capacity, or conflict with applicable alternative transportation plans. As such, the ALUCP would not directly impact the environment or result in any direct impacts related to traffic. The proposed ALUCP would not increase the intensity of development allowed in any part of the San Carlos Airport AIA above the levels projected in the local jurisdictions' respective general plans, the environmental effects of which were already analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would lead to construction of housing, development of other land uses, or the expansion of infrastructure, that would indirectly cause significant impacts to

traffic and transportation. The ALUCP would not result in the displacement of existing housing, commercial, industrial, or public uses that would necessitate the construction of replacement housing, facilities, or infrastructure in other areas, and which could result in potentially significant impacts to traffic and transportation.

Implementation of the ALUCP may indirectly influence future land use development in the vicinity of San Carlos Airport by facilitating development in some locations and constraining development in other locations. The specific characteristics, timing, and location of any future development, and any indirect environmental effects of that development, are uncertain. Any potential indirect effect that may arise is unlikely to cause any transportation or traffic impacts because of the heavily urbanized development pattern within the non-Refuge portions of the San Carlos Airport AIA, which limits the potential for new development, and the limited scope of land use restrictions in the proposed ALUCP. If future shifts in development indirectly result from implementation of the ALUCP, those subsequent actions will be subject to project-level environmental review in compliance with CEQA.

Utilities and Service Systems

<i>Issues (and 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>
17. UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

- a - g) The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the ALUCP would not result in the construction of new wastewater or stormwater facilities, and would not require additional water supplies, or wastewater or landfill capacity, and, as such, would not directly impact the environment or result in any direct impacts to utilities and service systems. The proposed ALUCP would not increase the intensity of development allowed in any part of the San Carlos Airport AIA above the levels projected in the local jurisdictions' respective general plans, the environmental effects of which were already analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would lead to construction of housing, development of other land uses, or the expansion of infrastructure, that would indirectly cause significant impacts to utilities and service systems. The ALUCP would not result in the displacement of existing housing, commercial, industrial, or public uses that would necessitate the

construction of replacement housing, facilities, or infrastructure in other areas, and which could result in potentially significant impacts to utilities and service systems.

Implementation of the ALUCP may indirectly influence future land use development in the vicinity of San Carlos Airport by facilitating development in some locations and constraining development in other locations. The specific characteristics, timing, and location of any future development, and any indirect environmental effects of that development, are uncertain. Any potential indirect effect that may arise is unlikely to cause any new impacts to utilities and service systems because of the heavily urbanized development pattern within the non-Refuge portions of the San Carlos Airport AIA, which limits the potential for new development, and the limited scope of land use restrictions in the proposed ALUCP. If future shifts in development indirectly result from implementation of the ALUCP, those subsequent actions will be subject to project-level environmental review in compliance with CEQA.

Mandatory Findings of Significance

<i>Issues (and 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>
18. MANDATORY FINDINGS OF SIGNIFICANCE — Would the project:				
a) 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?	☐	☐	☒	☐
b) 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)?	☐	☐	☒	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

- a - c) The ALUCP does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, implementation of the ALUCP does not 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; have impacts that individually limited, but cumulatively considerable; or have environmental effects which will cause substantial adverse effects on human beings. As such, implementation of the ALUCP would not directly impact the environment. The proposed ALUCP would not increase the intensity of development allowed in any part of the San Carlos Airport AIA above levels projected in the local jurisdictions' respective general plans, the environmental effects of which were already analyzed in the certified general plan environmental documentation.

Nothing in the ALUCP would lead to construction of housing, development of other land uses, or the expansion of infrastructure, that would indirectly cause significant impacts to wildlife, their habitats, important examples of California history, or human beings.

Implementation of the ALUCP would not result in the displacement of existing housing,

commercial, industrial, or public uses that would necessitate the construction of replacement housing, facilities, or infrastructure in other areas, and which could result in potentially significant impacts to wildlife, their habitats, important examples of California history, or human beings.

Implementation of the ALUCP may indirectly influence future land use development in the vicinity of San Carlos Airport by facilitating development in some locations and constraining development in other locations. The specific characteristics, timing, and location of any future development, and any indirect environmental effects of that development, are uncertain. Any potential indirect effect that may arise is unlikely to cause any new impacts because of the heavily urbanized development pattern within the non-Refuge portions of the San Carlos Airport AIA, which limits the potential for new development, and the limited scope of land use restrictions in the proposed ALUCP. If future shifts in development indirectly result from implementation of the ALUCP, those subsequent actions will be subject to further project-level environmental review in compliance with CEQA.

Moreover, because the ALUCP is regulatory in nature and will not result in any new development, construction, or physical changes to existing land uses or the environment, it would not create cumulatively significant environmental impacts. Indeed, the ALUCP is designed to avoid certain noise and safety impacts that might otherwise be cumulatively significant.

CHAPTER 6

Determination (To be completed by Lead Agency)

On the basis of this Initial Study:

- ☒ 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 revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact 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. 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, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Signature

Date

Printed Name

For

CHAPTER 7

List of Preparers

ESA Airports provided consulting services for this Initial Study. Authors of the Initial Study were:

- Adrian Jones, Director
- Jonathan Carey, Managing Associate
- Christina Toms, Managing Associate