

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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AIRPORT LAND USE COMMITTEE (ALUC) AGENDA

Date: January 26, 2023
Time: 4:30 p.m.

Please note that on September 16, 2021, the Governor signed AB 361, which amended certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings remotely via telephonically or by other electronic means under specified circumstances. Thus, pursuant to Government Code section 54953(e), C/CAG Committee meetings will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below:

Join Zoom Meeting

<https://us02web.zoom.us/j/82978119215?pwd=Vzh5dGI1NIBDSC9SZ2d3SUpxMno3UT09>

Meeting ID: 829 7811 9215

Passcode: 861784

Join by Phone:

(699) 900-6833

Meeting ID: 829 7811 9215

Passcode: 861784

Find your local number: <https://us02web.zoom.us/u/kcFBIFV97G>

Persons who wish to address the ALUC Committee on an item to be considered at this meeting, or on items not on this agenda, are asked to submit written comments to kkalkin@smcgov.org. Oral comments will also be accepted during the meeting through Zoom. Please see instructions for written and oral public comments at the end of this agenda.

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|--|--|
| 1. Call to Order/Roll Call | Action
(O'Connell) |
| 2. Brief Overview of Teleconference Meeting Procedures | Information
(Kalkin) |
| 3. Public Comment on Items not on the Agenda | Limited to 2
minutes per
speaker |

4. Approval of Minutes – October 27, 2022	Action (O’Connell)	Page 1
5. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Town of Colma Draft 2023-2031 Housing Element.	Action (Kalkin)	Page 5
6. San Carlos Airport Land Use Compatibility Plan Consistency Review – City of San Carlos Focused General Plan Update (2023-2031 Housing Element and related General Plan Amendments).	Action (Kalkin)	Page 15
7. San Carlos Airport Land Use Compatibility Plan Consistency Review - Redwood City Focused General Plan Update (2023-2031 Housing Element and related General Plan Amendments).	Action (Kalkin)	Page 33
8. Election of ALUC Officers for Calendar Year 2023	Action (Kalkin)	Page 58
9. Review and Approval of Meeting Calendar for 2023	Action (Kalkin)	Page 59
10. Member Comments/Announcements		
11. Items from Staff	Information (Kalkin)	
12. Adjournment – <i>Next regular meeting – Feb. 23, 2023</i>		

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

If you have any questions regarding the C/CAG Airport Land Use Committee Meeting Agenda, please contact Susy Kalkin at kkalkin@smcgov.org .

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PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Courtyard, 555 County Center, Redwood City, CA, and on C/CAG’s website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records

are also available on C/CAG's website at: <http://www.ccag.ca.gov>. Please note that C/CAG's office is temporarily closed to the public; please contact Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

PUBLIC PARTICIPATION DURING VIDEOCONFERENCE MEETINGS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Written comments should be emailed to kkalkin@smcgov.org
2. The email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. If your emailed comments are received at least 2 hours prior to the meeting, they will be provided to the ALUC Committee members, made publicly available on the C/CAG website along with the agenda, but will not be read aloud by staff during the meeting. We cannot guarantee that comments received less than 2 hours before the meeting will be distributed to the Committee members, but they will be included in the administrative record of the meeting.

Oral comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The ALUC Committee meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the C/CAG staff member or ALUC Committee Chair call for the item on which you wish to speak, click on "raise hand." The C/CAG staff member will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak.
5. When called, please limit your remarks to the two-minute time limit.

Airport Land Use Committee (ALUC)

Meeting Minutes

October 27, 2022

1. Call to Order/Roll Call

Chair O'Connell called the meeting to order at 4:30 pm. via the Zoom platform. The attendance sheet is attached.

2. Brief Overview of Teleconference Meeting Procedures

C/CAG staff gave an overview of the meeting protocols being implemented due to COVID-19, noting the meeting is being conducted as a Zoom online meeting pursuant to the provisions of AB 361.

3. Public Comment on items not on the Agenda

None

4. Minutes of the September 22, 2022 Meeting

Motion: Member Nagales moved, and Vice-Chair Oliva seconded, approval of the September 22, 2022 minutes. Motion carried (8-0-0) by the following roll call vote: AYE - Members DiGiovanni, Howard, Hamilton, Slocum, Nagales, Ford, Vice-Chair Oliva and Chair O'Connell. NO – none. ABSTAIN – none.

5. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Millbrae Zoning Code and Zoning Map Update.

Susy Kalkin, C/CAG staff, presented the staff report.

Committee member Ford requested clarification about future construction on school properties that are located within safety zones and how that process would work. Staff responded that school districts are subject to compliance with the ALUCP, so proposed construction would need to be reviewed by the ALUC for a consistency determination. Vice-Chair Oliva asked whether the proposed modifications included in the agenda report had been discussed with Millbrae staff, and staff confirmed that they had.

Motion: Member Howard moved, and Member Hamilton seconded, approval of the staff recommendation, including the added condition to include airport land use compatibility consistency language in the MSASP Zone District. Motion carried (8-0-0) by the following roll call vote: AYE - Members DiGiovanni, Howard, Hamilton, Slocum, Nagales, Ford, Vice-Chair Oliva and Chair O'Connell. NO – none. ABSTAIN – none.

6. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – City of San Bruno Draft 2023-2031 Housing Element (Public Review Draft, May 2022).

Susy Kalkin, C/CAG staff, presented the staff report.

Member Ford noted her concurrence with the comment letter from SFO staff that was included in the packet which argued strongly against construction of high-density housing on the Tanforan site. She questioned staff about the State housing mandate and whether it accounted for the area being directly under a major departure route from SFO. Staff noted that the State provides the regional housing needs determination (RHNA) to the local jurisdiction, and the jurisdiction is then tasked with determining where the units can be accommodated. Member Hamilton provided additional context noting that ABAG, in early work on the RHNA update, identified Tanforan Mall as an opportunity site for redevelopment, suggesting that up to 7,000 housing units could be built on the site, and that determination ultimately informed the RHNA number that was assigned to San Bruno. He further noted that ABAG and HCD did not consider airport noise at all in compilation of their “suitable site inventory”. Other members noted similar concerns with HCD’s suitable site determinations and dismissal of significant local constraints.

Member Nagales asked about whether there was a timeframe for update of the noise contours in the ALUCP, believing them to be 10 or more years old. Staff confirmed they are 10+ years old but are intended as long-range projections which would typically be updated when something changes at the airport, such as with a Master Plan update. Chair O’Connell added that she and others on the ALUC also sit on the SFO Roundtable, and they receive frequent reporting on the noise contours which have shown them to still be relevant.

Motion: Member Ford moved, and Vice-Chair Oliva seconded, approval of the staff recommendation finding the item inconsistent with the SFO ALUCP. Motion carried (8-0-0) by the following roll call vote: AYE - Members DiGiovanni, Howard, Hamilton, Slocum, Nagales, Ford, Vice-Chair Oliva and Chair O’Connell. NO – none. ABSTAIN – none.

7. Member Comments/Announcements

Vice-Chair Oliva thanked everyone for their work on this Committee and noted that this was her last ALUC meeting since she would be leaving the Millbrae City Council after this term.

8. Items from Staff

Susy Kalkin, C/CAG staff noted that late last month the City of Millbrae notified the C/CAG Board of its intent to consider an override of the ALUC determination finding proposed amendments of the Millbrae Station Area Specific Plan to allow biosafety hazard level 2 use within Safety Compatibility Zone 2 inconsistent with the SFO ALUCP.

Sean Charpentier, C/CAG Executive Director, notified the Committee of the Governor’s intent to lift the state of emergency at the end of February 2023, which will result in a need to return to in-person meetings beginning in March 2023. He further explained efforts to continue with a hybrid format to allow remote public participation, and clarified there will

be a limited ability for Board members to participate remotely, noting an in-person quorum would be required.

9. Adjournment

The Chair adjourned the meeting at 5:10 pm.

DRAFT

2022 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Feb	Mar	Apr	June	July	Aug	Sept	Oct
Terry O'Connell	Brisbane	X	X	X	X	X	X	X	X
Ricardo Ortiz	Burlingame			X	X	X	X	X	
Pamela DiGiovanni	Daly City		X	X		X	X		X
Patrick Sullivan	Foster City			X	X		X arrived 4:32		
Robert Brownstone	Half Moon Bay			X					
Anne Oliva	Millbrae	X	X	X	X	X	X		X
Diane Howard	Redwood City	X	X	X	X		X		X
Tom Hamilton	San Bruno	X	Y	Y	X	X	X	Y	X
Adam Rak	San Carlos			X	X	X	X	X	
Warren Slocum	San Mateo County & Aviation Rep.					X arrived 4:39		X	X
Mark Nagales	South San Francisco	X	X	X	X	X	Y	X	X
Carol Ford	Aviation Representative	X	X	X	X	X	X	X	X
Dave Williams	HMB Airport Pilots Assn	X	X	X	X	X	X	X	

X – Committee Member Attended

Y – Designated Alternate Attended

Staff and guests in attendance for the October 27, 2022, meeting: Susy Kalkin and Sean Charpentier, C/CAG staff; Gretchen Kelly, San Carlos Airport Manager; Darcy Smith, Michael Laughlin, and Michael Smith, San Bruno staff; M. Byrne, Hayden Anderson and Trisha Ortiz

C/CAG AGENDA REPORT

Date: January 26, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Land Use Compatibility Plan Consistency Review – Town of Colma Draft 2023-2031 Housing Element

(For further information or response to questions, contact Susy Kalkin – kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the Town of Colma Draft 2023-2031 Housing Element Update (Draft Housing Element) is consistent with the policies of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

BACKGROUND

The Town of Colma has referred its Draft Housing Element to C/CAG, acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the SFO ALUCP. The Draft Housing Element is subject to Airport Land Use Committee / Board review, pursuant to California Public Utilities Code (PUC) Section 21676(b), since the entire community is located within Airport Influence Area B (AIA B), the Project Referral Area, for San Francisco International Airport.

The Draft Housing Element identifies goals, policies, and programs to address existing and projected housing needs and includes a list of housing opportunity sites. The Regional Housing Needs Allocation (RHNA) is the share of the Regional Housing Needs Determination assigned to each jurisdiction by the Association of Bay Area Governments (ABAG). In December 2021, ABAG adopted a Final RHNA Methodology, which was approved by the California Department of Housing and Community Development in January 2022. The proposed RHNA for the Town of Colma for this planning cycle is 202 units.

The Draft Housing Element includes an inventory of five housing opportunity sites identified for development or redevelopment of mixed-use or residential projects, with a combined development potential for 255 units, that would be counted towards Colma's RHNA obligation. **Attachment 1** shows the proposed housing opportunity sites.

DISCUSSION

I. SFO ALUCP Consistency Evaluation

Three airport / land use compatibility factors are addressed in the SFO ALUCP that relate to the proposed general plan housing element amendment. These include policies for: (a) noise

compatibility, (b) safety compatibility, and (c) airspace compatibility. The following sections address each factor.

(a) Noise Compatibility

The CNEL 65 dB aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. In accordance with SFO Noise Policy NP-1, SFO ALUCP Exhibit IV-5, **Attachment 2**, depicts the noise compatibility zones within which the noise compatibility policies of the ALUCP apply. As shown, the Town of Colma lies entirely outside of the aircraft noise compatibility zones, so the Draft Housing Element is not impacted by these policies and is therefore consistent.

(b) Safety Compatibility

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on SFO ALUCP Exhibit IV-3, **Attachment 3**, the Safety Zones do not extend into the Town of Colma, and accordingly the Safety Compatibility policies do not apply to developments in this jurisdiction. Therefore, the Draft Housing Element is consistent with the SFO ALUCP safety policies.

(c) Airspace Compatibility

The SFO ALUCP airspace policies establish maximum heights for the compatibility of new structures. The policies also stipulate the need for compliance with federal regulations requiring notification of the Federal Aviation Administration of certain proposed construction or alterations of structures.

Because the Draft Housing Element is a policy document and not a specific development proposal, the airspace compatibility policies of the SFO ALUCP do not directly apply. Consistency with the airspace compatibility policies would be required for future development proposals stemming from the Draft Housing Element. SFO ALUCP Airspace Policy AP-3 states that in order to be consistent, the maximum height of a structure must be the lower of (1) the height shown on the critical aeronautical surfaces map (Exhibits IV-17 & IV 18), or (2) the maximum height determined by the FAA not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

The housing opportunity sites are depicted on **Attachment 1**, and all generally lie along or near El Camino Real. Maximum heights are generally 36 ft. for residentially zoned properties, with allowances on the Kohl’s site (corner of Serramonte Boulevard and El Camino Real) of up to 72 feet. As shown on SFO ALUCP Exhibit IV-17, **Attachment 4**, the critical airspace in this area ranges (south to north) from approximately 375 ft above mean sea level (AMSL) to about 450 ft AMSL, and the corresponding ground elevations range from about 110 ft. to 150 ft. Accordingly, new structures of the heights contemplated in the Town of Colma’s zoning and general plan would not conflict with the critical aeronautical surfaces. Additionally, the Safety Element of Colma’s General Plan stipulates that development must be in compliance with ALUC maximum height standards, and includes the following policies:

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review –Colma Draft Housing Element

Date: January 26, 2023

Page 3

- CS-9-1: ALUC Plan. Require development within the Airport Influence Area B, designated in the Airport Land Use Compatibility (ALUC) Plan of the San Francisco International Airport, to comply with all applicable federal and State laws with respect to land use safety and airspace protection criteria.
- CS-9-2: Airport Land Use Commission Review. Require that all future land use actions and/or associated development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the ALUC Plan for the environs of San Francisco International Airport.

Adherence to these policies will ensure that future development envisioned in the Housing Element will be consistent with the Airspace Protection policies of the SFO ALUCP.

ATTACHMENTS

1. Application Materials including Housing Opportunity Sites
2. SFO ALUCP Exhibit IV-5 – Noise Contours
3. SFO ALUCP Exhibit IV-3 – AIA B, including Safety Contours
4. SFO ALUCP Exhibit IV-17 – Critical Aeronautic Surfaces

The following attachment is available to download on the C/CAG website (See January 2023 “Additional Agenda Materials”) at: <https://ccag.ca.gov/committees/airport-land-use-committee/>

5. Draft Housing Element, Town of Colma, 2023-2031



APPLICATION FOR LAND USE CONSISTENCY DETERMINATION
San Mateo County Airport Land Use Commission
C/CAG ALUC

APPLICANT INFORMATION

Agency: Town of Colma

Project Name: 2023-2031 Housing Element

Address: 1198 El Camino Real

APN: 008-392-320

City: Colma

State: CA

ZIP Code: 94014

Staff Contact: Alvin Jen

Phone: 650-997-8314

Email: ajen@colma.ca.gov

PROJECT DESCRIPTION

The Town of Colma is submitting its 2023-2031 Draft Housing Element to the Airport Land Use Committee for Land Use Consistency Determination.

REQUIRED PROJECT INFORMATION

For General Plan, Specific Plan or Zoning Amendments and Development Projects:

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
 - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.
 - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.
 - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
 - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.
 - c) Airspace Protection:
 - Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

2. Real Estate Disclosure requirements related to airport proximity
3. Any related environmental documentation (electronic copy preferred)
4. Other documentation as may be required (ex. related staff reports, etc.)

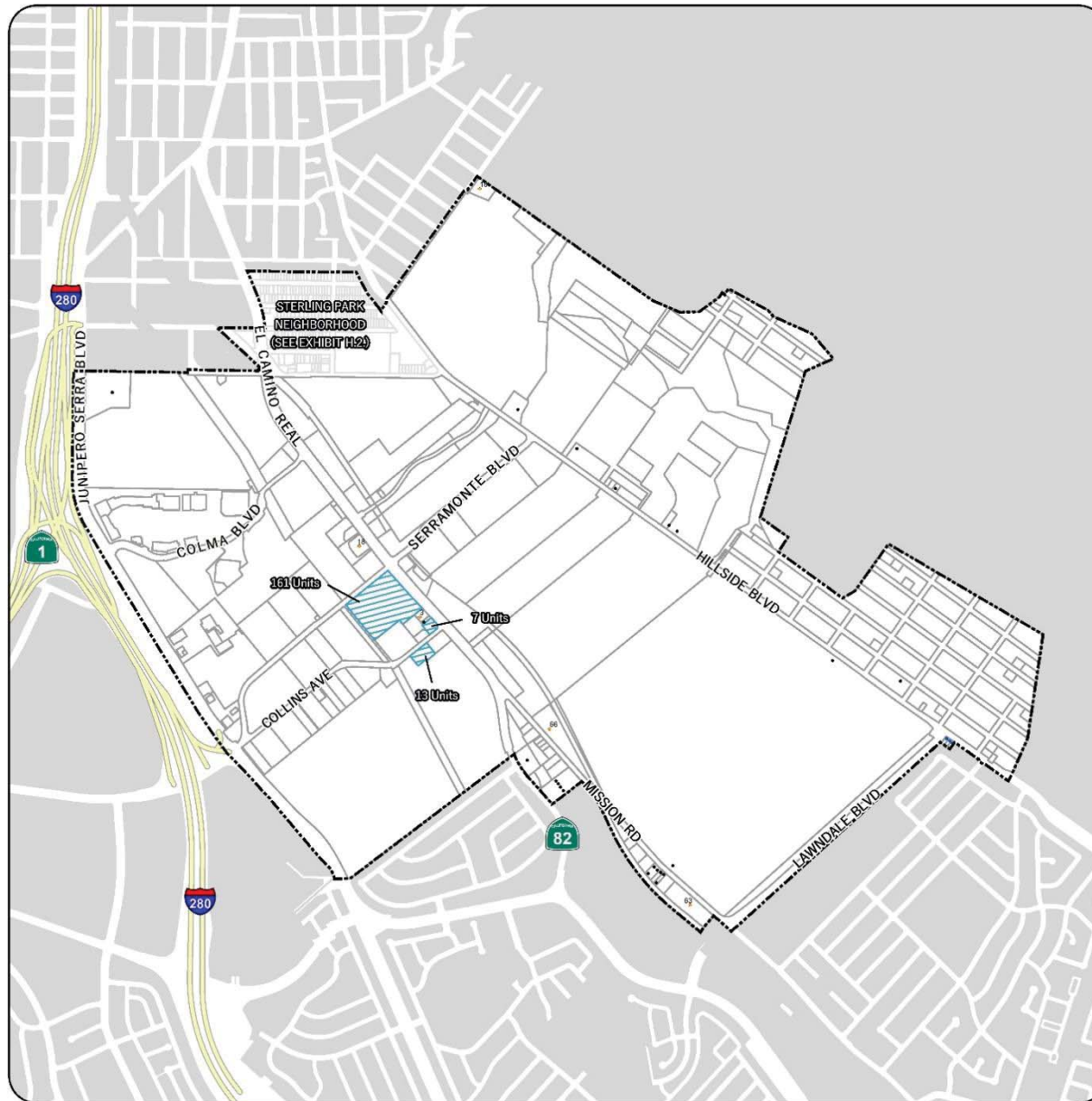
Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site
3. Building heights relative to mean sea level (MSL)

ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>





Please contact C/CAG staff at 650 599-1467 with any questions.

For C/CAG Staff Use Only	
Date Application Received	
Date Application Deemed Complete	
Tentative Hearing Dates:	
-	Airport Land Use Committee
-	C/CAG ALUC



Town of Colma

Figure H.1.
Housing Sites

-  Town Limits
-  Multiple Units
-  Duplex Unit
-  Single Unit

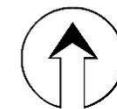
Development Potential

-  Developable Site

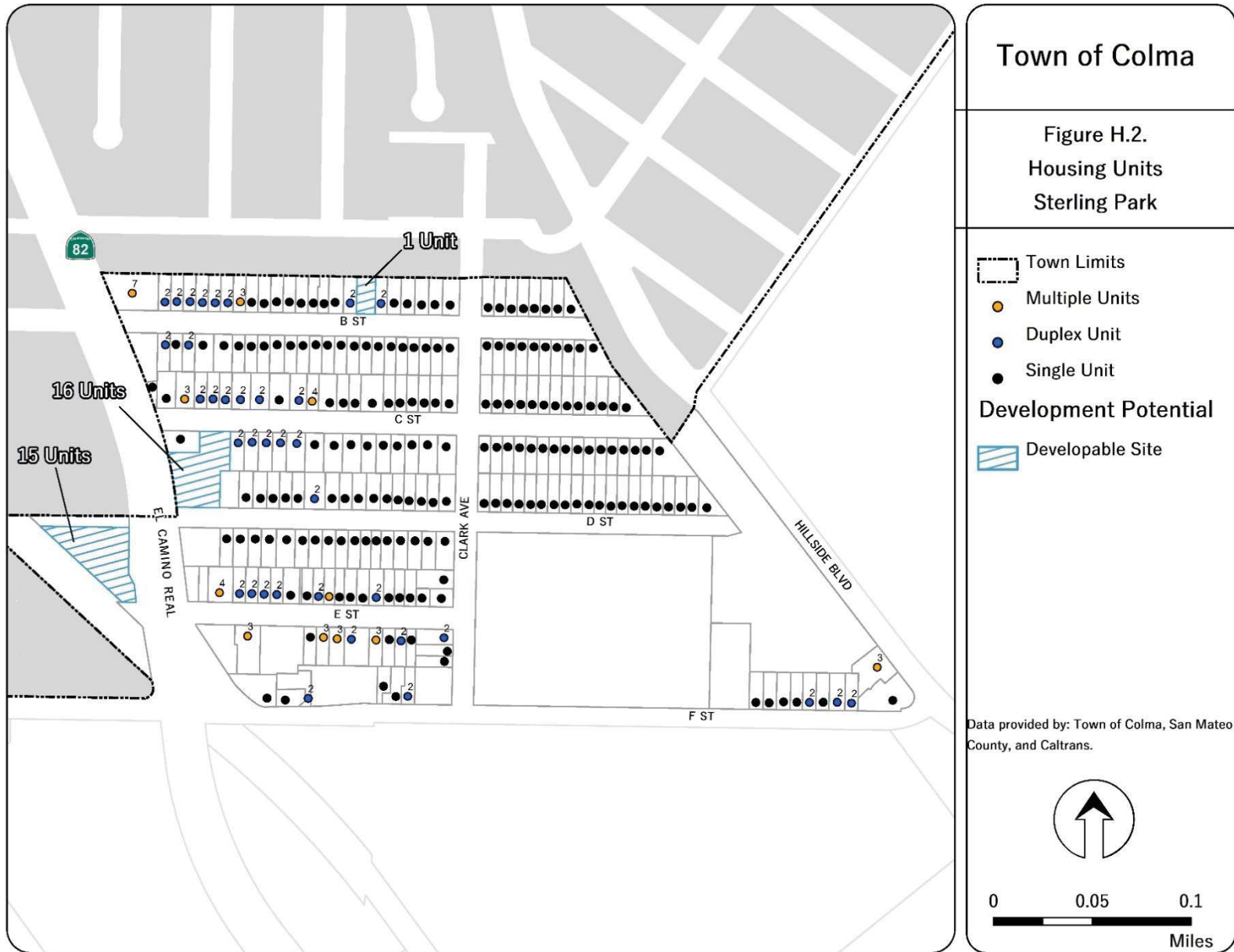
32 Units Sterling Park
(See Figure H.2.)

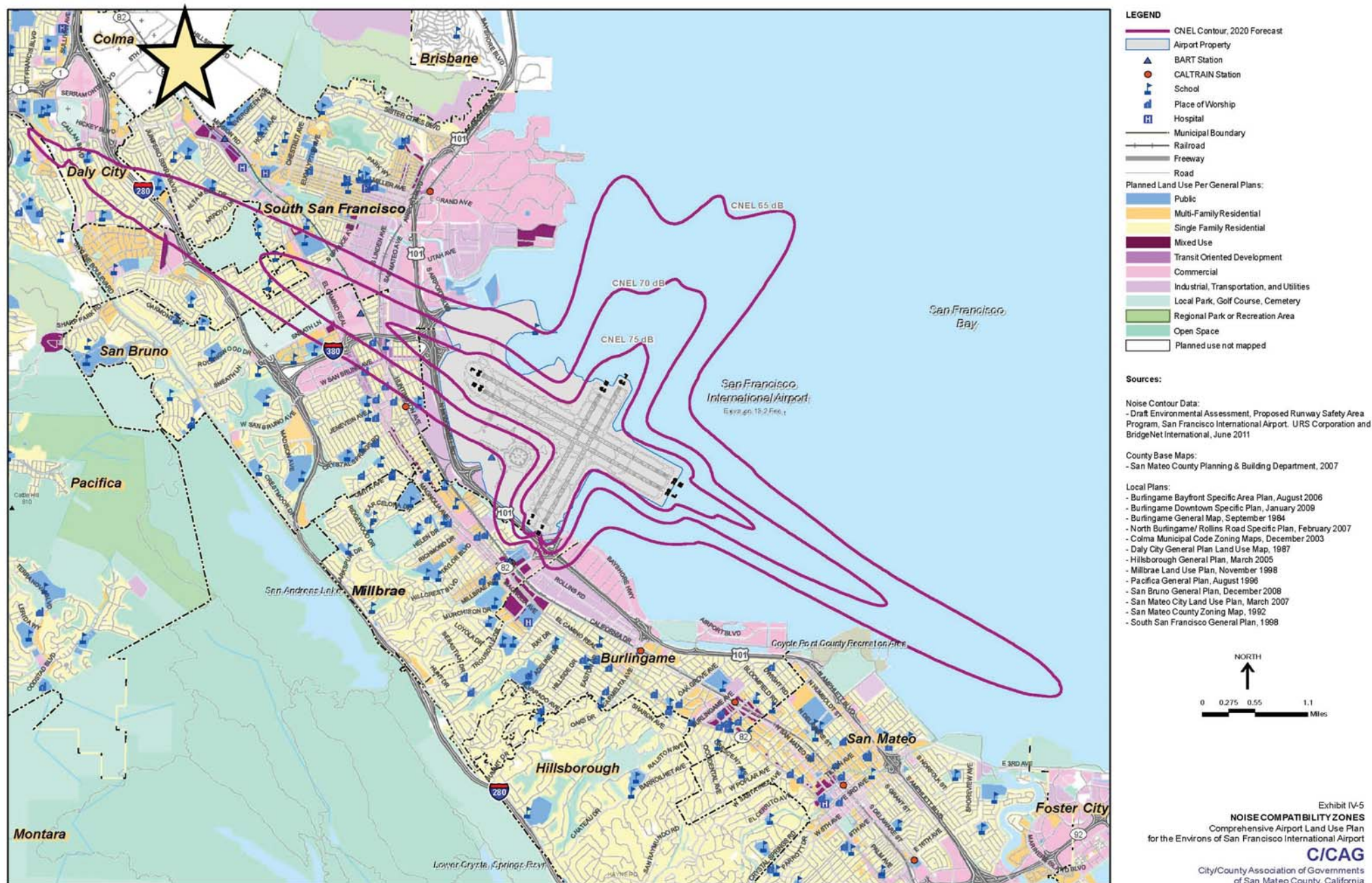
224 Units El Camino Real

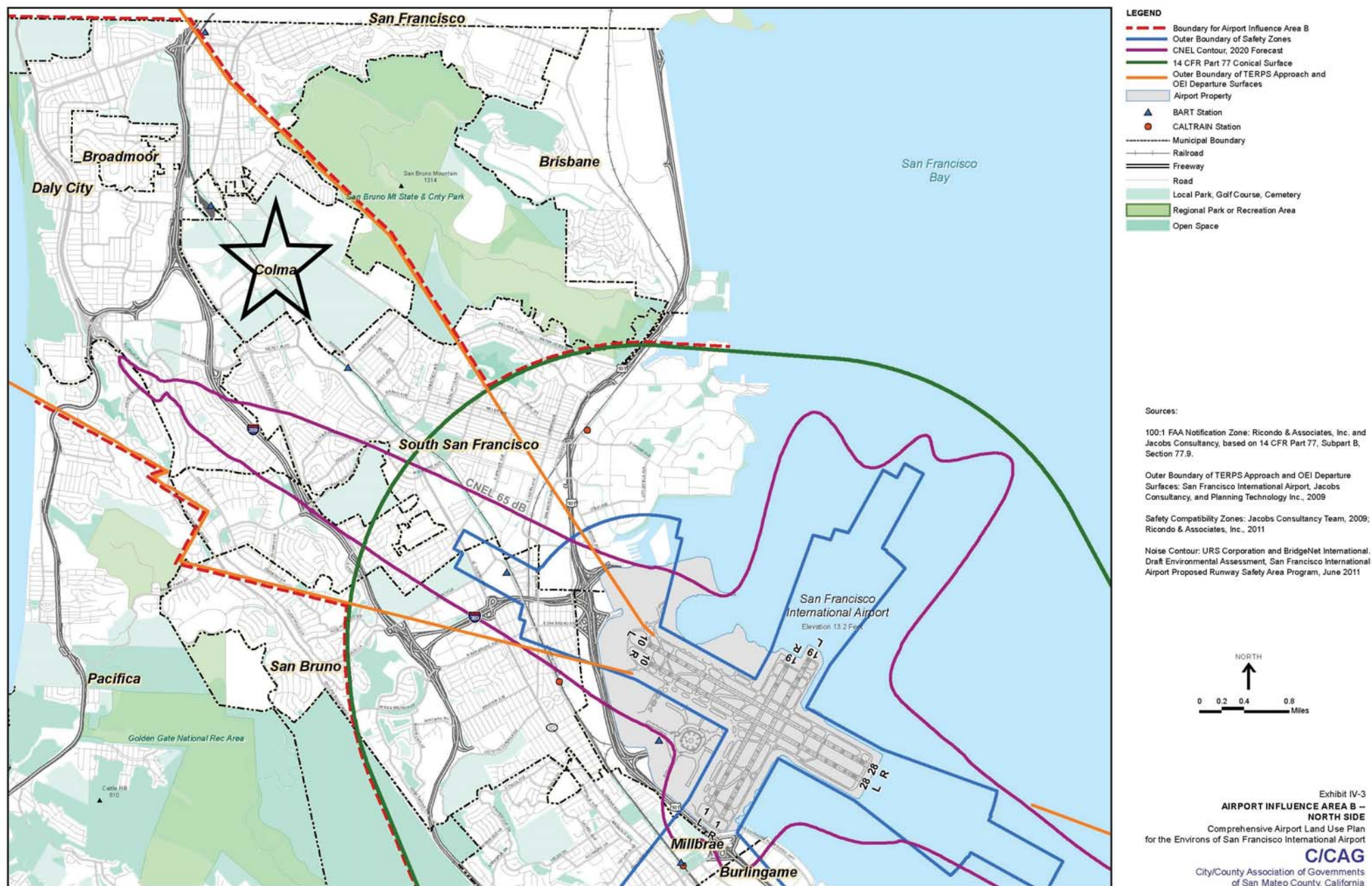
Data provided by: Town of Colma, San Mateo County, and Caltrans.

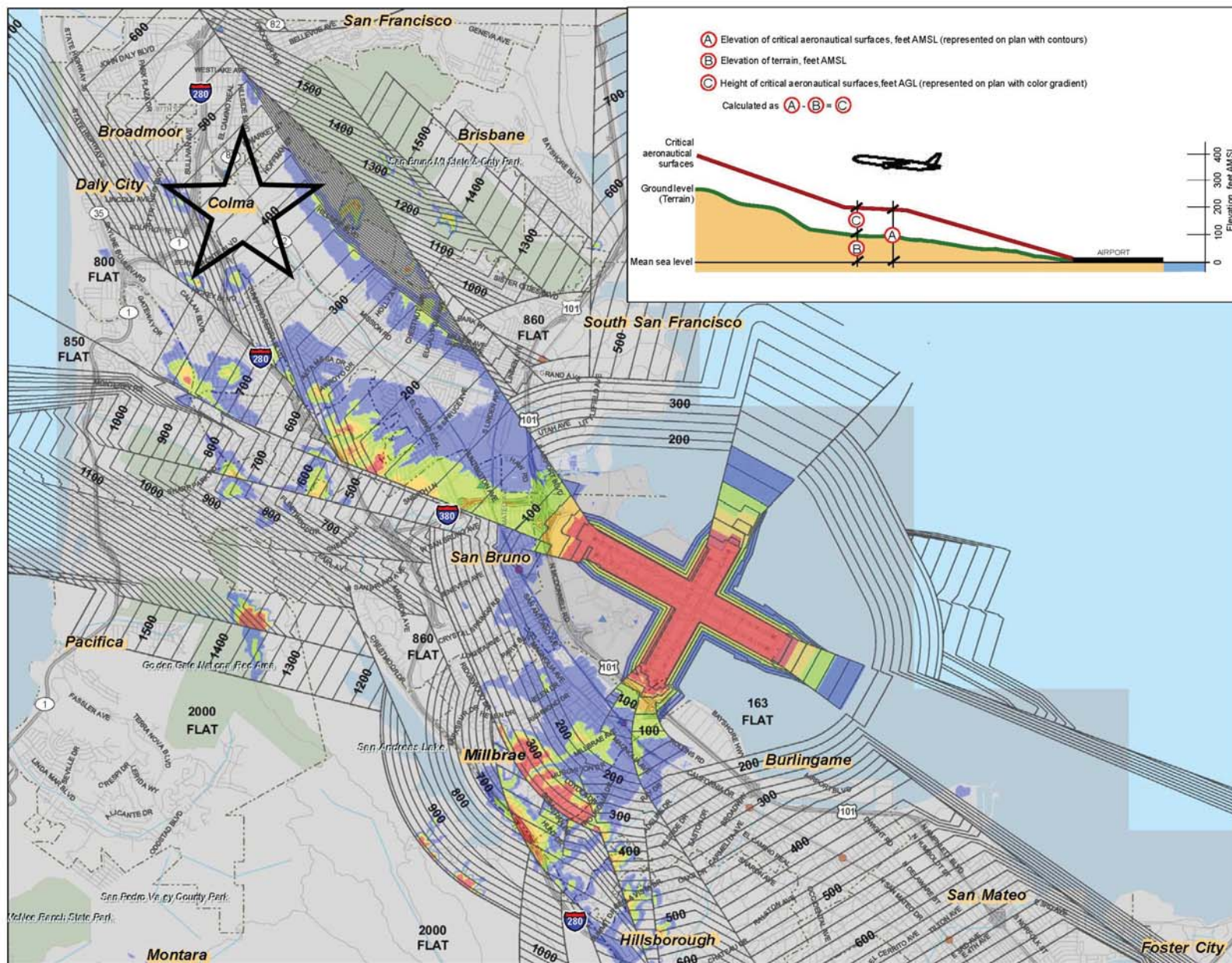


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C/CAG AGENDA REPORT

Date: January 26, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – City of San Carlos Focused General Plan Update (2023-2031 Housing Element and related General Plan Amendments).

(For further information please contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the San Mateo County Airport Land Use Commission, determine that the City of San Carlos Focused General Plan Update Project is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport, subject to the following conditions:

- Prior to adoption, the draft San Carlos Noise Element shall be amended as follows:
 - Update the ‘Airport’ discussion in the San Carlos Noise Element Update to replace references of the 1996 CLUP with relevant data from and maps from the San Carlos Comprehensive Airport Land Use Compatibility Plan, adopted 2015.
 - Amend Policy NOI-1.1 to include reference to the current San Carlos ALUCP Noise Policies
 - Update Policy NOI-1.13 to note that an avigation easement is required for new residential use in areas within the CNEL 60 dB (or higher) airport noise contour.
- Prior to adoption, the draft San Carlos Public Services Element shall be amended as follows (modified language shown in ~~strikeout~~/underline):
 - Amend Policy ESPS -6.1: Maintain land use and development in the vicinity of San Carlos Airport that are consistent with the relevant airport/land use compatibility criteria and guidelines contained in the adopted Airport/Land Use Compatibility Plan for the environs of San Carlos Airport, including noise, safety, ~~height~~ airspace protection, ~~and~~ avigation easement, and overflight notification requirements.
- Prior to adoption, the draft San Carlos Housing Element shall be amended as follows (modified language shown in underline):
 - Action HOU-5.3: Amend the Zoning Ordinance to allow group homes with seven or more residents as a permitted use in all zones that allow multi-unit or single-unit dwellings, except in areas where this conflicts with the San Carlos Airport Land Use Plan.

BACKGROUND

Project Description

The City of San Carlos has referred its Focused General Plan Update (Amendments) to C/CAG acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP). These land use policies are subject to Airport Land Use Committee / Board review, pursuant to California Public Utilities Code (PUC) Section 21676(b).

The San Carlos Focused General Plan Update Project consists of the following:

1. Housing Element Update for the 2023-2031 Planning Period (6th Cycle RHNA)
2. Associated Updates to the Land Use Element
3. Required Updates to the Community Safety and Services Element (as required by State law, concurrent with Housing Element Update cycle)
4. Minor amendments to the Circulation, Environmental Management and Noise Elements

The Draft Housing Element identifies goals, policies, and programs to address existing and projected housing needs and includes a list of housing opportunity sites. The Regional Housing Needs Allocation (RHNA) is the share of the Regional Housing Needs Determination assigned to each jurisdiction by the Association of Bay Area Governments (ABAG). In December 2021, ABAG adopted a Final RHNA Methodology, which was approved by the California Department of Housing and Community Development in January 2022. The RHNA for San Carlos for this cycle is 2,735 units.

San Carlos has identified a range of potential housing project types to meet its RHNA requirements including:

Project Type	Unit count
Approved/Proposed Projects	352
Projected Accessory Dwelling Units (ADUs)	203
Vacant/Underutilized Residential Sites	368
Vacant/Underutilized Mixed-Use Sites	2602
Total	3525

DISCUSSION

I. San Carlos ALUCP Consistency Evaluation

Four airport / land use compatibility factors are addressed in the San Carlos ALUCP that relate to the proposed Amendments. These include policies for: (a) noise compatibility, (b) safety compatibility, (c) airspace compatibility, and (d) overflight compatibility. The following sections address each factor.

a) Noise Compatibility

The Aircraft Noise Contours are depicted on San Carlos ALUCP Exhibit 4-2, **Attachment 2**. Pursuant to San Carlos ALUCP Noise Policy 1, the CNEL 60 dB contour defines the noise impact area of the Airport. All land uses located outside of this contour are deemed consistent with the noise compatibility policies of the ALUCP. As shown on the Exhibit, the westerly boundary of the CNEL 60 dB contour runs generally along the east side of Industrial Road.

Housing Element and Land Use Element

As shown on **Attachment 1a**, all of the proposed housing opportunity sites lie well to the west of the CNEL 60 dB contour and so therefore the potential development sites identified in the Housing Element are consistent with the Noise Compatibility policies of the San Carlos ALUCP. Additionally, as shown on **Attachment 1b**, the land use element identifies a number of residential, commercial and mixed-use areas that will be modified to increase residential densities, none of which is located within a noise compatible zone. Accordingly, these density amendments are consistent with the Noise Compatibility policies of the ALUCP.

Noise Element

The 'Airport' discussion in the San Carlos Noise Element Update currently references the 1996 CLUP and should be updated to include relevant data from and maps from the San Carlos Comprehensive Airport Land Use Compatibility Plan, adopted 2015. Additionally, the Noise Element should update the following policies:

- Policy NOI-1.1 should be amended to include reference to the current San Carlos ALUCP Noise Policies
- Policy NOI-1.13 should be updated to note that an aviation easement is required for new residential use in areas within the CNEL 60 dB (or higher) airport noise contour.

Subject to these modifications, the Noise Element would reflect the Noise Compatibility requirements of the San Carlos ALUCP, and therefore would be consistent.

Public Services Element

The updated Environmental Safety and Public Services Element of the San Carlos General Plan includes the following goal, policy and action related to ALUCP consistency:

Goal ESPS -6: Minimize risks associated with operations at the San Carlos Airport.

Policy ESPS -6.1: Maintain land use and development in the vicinity of San Carlos Airport that are consistent with the relevant airport/land use compatibility criteria and guidelines contained in the adopted Airport/Land Use Compatibility Plan for the environs of San Carlos Airport, including noise, safety, height, and aviation easement requirements.

Action ESPS -6.1: Submit proposed land use policy actions (general plans/amendments, specific plans/amendments, rezonings, etc.) and related development plans, if any, that affect property located within the Area B portion of the Airport Influence Area (AIA) boundary for San Carlos

Airport, to the San Mateo County Airport Land Use Commission for review/action, pursuant to California Public Utilities Code Section 21676(b), prior to final action by the City.

Minor amendments to the language of Policy ESPS-6.1 are recommended to ensure consistency with the ALUCP, including adding references to airspace protection and overflight notification requirements.

Circulation and Environmental Management Elements

The proposed amendments within the Circulation and Environmental Management Elements do not directly relate to the Noise Compatibility Criteria in the ALUCP, so they do not conflict.

(b) Safety Compatibility

The San Carlos ALUCP includes safety zones and related land use compatibility policies and criteria. As depicted on San Carlos ALUCP Exhibit 4-3, **Attachment 3**, the San Carlos Airport lies within the City of San Carlos and accordingly all of the Safety Zones (Zones 1-6) extend over some portion of the city.

Housing and Land Use Elements

While some of the Housing Opportunity Sites identified on **Attachment 1a**, as well as some of the land use designations proposed for density increases identified in **Attachment 1b**, are located within Safety Zone 6, none is located within any of the other Safety Zones. Per San Carlos ALUCP Table 4-4, *Safety Compatibility Criteria*, residential land use is a compatible use in Safety Zone 6. Therefore, the Housing Opportunity Sites in the Housing Element and the proposed density increases in the Land Use Element are consistent with the Safety Compatibility Criteria of the ALUCP.

The draft Housing Element also includes many new and/or revised policies and actions that have also been reviewed for ALUCP compatibility. Of note is a recommended action that directs that the zoning ordinance be amended to permit residential care facilities in all residential zones. The Safety Compatibility Policies of the ALUCP identify specific land uses that are of concern in which the occupants have reduced effective mobility or would be unable to respond in emergency situations. These uses of concern include Congregate Care Facilities (which encompasses assisted living and other types of care and rehab facilities). Accordingly, such uses are prohibited in Safety Zones 1-5, and conditionally permitted within Safety Zone 6. To ensure the Housing Element provisions are consistent with the Safety Compatibility Criteria, the following revision to Action HOU-5.3 is recommended (revisions shown in underlined text):

“Action HOU-5.3: Amend the Zoning Ordinance to allow group homes with seven or more residents as a permitted use in all zones that allow multi-unit or single-unit dwellings, except in areas where this conflicts with the San Carlos Airport Land Use Plan.”

Public Services Element

As discussed above, the Public Services Element, subject to the recommended language modification, encompasses the requirements of the San Carlos ALUCP, and is therefore compatible with the Safety Compatibility Policies.

Circulation and Environmental Management Elements

The proposed amendments within the Circulation and Environmental Management Elements do not directly relate to the Safety Compatibility Criteria in the ALUCP, so they do not conflict.

(c) Airspace Compatibility

The San Carlos ALUCP airspace policies establish maximum heights for the compatibility of new structures. The policies also stipulate the need for compliance with federal regulations requiring notification of the Federal Aviation Administration of certain proposed construction or alterations of structures.

Housing and Land Use Element

Because the Draft Housing and Land Use Elements are policy documents and not specific development proposals, the airspace compatibility policies of the San Carlos ALUCP do not directly apply. It is noted, however, that the Housing Element and Land Use Elements both identify a number of Zoning Ordinance Amendments, including height increases, that are intended to be enacted to implement the goals of the Housing Element. Analyses of these potential Zoning Ordinance changes will require separate subsequent review by the ALUC for a consistency determination.

Public Services Element

As discussed above, the Public Services Element, subject to the recommended language modification, encompasses the requirements of the San Carlos ALUCP. It addresses the need to comply with the policies of the San Carlos ALUCP to ensure future projects comply with relevant airspace compatibility criteria.

Circulation and Environmental Management Elements

The proposed amendments to the Circulation and Environmental Management Elements do not directly relate to Airspace Compatibility criteria in the San Carlos ALUCP, and therefore present no conflicts.

(d) Overflight Compatibility

The San Carlos ALUCP contains two policies regarding overflight compatibility which are generally “buyer awareness” measures focused on informing prospective buyers and/or tenants of property within the vicinity of an airport about the airport’s impact on the property. Overflight Policy 1 – *Real Estate Transfer Disclosure*, requires that a notice of potential for overflights be included among the disclosures made during real estate transactions. Overflight Policy 2 – *Overflight Notification Zone 2* requires that all new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 (AIA B) shall incorporate a recorded overflight notification requirement as a condition of approval.

Housing and Land Use Elements

Because the Draft Housing and Land Use Elements are policy documents and not specific development proposals, the overflight compatibility policies of the San Carlos ALUCP do not

directly apply. Consistency would be required for future zoning ordinance amendments necessary to implement pieces of the Housing and Land Use Elements and/or individual development proposals stemming from the Draft Housing Element.

Public Services, Noise, Circulation and Environmental Management Elements

The proposed amendments to the Public Services, Noise, Circulation and Environmental Management Elements do not directly relate to Overflight Compatibility criteria in the San Carlos ALUCP, and present no conflicts.

ATTACHMENTS

1. Application Materials, including
 - a. Housing Opportunity Sites
 - b. Land Use Element Exhibits
2. San Carlos ALUCP Exh. 4-2 Noise Contours
3. San Carlos ALUCP Exh. 4-3 Safety Contours

The following documents are available for download from the project website:

<https://www.sancarlos2040.org/documents>

San Carlos Housing Element Update for the 2023-2031 Planning Period (6th Cycle RHNA)
Associated Updates to the Land Use Element
Updates to the Community Safety and Services Element
Minor amendments to the Circulation, Environmental Management and Noise Elements



APPLICATION FOR LAND USE CONSISTENCY DETERMINATION
San Mateo County Airport Land Use Commission
C/CAG ALUC

APPLICANT INFORMATION

Agency: City of San Carlos

Project Name: Focused General Plan Update (Housing, Land Use, Circulation, Safety, Environmental Mgmt, Noise Elements) and Zoning

Address: 600 Elm Street

APN: N/A

City: San Carlos

State: CA

ZIP Code: 94070

Staff Contact: Lisa Porras

Phone: 650 454-7785

Email: lporras@cityofsancarlos.org

PROJECT DESCRIPTION

See attached

REQUIRED PROJECT INFORMATION

For General Plan, Specific Plan or Zoning Amendments and Development Projects:

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
 - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.
 - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.
 - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
 - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.
 - c) Airspace Protection:
 - Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

2. Real Estate Disclosure requirements related to airport proximity
3. Any related environmental documentation (electronic copy preferred)
4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site
3. Building heights relative to mean sea level (MSL)

ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

Please contact C/CAG staff at 650 599-1467 with any questions.

<i>For C/CAG Staff Use Only</i>
<i>Date Application Received</i>
<i>Date Application Deemed Complete</i>
<i>Tentative Hearing Dates:</i>
- <i>Airport Land Use Committee</i>
- <i>C/CAG ALUC</i>

Attachment 1
Application for Land Use Consistency Determination
San Mateo County Airport Land Use Commission
C/CAG ALUC

PROJECT DESCRIPTION

The City of San Carlos Focused General Plan Update Project consist of the following:

1. Housing Element Update for the 2023-2031 Planning Period (6th Cycle RHNA)
2. Associated Updates to the Land Use Element
3. Required Updates to the Community Safety and Services Element (as required by State law, concurrent with Housing Element Update cycle)
4. Minor amendments to the Circulation, Environmental Management and Noise Elements
5. Associated Updates to the San Carlos Zoning Ordinance (to implement the 2023-2031 Housing Element)
6. Environmental Impact Report

The documents identified above are available for download from the project website:

<https://www.sancarlos2040.org/documents>

Refer to “*NEW! Draft Documents for the Focused General Plan Update – December 2022*” for soft copies of all documents prepared for the City of San Carlos’ Focused General Plan Update, which was brought about due to State mandates to update Housing Elements.

In order to meet San Carlos’ assigned housing obligation to provide for at least 2,735 new housing units from 2023-2031 (“Regional Housing Needs Allocation,” or “RHNA”), the City needed to determine how much more housing could be accommodated ***in areas that already (i.e. currently) allowed housing as a permitted land use***. In San Carlos there are 11 existing zoning districts that allow housing:

1. RS-3 (Single Family, low density; 3 units per acre)
2. RS-6 (Single Family, 6 units per acre)
3. RM-20 (Multiple-Family, Low Density, 20 units per acre)
4. RM-59 (Multiple-Family, Medium Density, 59 units per acre)
5. MU-DC (Mixed-Use, Downtown Core, 50 units per acre)
6. MU-D (Mixed-Use, Downtown, 50 units per acre)
7. MU-SC (Mixed-Use San Carlos Avenue, 59 units per acre)
8. MU-SA (Mixed-Use Station Area, 50 units per acre)
9. MU-SB (Mixed-Use, South Boulevard, 50 units per acre)
10. MU-NB (Mixed-Use, North Boulevard, 50 units per acre)
11. MU-N (Neighborhood Mixed-Use, 20 units per acre)

For the two Single-Family Zoning Districts, RS-3 and RS-6, the Focused General Plan Update project assumed a more modest amount of growth occurring in these areas coming from accessory dwelling units and new primary units and duplexes as a result of Senate Bill 9. For the multi-family and mixed-use zoning districts, a significant change in the allowance for more density and additional height is

proposed as San Carlos' strategy to meet its housing obligation under RHNA. The following table summarizes the changes made to San Carlos' existing mixed-use and multi-family zoning districts.

The proposed areas that would assume the highest densities and tallest buildings would be the El

Zone		Maximum Density (du/ac)		Minimum Density (du/ac) ²		FAR		Building Height (feet)			Building Stories (stories)	
Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Proposed	Existing	Proposed
MU-N	MU-N-40	20	40	n/a	30	2.0	2.5	50; 30 along East San Carlos	50		4	4 ⁽¹⁾
MU-N	MU-N-50	20	50	n/a	38	2.0	2.5		50	35 along East San Carlos	4	4
MU-N	MU-N-120	20	120	n/a	90	2.0	3.0		75	Avenue in MU-N District	4	6
MU-DC	MU-DC-100	50	100	n/a	75	2.5	2.5		50		4	4
MU-D	MU-D-100	50	100	n/a	75	2.5	3.0		60		4	5
MU-D	MU-D-120	50	120	n/a	90	2.5	3.0	30 within 40 ft of an RS district	75		4	6
MU-SC	MU-SC-120	59	120	n/a	90	3.0	3.0		75	35 within 40 ft of an RS district	4	6
MU-NB	MU-NB-120	50	120	n/a	90	2.5	3.0		75		4	6
MU-SB	MU-SB-100	50	100	n/a	75	2.5	3.0	40 within 50 ft of an RS district	60	40 within 50 ft of an RS district	4	5
MU-SB	MU-SB-120	50	120	n/a	90	2.5	3.0		75		4	6
RM-20	RM-20	20	20	n/a	15	0.75	0.75	35	35		3	3
RM-59	RM-59	59	59	n/a	45	2.0	2.0	50	50		4	4
--	RM-100	n/a	100	n/a	75	N/A	3.0	n/a	60		n/a	5

(1) 3 stories along E. San Carlos Ave. in MU-N-40 district

(2) The City of San Carlos Zoning Ordinance does not have a minimum density requirement; with this update, a minimum density threshold is proposed.

Camino Real Corridor and San Carlos Avenue, with densities at 120 units per acre and buildings that could go up to 6 stories and up to 75 feet tall, with some allowances for additional height (ranging from 1 ft to 16 ft for limited areas of the roof) for certain structures such as skylights and elevator towers, as outlined in [Height Exceptions](#) (SCMC 18.15.060).

For consistency between General Plan Elements, the San Carlos Land Use Element also proposed amendments to the Land Use Map for consistency with the proposed Zoning. These are being considered together.

In addition, housing element and safety element policies and programs are proposed for the purposes of compliance with State law. Minor adjustments to *Environmental Management* and *Circulation Elements* were due to comments from CalFire in response to its review of San Carlos' *Community Safety and Services* Element.

For General Plan, Specific Plan or Zoning Amendments and Development Projects. A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):

- a) **Noise:** Location of project/plan area in relation to the noise contours identified in the applicable ALUCP. Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.

The areas affected by proposed changes to the Land Use Map and Zoning Ordinance include multi-family (RM) and mixed-use (MU) areas, which include parcels along El Camino Real, in



San Carlos downtown and adjacent areas where housing is already allowed as a permitted use.

Excerpts from the Draft Environmental Impact Report prepared for the Focused General Plan Update:

“Impact HAZ-5: The project is located within two miles of the San Carlos Airport, but would not result in a safety hazard or excessive noise for people residing or working in the project area. (Less Than Significant Impact)

The San Carlos Airport is located in the northeast corner of the City, between the US 101 freeway and the San Francisco Bay.

Goals, Policies & Actions

In order to address compatibility between the airport and surrounding land uses, the updated Environmental Safety and Public Services Element contains the following goal, policy and action:

Goal ESPS -6: Minimize risks associated with operations at the San Carlos Airport.

Policy ESPS -6.1: Maintain land use and development in the vicinity of San Carlos Airport that are consistent with the relevant airport/land use compatibility criteria and guidelines contained in the adopted Airport/Land Use Compatibility Plan for the environs of San Carlos Airport, including noise, safety, height, and aviation easement requirements.

Action ESPS -6.1: Submit proposed land use policy actions (general plans/amendments, specific plans/amendments, rezonings, etc.) and related development plans, if any, that affect property located within the Area B portion of the Airport Influence Area (AIA) boundary for San Carlos Airport, to the San Mateo County Airport Land Use Commission for review/action, pursuant to California Public Utilities Code Section 21676(b), prior to final action by the City.

Implementation of Policy ESPS -5.1 (previously described), ESPS -6.1 and Action ESPS -6.1, as well as implementation of the appropriate provisions of the CLUP, described above, would reduce potential safety hazards and excessive noise impacts to less than significant levels.”

- b) **Safety:** Location of project/plan area in relation to the safety zones identified in the applicable ALUCP. Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.

Increases in density and height are proposed for areas in San Carlos where residential is *already allowed*. None of these areas are in Safety Zones, 1-6 as depicted in Exhibit 4-3 of the San Carlos Airport ALUCP.

- c) **Airspace Protection.** Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards. If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

The proposed areas that would assume the highest densities and tallest buildings would be the El Camino Real Corridor and San Carlos Avenue, with densities at 120 units per acre and buildings that could go up to 6 stories and up to 75 feet tall, with some allowances for additional height (ranging from 1 ft to 16 ft for limited areas of the roof) for certain structures such as skylights and elevator towers, as outlined in [Height Exceptions](#) (SCMC 18.15.060).

2. Real Estate Disclosure requirements related to airport proximity

N/A

3. Any related environmental documentation (electronic copy preferred)

- Draft Environmental Impact Report (“DEIR”)
 - Draft Environmental Impact Report Appendices
- Draft Final Environmental Impact Report (“FEIR”)

The documents identified above are available for download from the project website:

<https://www.sancarlos2040.org/documents>

Refer to “*NEW! Draft Documents for the Focused General Plan Update – December 2022*” for soft copies of all documents prepared for the City of San Carlos’ Focused General Plan Update.

4. Other documentation as may be required (ex. related staff reports, etc.)

Planning and Transportation Commission Staff Report, January 3, 2023, is available at:

<https://www.cityofsancarlos.org/residents/public-meetings>

Current and Upcoming Meetings— shows only upcoming meetings that have a *published agenda and meeting materials*

Archived Meetings—Includes all past meetings along with their agendas and other supporting documents.

Note: to view additional documents for a meeting, please click on the **three yellow dots** in the “documents” column.

4 2023 HOUSING ELEMENT: HOUSING RESOURCES



Figure 4.5-1
Sites Inventory
Map

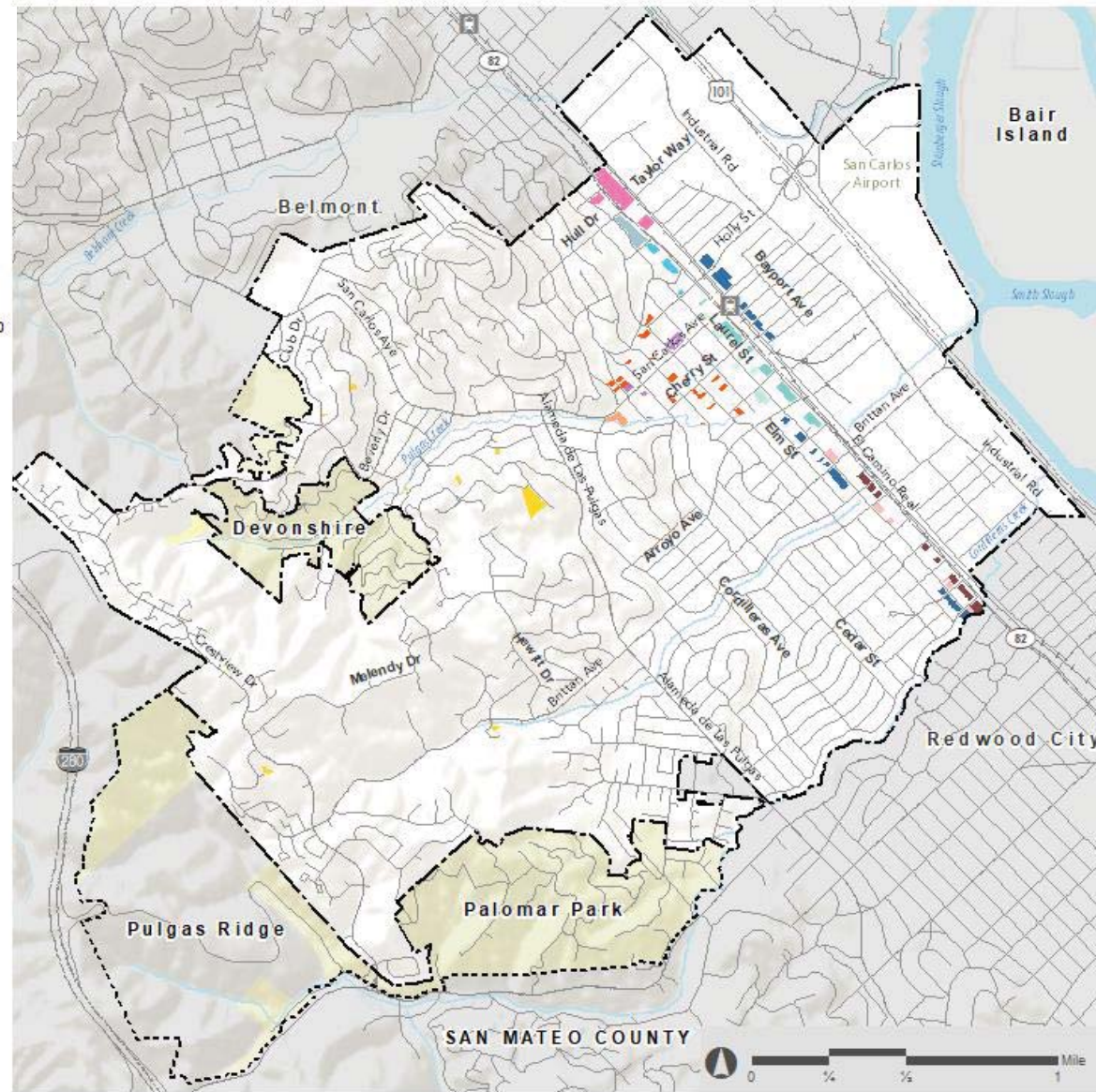
Legend

Residential Sites

- Residential - Single Family, RS-3
- Residential - Single Family, RS-6
- Residential - Multi-Family, RM-59
- Residential - Multi-Family, RM-100

Mixed Use Sites

- Mixed Use, MU-D-100
- Mixed Use, MU-D-120
- Mixed Use, MU-DC-100
- Mixed Use, MU-N-40
- Mixed Use, MU-N-50
- Mixed Use, MU-N-120
- Mixed Use, MU-NB-120
- Mixed Use, MU-SB-100
- Mixed Use, MU-SB-120
- Mixed Use, MU-SC-120
- City of San Carlos Boundary
- Sphere of Influence
- Caltrain Railroad and Stations
- Streets
- Waterbodies
- Surrounding Jurisdictions



January 2023

Sources: United States Census Bureau, 2019; City of San Carlos, County of San Mateo, Urban Footprint, 2020.



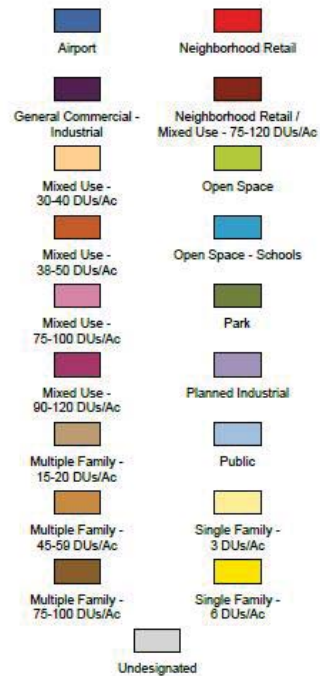
LAND USE ELEMENT

3



San Carlos Proposed General Plan

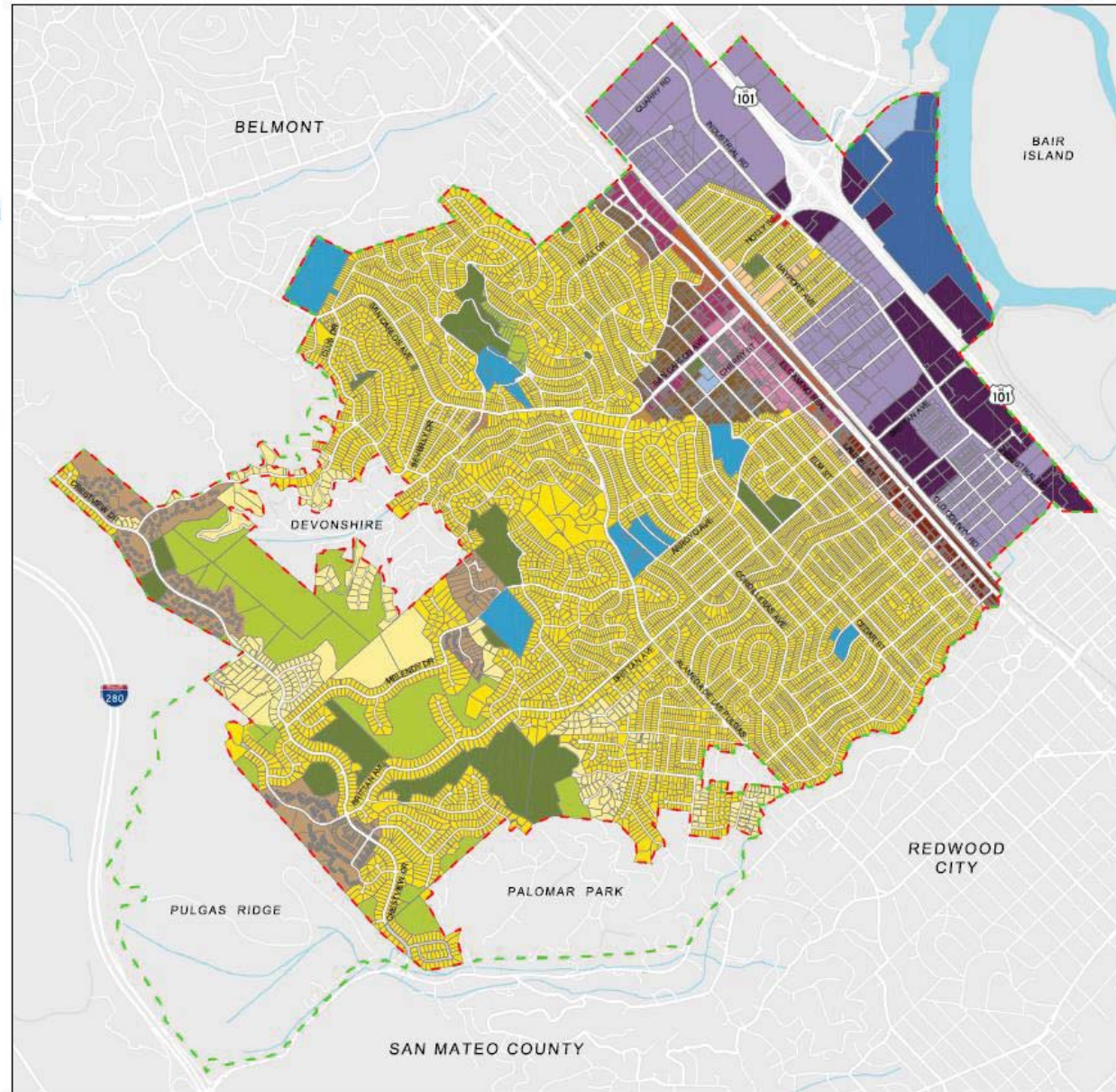
-- DRAFT --



City Limits

Sphere of Influence

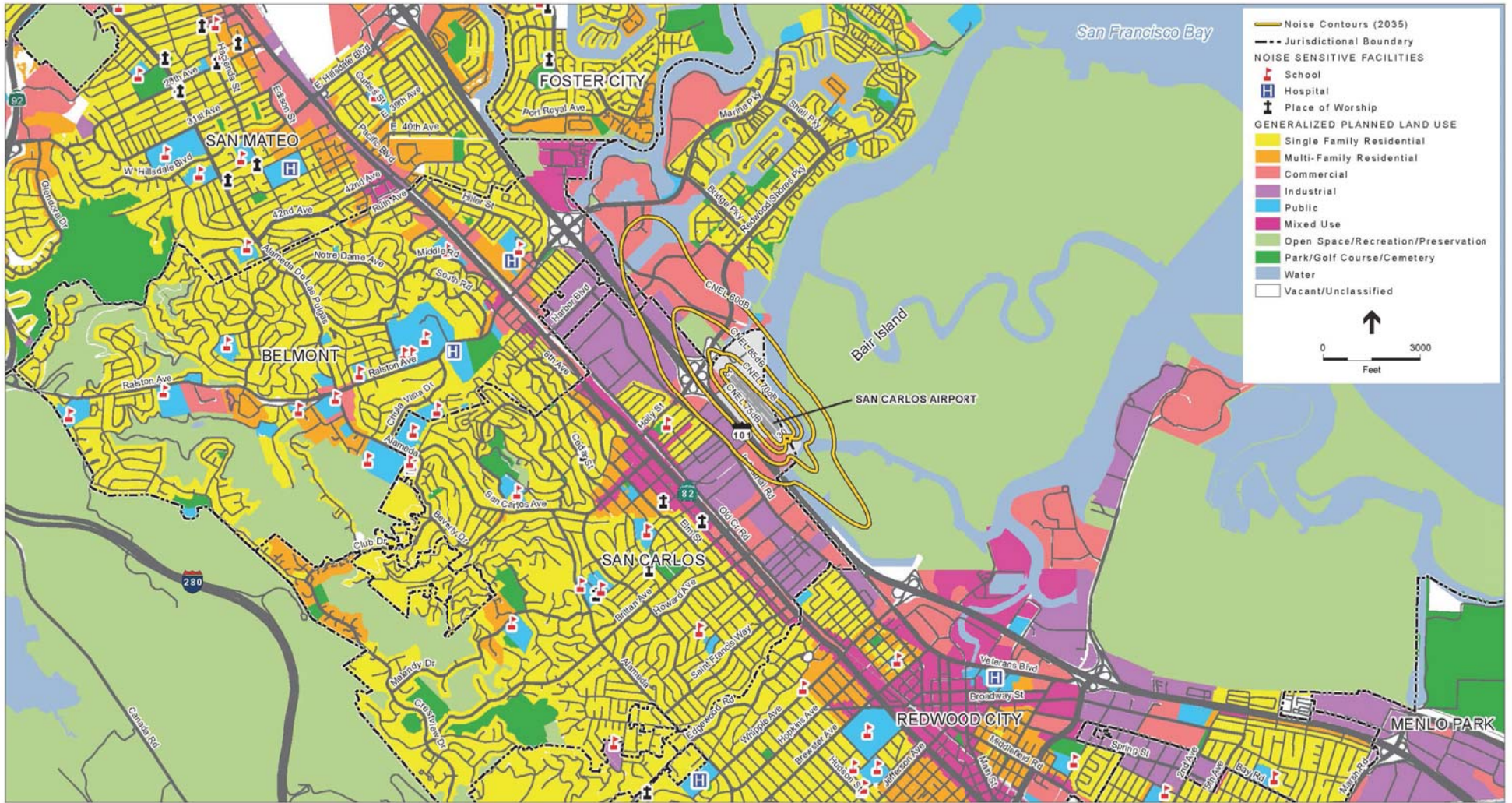
December 2022



- **Single-Family, 6 du/ac** permits single-family homes at densities of up to six dwelling units per acre.
- **Multiple-Family, Low Density 15-20 du/ac** permits multi-family dwellings at densities of ~~10-15~~ to 20 dwelling units per acre.
- **Multiple-Family, Medium Density 46-59 du/ac** permits multi-family dwellings at densities of ~~up to 446~~ to 59 dwelling units per acre.
- **Multiple-Family, 75-100 du/ac** permits multi-family dwellings at densities of 75 to 100 dwelling units per acre.
- ~~Multiple Family, 90-120 du/ac permits multi-family dwellings at densities of 90 to 120 dwelling units per acre.~~
- **Mixed Use, 30-40 du/ac** permits both commercial and multi-family residential uses at residential densities of 30-40 dwellings units per acre.
- **Mixed Use, Low Density 38-50 du/ac** permits both commercial and multi-family residential uses at residential densities of ~~10 to 20~~ 38-50 dwellings units per acre.
- **Mixed Use, Medium Density 75-100 du/ac** permits both commercial and multi-family residential uses at residential densities of ~~50-75-100~~ dwellings units per acre.
- **Mixed Use, Medium High Density 90-120 du/ac** permits both commercial and multi-family residential uses at residential densities of ~~59-90-120~~ dwellings units per acre.
- **Neighborhood Retail/Mixed Use, 75-120 Medium Density**

permits both commercial and multi-family residential uses at densities of ~~50-75~~ and up to 120 dwelling units per acre. Neighborhood retail without a mixed use component is permitted under this designation.

- **Neighborhood Retail** permits resident-serving retail and services.
- **Planned Industrial** permits research and development, biotech, light industrial, flex, warehousing and related uses.
- **General Commercial/Industrial** allows all retail, service, office, research and development and industrial uses. This designation offers maximum flexibility to allow the market to determine the mixture of non-residential uses.
- **Public** permits city facilities, utilities, and other public and quasi-public uses.
- **Park** allows for active and passive public parks. Park lands are for outdoor and indoor recreation including playing fields, playgrounds, community centers and other appropriate recreational uses.
- **Open Space** applies to undeveloped park lands, visually significant open lands, water areas and wildlife habitat. Land designated as open space is intended to remain undeveloped in the future. Trails, trail heads and agricultural uses such as 4H are appropriate uses.
- **Open Space/Schools** applies to public and private schools with a primary planned use of these sites to remain a joint use for school and associated recreation purposes.



SOURCE: Belmont, 1982; San Mateo County, 1986; Foster City, 1993; Menlo Park, 1994; San Carlos, 2008; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

San Carlos Airport ALUCP - 130753

Exhibit 4-2
Future Conditions (2035) Aircraft Noise Contours

Attachment 3



SOURCE: ESRI, 2014; ESA Airports, 2014

San Carlos Airport ALUCP - 130753
Exhibit 4-3
 San Carlos Airport Safety Zones

C/CAG AGENDA REPORT

Date: January 26, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review - Redwood City Focused General Plan Update (2023-2031 Housing Element and related General Plan Amendments).

(For further information please contact Susy Kalkin at kkalkin@smcgov.org)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the San Mateo County Airport Land Use Commission, determine that the Redwood City Focused General Plan Update (2023-2031 Housing Element and related General Plan Amendments) is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport, subject to the following conditions:

- Prior to adoption, the draft Housing Element shall be amended to address potential incompatibility with Safety Zone 6 land use compatibility criteria as follows:
 - Program H3-1.
 - Amend the Zoning Ordinance to ensure that assisted living, senior living, and cottage-style housing are permitted uses in residential zoning districts, except in areas where this might conflict with the Safety Compatibility policies of the San Carlos ALUCP.
 - Review, and revise as needed, the Zoning Ordinance to provide more clarity on the provisions of residential care for non-seniors in larger group settings. Specifically, revise zoning and permit procedures to permit residential care facilities for seven or more persons with objectivity to facilitate approval certainty in all residential zones, except in areas where this might conflict with the Safety Compatibility policies of the San Carlos ALUCP.
- Prior to adoption, the draft Public Safety Element shall be amended to ensure consistency with the Noise and Safety Policies of the San Carlos ALUCP as follows:
 - Update the background discussion “Noise Conditions” and related exhibits (Figure PS-14) to reflect conditions in the current San Carlos ALUCP.
 - Amend Policy PS-14.2 to reference the 2015 San Carlos ALUCP.
 - Update the background discussion “Aviation Hazards” to reference the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (October 2015)* rather than the 1996 San Mateo County Comprehensive Airport Land Use Plan.

BACKGROUND

Project Description

The City of Redwood City has referred its 2023-2031 Housing Element, to C/CAG acting as the Airport Land Use Commission, for a determination of consistency with relevant airport / land use compatibility criteria in the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport* (San Carlos ALUCP). In conjunction with the Housing Element update, Redwood City is also amending several other elements of the General Plan (Land Use, Public Safety, Building Community and Natural Resources) in order to be consistent with updated state law requirements and to ensure internal consistency in the General Plan. These land use policies are subject to Airport Land Use Committee / Board review, pursuant to California Public Utilities Code (PUC) Section 21676(b).

The Draft Housing Element identifies goals, policies, and programs to address existing and projected housing needs and includes a list of housing opportunity sites. The Regional Housing Needs Allocation (RHNA) is the share of the Regional Housing Needs Determination assigned to each jurisdiction by the Association of Bay Area Governments (ABAG). In December 2021, ABAG adopted a Final RHNA Methodology, which was approved by the California Department of Housing and Community Development in January 2022. The RHNA for Redwood City for this cycle is 4,588 units, though the Redwood City has opted to plan for 150% of its RHNA, or 6,882 units.

Redwood City has identified a range of potential housing project types to meet its RHNA requirements including:

Project Type	Unit count
Approved, but not yet constructed, housing projects	1,406
Active housing development applications	2,078
Accessory dwelling units	506
Missing Middle Housing (i.e., duplexes, triplexes, and fourplexes)	506
SB 9 Units (Duplexes on lots zoned for single-family homes and Subdivisions of single-family lots into two lots)	275
Residential Sites	4
Underutilized sites in Mixed Use Zoning Districts, Downtown, and along major corridors	2,228
Total	7,003

The Draft Housing Element identifies that a quarter of its RHNA (1,406 units) are already approved, and an additional 2,078 units are in the application process. **Attachment 1a** identifies the location of the housing opportunity sites identified for development or redevelopment of mixed-use or residential projects that would be counted towards the Redwood City's RHNA obligation.

DISCUSSION

I. San Carlos ALUCP Consistency Evaluation

Four airport / land use compatibility factors are addressed in the San Carlos ALUCP that relate to the proposed Amendments. These include policies for: (a) noise compatibility, (b) safety compatibility, (c) airspace compatibility, and (d) overflight compatibility. The following sections address each factor.

(a) Noise Compatibility

Housing and Land Use Elements

Attachment 1b shows the proposed housing opportunity sites in relation to the CNEL 60, 65, 70 and 75 dB aircraft noise exposure contours for San Carlos Airport. Accompanying this is a set of proposed changes to the Land Use Element to increase residential densities in residential and mixed-use areas throughout the community, as shown and described in **Attachment 1c**

Pursuant to San Carlos ALUCP Noise Policy 1, the CNEL 60 dB contour defines the noise impact area of the Airport. All land uses located outside of this contour are deemed consistent with the noise compatibility policies of the ALUCP.

As shown on **Attachment 1b**, none of the proposed housing opportunity sites lie within the CNEL 60 dB contour and therefore the Housing Element is consistent with the Noise Compatibility policies of the San Carlos ALUCP. Similarly, as shown and described on **Attachment 1c**, none of the residential or mixed-use areas proposed for increased residential densities lie within a noise compatibility zone, so the amendments to the Land Use Element are also consistent with the ALUCP noise compatibility policies.

Public Safety Element

The Redwood City Public Safety Element contains the following relevant policies regarding Airport related noise:

Program PS-64: Noise Element and Amendment Comprehensive Airport Land Use Plan Consistency. Refer all amendments to the Noise Element to the Airport Land Use Commission (C/CAG) for a determination of consistency with the relevant airport/land use compatibility criteria and guidelines contained in the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Carlos Airport.

Program PS-65: New Project and Comprehensive Airport Land Use Plan Consistency. Voluntarily refer development projects within the planning boundary of San Carlos Airport to the Airport Land Use Commission (C/CAG) for a determination of consistency with the relevant airport/land use compatibility criteria and guidelines contained in the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Carlos Airport.

These programs reflect the Noise Compatibility requirements of the San Carlos ALUCP, and therefore are consistent.

However, it is noted that some of the background discussion and related exhibits in the Public Safety Element should be updated to reflect conditions described in the current San Carlos ALUCP. To address this, the following condition is recommended:

- Prior to adoption, the background discussion “Noise Conditions” and related exhibits (Figure PS-14) of the Public Safety Element should be updated to reflect conditions in the current San Carlos ALUCP, and Policy PS-14.2 should be amended to reference the 2015 San Carlos ALUCP.

Building Community and Natural Resources Elements

The proposed amendments within the Building Community and Natural Resources Elements do not directly relate to the Noise Compatibility Criteria in the ALUCP, so they do not conflict.

(b) Safety Compatibility

Housing and Land Use Elements

The San Carlos ALUCP includes safety zones and related land use compatibility policies and criteria. As depicted on San Carlos ALUCP Exhibit 4-3, **Attachment 2**, several Safety Zones (Zones 1, 2, 3 4 & 6) extend over portions of Redwood City. While some of the “Proposed Projects” and “Housing Opportunity Sites” identified on **Attachment 1b**, as well as some of the residential and mixed-use areas identified in **Attachment 1c** are located within Safety Zone 6, none is located within any of the other Safety Zones. Per San Carlos ALUCP Table 4-4, *Safety Compatibility Criteria*, residential use is a compatible use in Safety Zone 6. Therefore, the Housing Opportunity Sites and the Land Use Element sites identified for increased residential density are consistent with the Safety Compatibility Criteria of the ALUCP.

The draft Housing Element also includes many new and/or revised policies and programs that have also been reviewed for ALUCP compatibility. Of note are programs that direct that the zoning ordinance be amended to permit certain uses, including assisted living and residential care facilities, in all residential zones. The Safety Compatibility Policies of the ALUCP identify specific land uses that are of concern in which the occupants have reduced effective mobility or would be unable to respond in emergency situations. These uses of concern include Congregate Care Facilities (which encompasses assisted living and other types of convalescent and rehab facilities). Accordingly, such uses are prohibited in Safety Zones 1-5, and conditionally permitted within Safety Zone 6. To ensure the Housing Element provisions are consistent with the Safety Compatibility Criteria, the following revisions to Program H3-1 are recommended (revisions shown in underlined text):

- Amend the Zoning Ordinance to ensure that assisted living, senior living, and cottage-style housing are permitted uses in residential zoning districts, except in areas where this might conflict with the Safety Compatibility policies of the San Carlos ALUCP.
- Review, and revise as needed, the Zoning Ordinance to provide more clarity on the provisions of residential care for non-seniors in larger group settings. Specifically, revise zoning and permit procedures to permit residential care facilities for seven or more persons with objectivity to facilitate approval certainty in all residential zones, except in areas where this might conflict with the Safety Compatibility policies of the San Carlos ALUCP.

Building Community and Natural Resources Elements

The proposed amendments within the Land Use, Building Community and Natural Resources Elements do not directly relate to the Safety Compatibility Criteria in the ALUCP, so they do not conflict.

(c) Airspace Compatibility

The San Carlos ALUCP airspace policies establish maximum heights for the compatibility of new structures. The policies also stipulate the need for compliance with federal regulations requiring notification of the Federal Aviation Administration of certain proposed construction or alterations of structures.

Housing Element

Because the Draft Housing Element is a policy document and not a specific development proposal, the airspace compatibility policies of the San Carlos ALUCP do not directly apply.

Public Safety Element

The Public Safety Element includes general discussion of Aviation Hazards and the following policy:

Policy PS-10.1: Work to achieve consistency between General Plan land use and related policies and the San Carlos Airport Comprehensive Land Use Plan, as is appropriate for Redwood City. Measures may include restrictions on permitted land uses and development criteria, including height restrictions.

This policy addresses the need to comply with the policies of the San Carlos ALUCP to ensure future projects comply with relevant airspace compatibility criteria.

However, it is noted that the general discussion of Aviation Hazards is out of date and should be updated to reflect the current San Carlos ALUCP (2015). Therefore, the following condition is recommended:

- Prior to adoption, the background discussion “Aviation Hazards” should be updated to reference the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (October 2015)* rather than the 1996 San Mateo County Comprehensive Airport Land Use Plan.

Land Use Element

As identified in **Attachment 1c**, the Land Use Element proposes to remove height requirements (which are expressed as stories, rather than in feet) from all residential and mixed-use land use categories. Heights would continue to be regulated by the development standards adopted for the various zone districts within the Zoning Ordinance. Any changes to the development standards in the Zoning Ordinance would require subsequent ALUC review, so these proposed amendments would not conflict with the Airspace Compatibility Policies and Criteria in the ALUCP.

Building Community and Natural Resources Elements

The proposed amendments to the Building Community and Natural Resources Elements do not directly relate to Airspace Compatibility criteria in the San Carlos ALUCP, and therefore present no conflicts.

(d) Overflight Compatibility

The San Carlos ALUCP contains two policies regarding overflight compatibility which are generally “buyer awareness” measures focused on informing prospective buyers and/or tenants of property within the vicinity of an airport about the airport’s impact on the property. Overflight Policy 1 – *Real Estate Transfer Disclosure*, requires that a notice of potential for overflights be included among the disclosures made during real estate transactions. Overflight Policy 2 – *Overflight Notification Zone 2* requires that all new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 (AIA B) shall incorporate a recorded overflight notification requirement as a condition of approval.

Housing and Land Use Elements

Because the Draft Housing and Land Use Elements are policy documents and not specific development proposals, the overflight compatibility policies of the San Carlos ALUCP do not directly apply. Consistency would be required for future zoning ordinance amendments necessary to implement pieces of the Housing and Land Use Elements and/or individual development proposals stemming from the Draft Housing Element.

Public Safety, Building Community and Natural Resources Elements

The proposed amendments to the Public Safety, Building Community and Natural Resources Elements do not directly relate to Overflight Compatibility criteria in the San Carlos ALUCP, and present no conflicts.

ATTACHMENTS

1. Application Materials
 - a. Housing Opportunity Sites
 - b. Housing Opportunity Sites & ALUCP Noise Contours
 - c. Land Use Element excerpts
2. San Carlos ALUCP Exh. 4-3 Safety Zones

The following attachments are available to download on the C/CAG website at:

<https://ccag.ca.gov/committees/airport-land-use-committee/> - see Additional Meeting Materials

3. Redwood City Draft Housing Element
4. Redwood City Draft Built Environment Element (Land Use)
5. Redwood City Draft Building Community Element
6. Redwood City Draft Natural Resources Element



APPLICATION FOR LAND USE CONSISTENCY DETERMINATION
San Mateo County Airport Land Use Commission
C/CAG ALUC

APPLICANT INFORMATION

Agency: City of Redwood City

Project Name: Focused General Plan Update (2023-2031 Housing Element Update)

Address: 1017 Middlefield Road

APN:

City: Redwood City

State: California

ZIP Code: 94063

Staff Contact: Apollo Rojas

Phone: 650-780-7365

Email: arojas@redwoodcity.org

PROJECT DESCRIPTION

Focused General Plan Update includes updates to the Housing, Land Use, Public Safety, Building Community and Natural Resources Elements.

The project will also include new Environmental Justice goals, programs, and policies as well as zoning and municipal code amendments.

The GP updates and code amendments are required to meet Redwood City's Regional Housing Needs Allocation (RHNA) of 4,588 new units.

Zoning updates would increase maximum allowable densities and heights in mixed-use zoning districts, primary located on major corridors

(Woodside Rd, Veterans Blvd, and Broadway).

REQUIRED PROJECT INFORMATION

For General Plan, Specific Plan or Zoning Amendments and Development Projects:

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following:

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
 - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.
 - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.
 - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
 - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.
 - c) Airspace Protection:
 - Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

2. Real Estate Disclosure requirements related to airport proximity
3. Any related environmental documentation (electronic copy preferred)
4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site
3. Building heights relative to mean sea level (MSL)

ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

Please contact C/CAG staff at 650 599-1467 with any questions.

<i>For C/CAG Staff Use Only</i>
<i>Date Application Received</i>
<i>Date Application Deemed Complete</i>
<i>Tentative Hearing Dates:</i>
- <i>Airport Land Use Committee</i>
- <i>C/CAG ALUC</i>

Redwood City General Plan Goals, Policies, and Programs for Airport Consistency

Built Environment Element

Policy BE-22.3

Ensure that new development within San Carlos Airport airspace protection zones seeks input from the Federal Aviation Administration prior to approval.

Program BE-36

Participate with Local, Regional, State, and Federal Agencies and Other Organizations. Consult with San Mateo County and C/CAG jurisdictions, and with State and federal agencies, regarding regional land use and transportation planning, including issues related to the San Carlos Airport.

Public Safety Element

(updated for 2023 adoption with Housing Element)

GOAL PS-10

Minimize risks of potential hazards in the vicinity of San Carlos Airport.

Policy PS-10.1

Work to achieve consistency between General Plan land use and related policies and the San Carlos Airport Comprehensive Land Use Plan, as is appropriate for Redwood City. Measures may include restrictions on permitted land uses and development criteria, including height restrictions.

GOAL PS-14

Minimize the impacts of transportation-related noise.

Policy PS-14.1

Consult with responsible federal and State agencies to minimize the impact of transportation-related noise, including noise associated with freeways, major arterials, rail lines, and airports.

Policy PS-14.2

Require that proposed land use policy actions (such as a General Plan amendment, Zoning amendment, or a Precise Plan) within the identified aircraft noise contours for San Carlos Airport are:

- Reviewed by the Airport Land Use Commission (C/CAG Board)
- Mitigated for potential noise impacts, as appropriate to applicable City noise standards, by the developer
- Consistent with the Aircraft Noise/Land Use Compatibility Standards in the San Mateo County Airport Land Use Plan.

Policy PS-14.3

Continue to consult with San Mateo County Department of Public Works Airport Division, the Federal Aviation Administration (FAA), and Pilots Association to promote “fly neighborly” programs that minimize noise impacts from aircraft take-offs and other low-altitude aircraft operations associated with

Program PS-37

County Airport Land Use Plan. Refer all General Plan and Zoning Map amendments/updates, Precise Plans, and other amendments affecting property within Area B of the Airport Influence Area (AIA) Boundary for San Carlos Airport to the C/CAG Airport Land Use Commission for a determination of consistency with the County Airport Land Use Plan for the environs of San Carlos Airport.

Timeframe: Ongoing

Responsible Party: Community Development

Funding Sources: Development fees

Program PS-64

Noise Element and Amendment Comprehensive Airport Land Use Plan Consistency. Refer all amendments to the Noise Element to the Airport Land Use Commission (C/CAG) for a determination of consistency with the relevant airport/land use compatibility criteria and guidelines contained in the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Carlos Airport.

Timeframe: Ongoing

Responsible Party: Community Development

Funding Sources: Development application fees

Program PS-65

New Project and Comprehensive Airport Land Use Plan Consistency. Voluntarily refer development projects within the planning boundary of San Carlos Airport to the Airport Land Use Commission (C/CAG) for a determination of consistency with the relevant airport/land use compatibility criteria and guidelines contained in the San Mateo County Comprehensive Airport Land Use Plan for the environs of San Carlos Airport.

Timeframe: Ongoing

Responsible Party: Community Development

Funding Sources: Development application fees

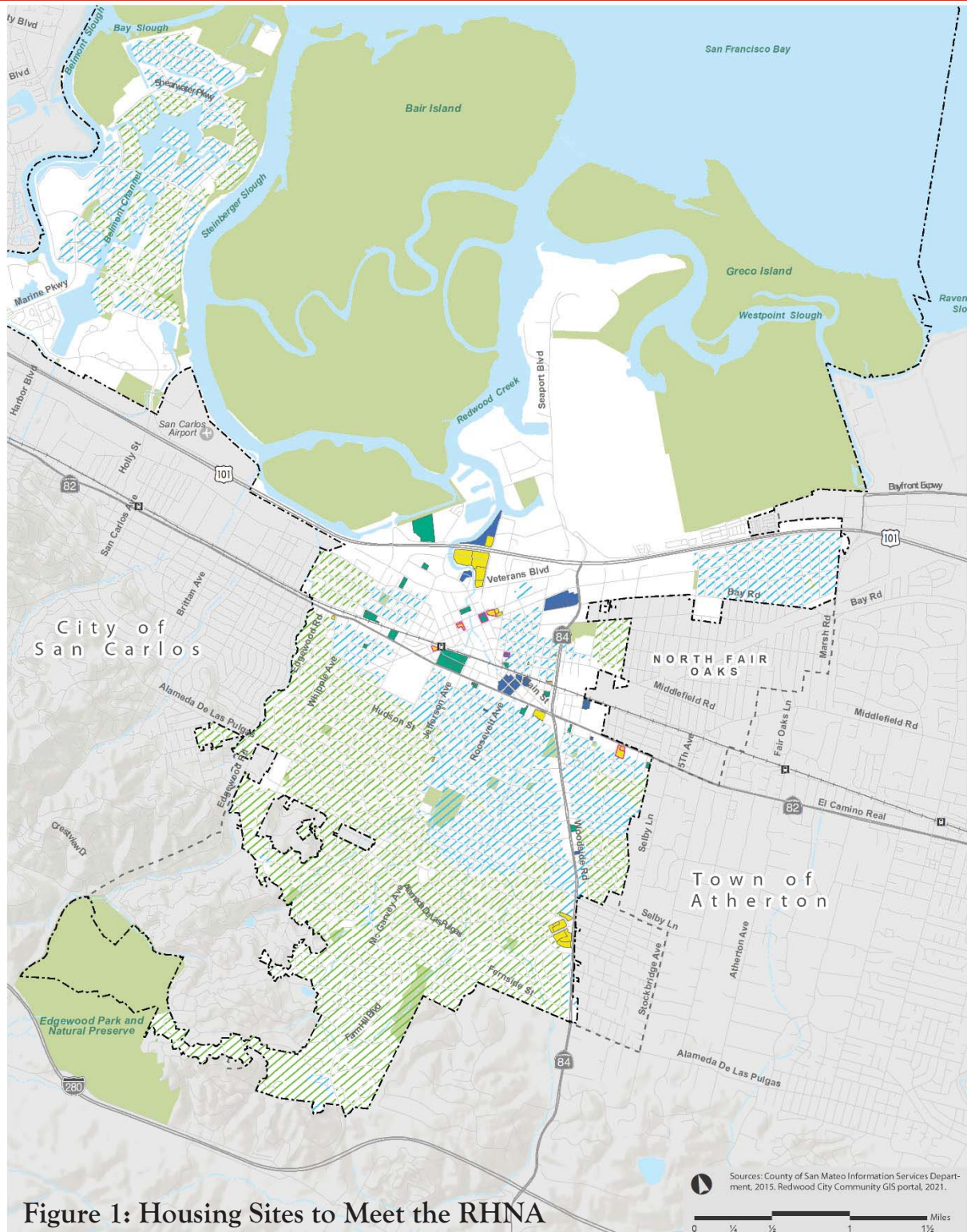
Program PS-74

Noise Consultation. Consult with other governmental agencies to minimize transportation-related noise including noise from freeways, major arterials, rail lines, and airports.

Timeframe: Ongoing

Responsible Party: City Manager Office/Economic Development






Funding Sources: General Fund



**City of Redwood City Housing Element 6th Cycle (2023 to 2031)
San Carlos ALUCP Consistency Exhibit**

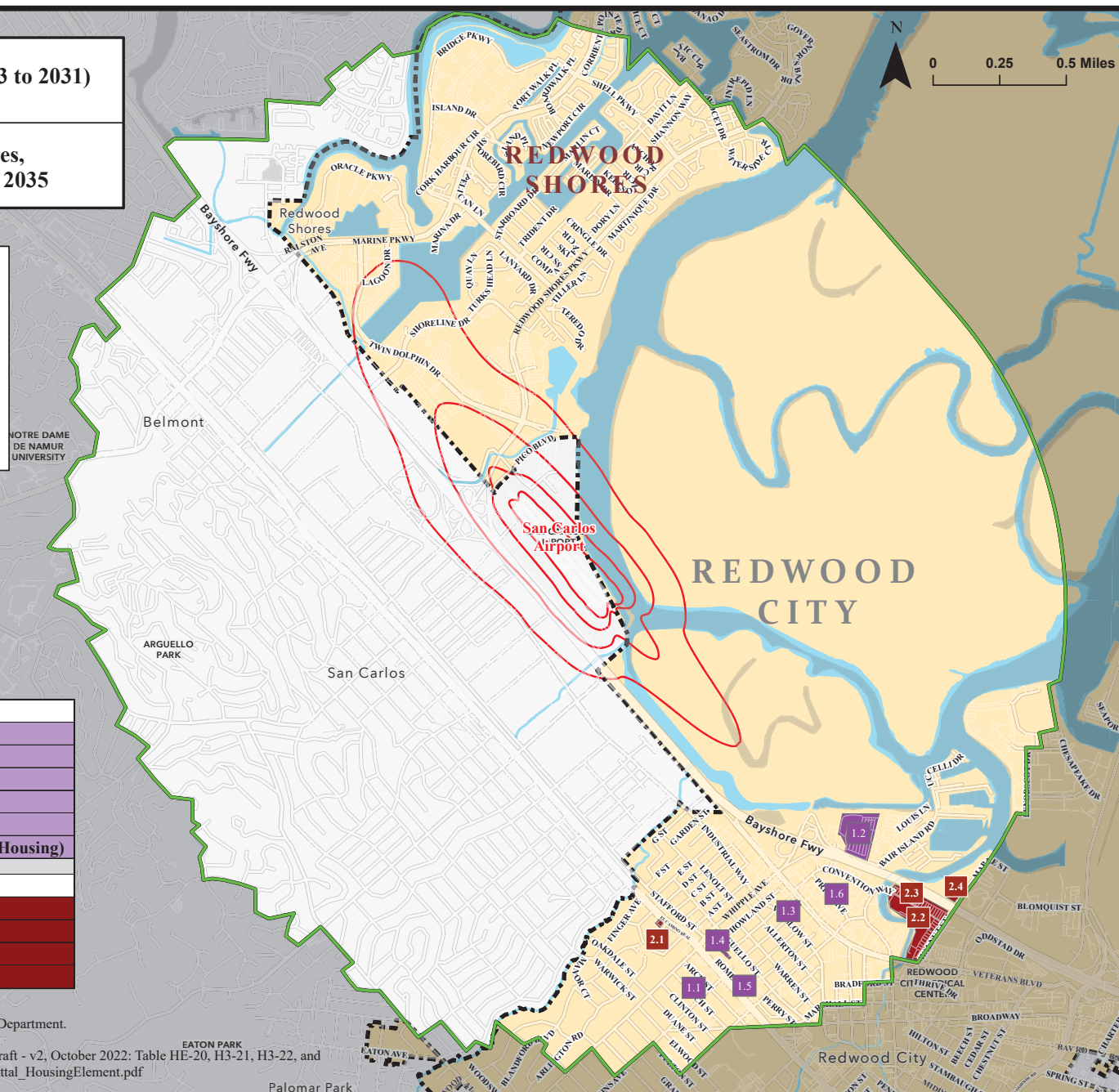
**Proposed Projects and Housing Opportunity Sites,
San Carlos Airport AIA-B Area & Noise Contours 2035**

Legend

-  City Limits, City of Redwood City
-  Airport Influence Area B (San Carlos Airport Plan, AIA-B)
-  2035 Noise Contours (San Carlos Airport Plan)
-  Proposed Projects
-  Housing Opportunity Sites

Proposed Projects within AIA-B	
1.1	77 Birch Street Townhomes
1.2	557 E Bayshore Road (Syufy Site)
1.3	590 Veterans Boulevard & 91 Winslow Street
1.4	1125 Arguello Street (Arguello Street Mixed-Use)
1.5	651 El Camino Real (Gatekeeper: American Legion)
1.6	609 Price Avenue (Gatekeeper: 2300 Broadway, offsite Affordable Housing)
Housing Opportunity Sites within AIA-B	
2.1	234 El Camino Real (Avondale)
2.2	250 Walnut Street (Kohl's Site)
2.3	202-300 Walnut Street (Peninsula Boardwalk)
2.4	1580 Maple Street

Map Created: January 4, 2023. City of Redwood City Community Development & Transportation Department.
Source Data: San Mateo County GIS Open Data Portal, City of Redwood City GIS, C/CAG, ESRI.
Housing Element Sites Data: 2023-2031 Housing Element, City of Redwood City, HCD Review Draft - v2, October 2022: Table HE-20, H3-21, H3-22, and H3-23. https://redwoodcitypro.wpengine.com/wp-content/uploads/2022/10/00_RWC_HCD_Submittal_HousingElement.pdf



77 Birch St Townhomes

- Site 1.1 on map
- Housing Element pages H3-7 & H3-8
- The townhome project at 77 Birch (0.38 acres) would provide nine for-sale, market-rate units within the R-5-O zoning district. This project would replace an existing medical office building.

557 E. Bayshore Rd “Syufy Site”

- Site 1.2 on map
- Housing Element page H3-8
- The Syufy project proposes to redevelop a former movie theater site, which has been vacant for many years (14.6 acres), with a 480-unit multi-family development and 97,101 square foot sport club. While the zoning for the site is General Commercial (CG zoning district), half of the parcel has a General Plan designation of Mixed-Use Waterfront and would be permitted to develop with residential uses within that portion of the site. The project as proposed is requesting a zoning change on the CG-zoned parcel to Mixed-Use Waterfront to be consistent with the General Plan and produce a more cohesive site plan.

590 Veterans Boulevard & 91 Winslow Street

- Site 1.3 on map
- Housing Element page H3-8
- Comprised of two parcels, one zoned Mixed Use – Veterans Boulevard (MU-VB) and one zoned Mixed Use – Transitional (MU-T), together totaling 1.2 acres, the Veterans + Winslow project proposes 95 rental units at a density of 79 units per acre. Currently, 590 Veterans Boulevard contains a retail building, and 91 Winslow contains a vacant one-story building.

1125 Arguello Street (Arguello Street Mixed-Use)

- Site 1.4 on map
- Housing Element pages H3-9 & H3-10
- The Arguello Street Mixed Use project is a proposal to demolish existing commercial buildings on-site (office, automobile repair, parking, and storage) and to construct a new four-story (60-foot tall) office building, a four-story (46-foot tall) affordable housing development of 33 condominiums, and a child care facility for up to 30 children in the Mixed Use – Transitional (MU-T) zoning district. The project contains three designated historic homes within the Mezesville Historic District. One of the structures is proposed to be demolished to allow for the construction of the child care center and the remaining two structures would be utilized as part of the child care center.

651 El Camino Real “American Legion” Mixed Use Project

- Site 1.5 on map
- Housing Element page H3-12
- This proposed project, located at 651 El Camino Real (1.68 acres), would replace the existing American Legion building with an eight-story mixed-use development including 99 rental units and a 12,000 square foot space for the American Legion. Currently zoned MUC-ECR, the project application includes a rezone to incorporate this Downtown Precise Plan-adjacent parcel into the Downtown Precise Plan, allowing for increased density and height.

609 Price Ave

- Site 1.6 on map
- Housing Element page H3-13
- The application for a DTPP gatekeeper project at 2300 Broadway includes 98 off-site affordable units at 609 Price Street. The offsite affordable housing site (609 Price) is currently zoned Commercial Office (CO), which will be rezoned concurrently with the Housing Element to Mixed Use – Corridor, Veterans Boulevard (MUC-VB).

234 El Camino Real “Avondale”

- Site 2.1 on map
- Housing Element page H3-22
- The site consists of one 0.30-acre parcel in the MUN zoning district. The current use is a service station and is significantly underutilized given the limited improvements located on the site. The City has had several inquiries for redevelopment of service stations across all areas of the City. The site is one block away from two recent separate townhome developments at 120 and 150 El Camino Real, respectively, that were developed on similar sized parcels. El Camino Real is a high-quality transit area and a major commercial corridor.

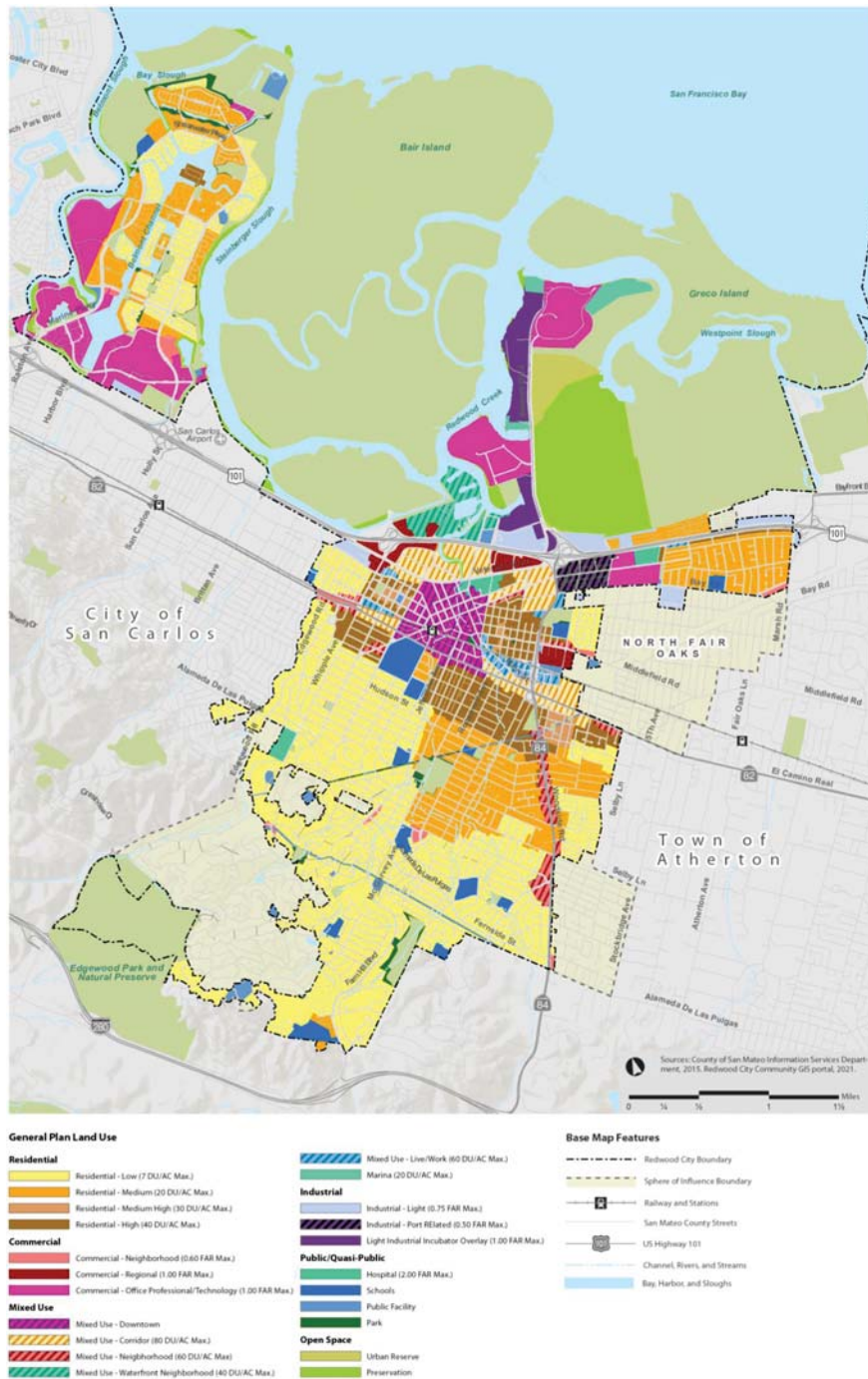
250 Walnut “Kohl’s” and 202-300 Walnut “Peninsula Boardwalk”

- Sites 2.2 and 2.3 on map
- Housing Element pages H3-22 & H3-23
- These two sites are adjacent to one another in the MUC-RC district. The “Kohl’s” site is comprised of one large 6.57 acres in size and the Peninsula Boardwalk site is comprised of three large parcels totaling 11.54 acres. These sites are located on Redwood Creek, providing excellent potential for development due to the creek front amenity. In addition, this site is located directly across the creek from the North Main Precise Plan and Township Apartments catalyst project. There is developer interest in redevelopment of the properties on this site, likely as a phased development. The property that fronts on Veterans Boulevard is occupied by a collection of smaller retail uses that have experienced a number of vacancies over time. Existing uses

include small restaurants, discount retailers, and a large surface parking lot along the perimeter of the shopping center. This property has extensive creek frontage that would likely redevelop first. The southwestern portion of the parcel is occupied by an aging commercial center built in the 1960s. Current tenants include Dollar Tree, Joann Fabric and Crafts, Footlocker, Kohl's, and Sports Basement. The Kohl's site has the capacity for 351 units and Peninsula Boardwalk for 616 units. The site is walking distance to Downtown and portions of the site are a little over a half mile from the Caltrain station.

1580 Maple St

- Site. 2.4 on map
- Housing Element page H3-21
- This site consists of one 2.02 acre parcel in the MU-WF zoning district. It is adjacent to a recently approved townhome residential development that borders the creek. In 2021, Redwood City negotiated a land swap of a 2.5-acre parcel at 1469 Maple Street for 2.02 acres of County-owned land at 1580 Maple Street, currently the site of a 145-bed homeless shelter and a decommissioned jail. The County is constructing a new shelter on the 1469 Maple Street site, with 240 individual sleeping units. As part of the property exchange, the County has a 5-year option period to ground lease from the City the portion of the 1580 Maple Street Parcel not needed for the Blomquist roadway extension. This allows the City to construct the Blomquist Extension, and leaves 1.5 acres that could be used for other uses including potential additional affordable housing or permanent supportive affordable housing. The County issued a request for proposals in July 2022 and selected MidPen Housing to develop the site in August 2022. MidPen's proposed development for the site includes 108 extremely low-income units plus two manager's units for a total of 110 units. All 108 units are proposed as permanent supportive housing units for people experiencing homelessness.

Figure BE6: General Plan Land Use Map

The General Plan creates the opportunity for development, redevelopment, and revitalization in designated areas and at appropriate densities and intensities of development. The Urban Form and Land Use Chapter specifies maximum densities (du/acre) for residential areas and maximum intensities (FAR) for permitted non-residential uses. More detailed development standards are set forth in the Zoning Ordinance and other regulatory documents. It is not anticipated that each General Plan designation will have a directly related zoning designation that will permit the maximum development potential identified in the General Plan. Rather, multiple zoning designations may implement a single General Plan designation. Further, it is anticipated that the Zoning Ordinance will use the General Plan designation as a guide and maximum limit, but will create zoning designations that consider existing character, access, and City priorities in determining appropriate densities and intensities as well as the opportunity for change.

Land Use Classifications

Urban Reserve

Land to be preserved for future use to expand the limits of the urbanized area of the city. Exact land use designations are to be withheld pending review of development plans and their environmental consequences.

The 1990 General Plan identified a portion of the Cargill property (located in the bayfront area) as Urban Reserve, and this designation is carried forward in this General Plan. Refer to Appendix A of this General Plan for further discussion of the General Plan policies and designations applicable to the Cargill property and the Urban Reserve land use category.

Residential Land Uses

Four residential land use categories are established to recognize long-established residential neighborhoods in Redwood City, and to preserve and enhance the character of these areas while providing housing opportunities for all household income ranges. While residential uses are the primary permitted uses, other complementary and compatible uses can be established as zoning regulations permit (such as parks, special residential uses addressed by State law, child care facilities, schools, and places of religious assembly).



Residential – Low

Residential – Low

The Residential - Low category accommodates primarily detached, low-density, residential units on individual lots with private yards and private parking. Urban residential and accessory dwelling units are also permitted in this category.

Development Standards

- Density: 0 to 7 du/acre, or as mandated by State Law (SB 9)
- Maximum height: 2 stories



Residential – Medium

Residential – Medium

The Residential - Medium category accommodates detached and attached residential units, including small-lot subdivisions, duplexes and triplexes, townhouses with private open space, mobile homes, and multi-unit structures that comprise a cohesive development incorporating common open space areas. Parking facilities may either directly serve the associated residence or be centrally located.

Development Standards

- Density: 7.1 to 20 du/acre
- ~~Maximum height: 3 stories~~



Residential – Medium High

Residential – Medium High

The Residential - Medium High category accommodates single structures or a collection of cohesive structures that house multiple units, with common open space areas and amenities. Residential development types may include row houses, townhouses, stacked flats, apartments, and similar housing types. Parking facilities may either directly serve the associated residence or be centrally located.

Development Standards

- Density: 20.1 to 30 du/acre
- ~~Maximum height: 3 stories~~

Residential – High

The Residential - High category provides for higher-density, multi-story residential development, with a focus on providing an urban intensity and function at locations within easy walking distance to transit, recreation and community facilities, employment centers, and commercial services. Development is characterized by multi-story structures, with creative common areas and centrally located parking.

Development Standards

- Density: 30.1 to 40 du/acre
- ~~Maximum height: 4 stories~~



Residential – High

Commercial Land Uses

Four commercial categories establish opportunities for varied commercial enterprises. Our commercial areas provide places where residents and visitors to Redwood City can shop for goods and services, and where businesses can locate to meet the needs of local, regional, and international markets. In addition, our commercial spaces provide space for companies of all sizes to locate in office developments.

Commercial – Neighborhood

The Commercial - Neighborhood category provides areas where lower-intensity retail, office, and service-oriented businesses can locate to meet the needs of surrounding residential neighborhoods. Businesses should have limited impact on adjacent residential areas, particularly in terms of lighting, signage, traffic, odor, noise, and hours of operation. Neighborhood commercial development should be designed and intended to accommodate and encourage pedestrian access, and must be compatible with surrounding development in terms of scale, building design, materials, and color.



Commercial – Neighborhood

Development Standards

- Maximum intensity: 0.6 FAR
- Maximum height: 2 stories

Commercial – Regional



Commercial – Regional

The Commercial - Regional category provides opportunities for general retail, commercial services, restaurants, lodging, vehicle sales and service, commercial recreation, professional offices, medical and financial institutions, and other similar business activities. Representative development forms include large retail centers anchored by one or more major tenants, large stand-alone retail stores, hospitality uses, and automobile dealerships. Uses specifically prohibited include commercial warehousing, mini-storage, trucking and transportation-related uses, and heavy manufacturing.

Development Standards

- Maximum intensity: 1.0 FAR
- Maximum height: ~~5 stories within U.S. 101 corridor; 3 stories in all other locations~~

Commercial – Office Professional/Technology



Commercial – Office
Professional/Technology

The Commercial - Office Professional/Technology category provides opportunities for small- and large-scale professional offices, office complexes and campuses, and related uses that support office uses. This category also facilitates districts where emerging and evolving technologies and businesses can operate in flexible building spaces. Such businesses may involve combinations of traditional office activities and small-scale manufacturing or research and development uses.

Development approaches can include low-scale buildings with limited or no outdoor use, or multi-story office buildings and structured parking. Any use involving heavy trucking activity or warehousing is specifically prohibited.

Development Standards

- Maximum intensity: 1.0 FAR
- Maximum height: 5 stories; up to 8 stories as part of a coordinated master plan

Mixed Use Land Uses

In recognition of Redwood City's continuing evolution as an urban place and the community's desire to achieve sustainable development forms, several Mixed Use land use categories are established. Mixed-use development approaches offer opportunities for people to live close to work or near transit stops, to walk to neighborhood stores and parks, to enjoy indoor and outdoor entertainment close to home, and to experience vibrant pedestrian districts.

Mixed Use – Neighborhood

The Mixed Use - Neighborhood category accommodates moderate-scale mixed-use developments that combine residential uses with neighborhood-serving commercial storefronts. Commercial retail and services should serve the immediate neighborhoods and facilitate pedestrian-friendly environments. Single-use structure heights are limited to two or three stories, as outlined below, and combined use structure heights can extend up to four stories with proper consideration given to the scale and intensity of adjacent residential neighborhoods.

Development Standards

- Combined Use (Commercial and Residential)
 - Maximum residential density: 640 du/acre
 - Maximum commercial intensity: 1.0 FAR
 - ~~Maximum height: 4 stories~~
- Single Use (Commercial)
 - Maximum commercial intensity: 0.6 FAR
 - ~~Maximum height: 2 stories~~
- Single Use (Residential)
 - Maximum residential density: 640 du/acre
 - ~~Maximum height: 3 stories~~



Mixed Use – Neighborhood

Mixed Use – Live/Work



Mixed Use – Live/Work

The Mixed Use - Live/Work category facilitates a creative mix of residences and low-intensity workplaces. Live/work environments combine residential occupancy with commercial activity in the same building space, generally with the resident using the combined or adjacent commercial space for his or her business. Typical uses include artist lofts, studio spaces, small offices, and similar low-intensity uses. Creative industrial workspace areas are also permitted, provided that activities limit or confine noise, dust, and vibration impacts. Stand-alone residential development is not permitted.

Development Standards

- Combined Use
 - Maximum residential density: ~~620~~ du/acre
 - Maximum commercial intensity: 2.0 FAR
 - ~~Maximum height: 3 stories~~
- Single Use (Nonresidential)
 - Maximum intensity: 2.0 FAR
 - ~~Maximum height: 3 stories~~

Mixed Use – Corridor



Mixed Use – Corridor

The Mixed Use - Corridor category allows for the reinvention of key corridors to support major transit and complementary commercial and residential uses, encouraging transit use, bicycle use, and pedestrian activity. In some places, schools may be necessary and appropriate. Development approaches allow for both horizontal and vertical mixed use. Ground-floor retail/service storefronts may be required at designated nodes. Design considerations should include sensitivity to lower-intensity residential neighborhoods behind sections of the corridor, public and private amenities, and transit accessibility features. The height of single use commercial and residential structures is limited to four stories. Combined use commercial-residential structures can extend in height up to six stories, provided privacy concerns of established neighborhoods are adequately addressed through setbacks of upper stories or other design approaches. Structured parking is allowed, provided no parking levels front directly on El Camino Real, Broadway, Veterans Boulevard, or Woodside Road.

Structures that exceed the applicable height restrictions may be permitted on Broadway or Veterans Boulevards to accentuate city gateways, provided that any such project respects surrounding development and includes signature design quality.

Development Standards

- Combined Use (Commercial and Residential)
 - Maximum residential density: ~~60-80~~ du/acre
 - Maximum commercial intensity: FAR: 1.00
 - ~~Maximum height: 6 stories~~
- Single Use (Commercial)
 - Maximum commercial intensity: FAR: 0.5
 - ~~Maximum height: 4 stories~~
- Single Use (Residential)
 - Maximum residential density: ~~860~~ du/acre
 - ~~Maximum height: 4 stories~~

Mixed Use – Downtown

The Mixed Use - Downtown category applies to Redwood City's historic Downtown core and is established to create a vibrant city center with offices, theaters, retail businesses, and restaurants serving the residences, day-time businesses, and night-time entertainment populations. In Downtown, open spaces are primarily public and urban in nature, with extra emphasis on high-quality public spaces and traditional urbanism. Parking is primarily in the form of shared public facilities. Uses specifically prohibited in Downtown, due to their incompatibility with a pedestrian-oriented mixed-use district, include vehicle sales and repair, industrial and manufacturing businesses, and wholesaling activities. Maximum heights Downtown will range from three stories at the edges, to 12 stories in the very center, with most areas having an 8 story height limit.



Mixed Use – Downtown

Development Standards¹

- Maximum density: No limit on density, with a ~~maximum residential capacity of 2,500 additional units per environmental review document~~
- ~~Height: 3-12 stories~~
- Maximum Intensity: No limit on FAR, with a ~~maximum nonresidential capacity of 586,000 square feet of additional nonresidential space per environmental review document~~

¹ It should be noted that the figures shown here representing maximum density and maximum intensity may be revised based on future Downtown plans. In this event, an amendment to this document will be required, subject to applicable environmental review under CEQA and an associated public review process.

Mixed Use – Waterfront Neighborhood



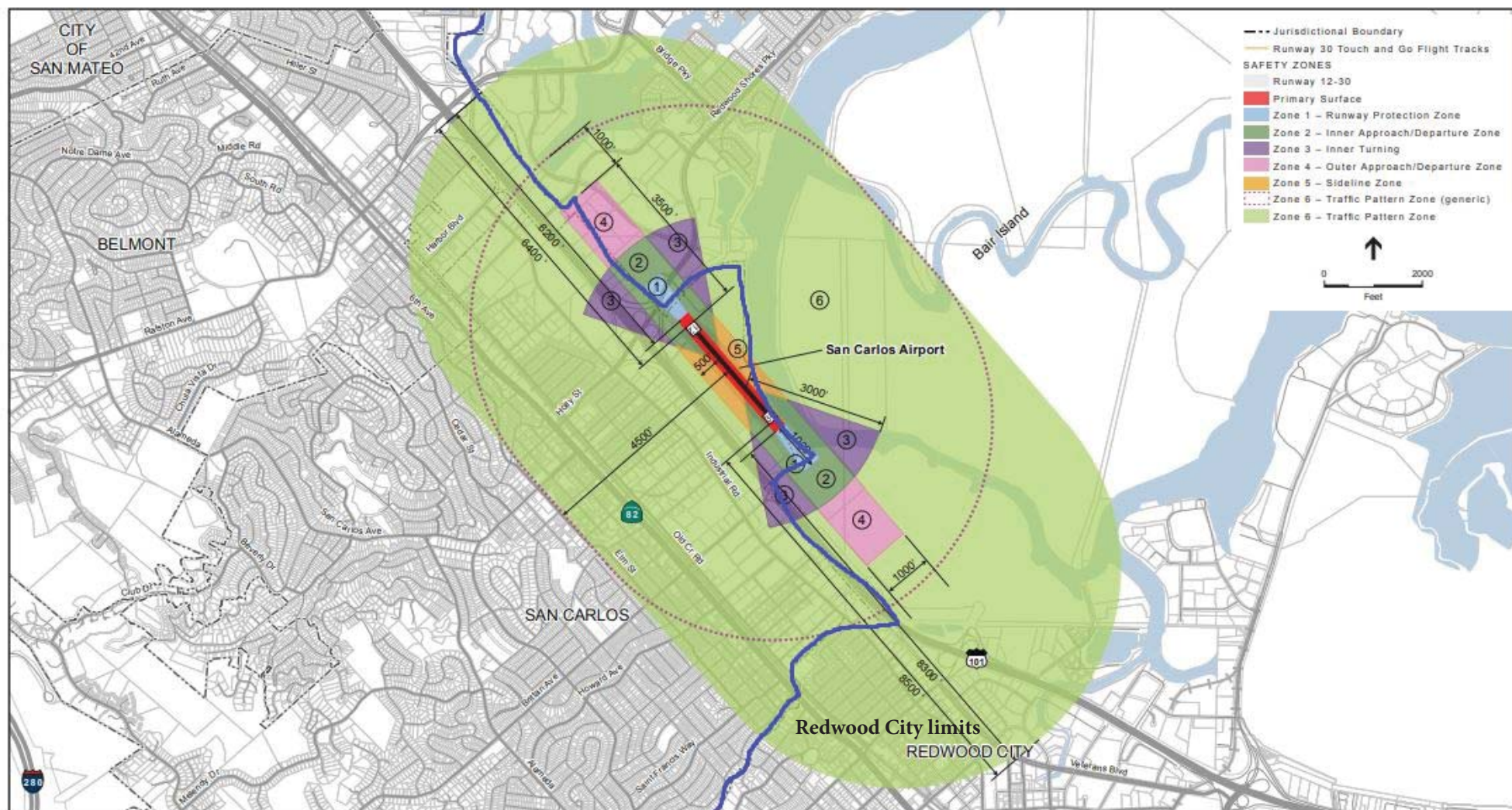
Mixed Use – Waterfront
Neighborhood

The Mixed Use - Waterfront Neighborhood category allows for the creation of unique neighborhoods that take advantage of Redwood City's Bay frontage. The mix of allowed uses includes housing and supporting commercial businesses, hospitality and restaurant uses that attract visitors, and businesses that support marina functions. Housing options can also include floating homes, houseboats, and live-aboard boats, in addition to residential buildings. Public access and open space amenities are required along the waterfront, and internal pedestrian circulation of the neighborhoods should link to waterfront amenities. The emphasis is on residential development, with commercial uses providing a clear supporting use.

Development Standards

- Combined Use (Commercial and Residential)
 - Maximum residential density: 40 du/acre
 - Maximum commercial intensity: 0.4 FAR
- Single Use (Commercial)
 - Maximum commercial intensity: 0.4 FAR
- Single Use (Residential)
 - Maximum residential density: 40 du/acre
- All Uses: Height
 - No maximum height is established in the General Plan. However, heights for each project will be evaluated through site plan review and must:
 - Relate to property size and terrain
 - Relate to surrounding uses and character
 - Orient toward the water, tiering heights farther away from the water's edge
- All Uses: Public Space
 - Provide public access to the water line
 - Provide public space along and/or adjacent to the waterline

Attachment 2



SOURCE: ESRI, 2014; ESA Airports, 2014

San Carlos Airport ALUCP - 130753
Exhibit 4-3
 San Carlos Airport Safety Zones

C/CAG AGENDA REPORT

DATE: January 26, 2023
TO: Airport Land Use Committee
FROM: Susy Kalkin
SUBJECT: Election of ALUC Officers for Calendar Year 2023

RECOMMENDATION

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) hold an election at this meeting to elect an ALUC Chairperson and an ALUC Vice-Chairperson for the 2023 calendar year.

BACKGROUND/ DISCUSSION

The C/CAG Airport Land Use Committee (ALUC) holds an election each calendar year to elect a Chairperson and a Vice-Chairperson. The sitting Chairperson conducts both elections. Nominations are made from the floor and must receive a second prior to a vote. Each officer is elected, via a majority of the Committee members present, to serve a one-year term on a calendar year basis (January 1-December 31). Both officers remain in office beyond January 1 until the next ALUC election is held. Those members who are in office prior to each election may be elected again by the Committee to serve in either office. There are no term limits and there is no compensation for either office.

The Chairperson presides at each ALUC Regular Meeting and Special Meeting. The ALUC Vice-Chairperson presides as the Chairperson if the Chairperson cannot attend a Regular or Special Meeting. If neither officer is available to attend a scheduled meeting, a quorum may elect a chairperson pro tem or the meeting may be canceled or rescheduled.

C/CAG AGENDA REPORT

DATE: January 26, 2023
TO: Airport Land Use Committee
FROM: Susy Kalkin
SUBJECT: Review and Approval of ALUC Meeting Calendar - 2023

RECOMMENDATION

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) review and approve the meeting calendar for 2023, including dates, times and location.

BACKGROUND/ DISCUSSION

The C/CAG Airport Land Use Committee (ALUC) annually considers and approves a meeting schedule for the year. Traditionally, regular ALUC meetings have been held on the fourth Thursday of the month, beginning at 4:00 PM, typically in the Burlingame Council Chambers. However, due to the COVID-19 situation, ALUC meetings have been held virtually since March 2020. In 2021, the Committee adjusted the meeting start time to 4:30 PM, with the stipulation that the time may be revisited once in person meetings resume. Below is a tentative schedule for the Committee's consideration.

January 26, 2023
February 23, 2023
March 23, 2023
April 27, 2023
May 25, 2023
June 22, 2023
July 27, 2023
August 24, 2023
September 21, 2023
October 26, 2023
November – no mtg
December – no mtg

Initial meetings in January and February will continue to be held virtually. However, with the announcement last October that the Governor intends to end the COVID-19 State of Emergency order at the end of February 2023, there will be a need to return to in-person committee meetings beginning in March. Burlingame can accommodate the ALUC meetings at their new Burlingame Community Center, 850 Burlingame Avenue.

If needed, special meetings and workshops can be scheduled with appropriate special noticing.