



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: 505 E. Bayshore Road

Address: 505 E. Bayshore Road

APN: 052-520-010

City: Redwood City

State: CA

ZIP Code: 94063

Staff Contact: Curtis Banks

Phone:

Email: cbanks@redwoodcity.org

PROJECT DESCRIPTION

Proposal to construct 56 for-sale townhomes, including 8 Below Market Rate ('BMR') units at the moderate income level. Units would consist of two-, three-, and four-bedroom townhome units, ranging from 1,200 square feet ('sf') to 1,700 sf of livable space. Each home includes a 2-car garage. The buildings consist of three stories of wood framed structure on top of an at-grade concrete foundations. The proposal includes a General Plan Amendment to Mixed Use-Waterfront Neighborhood (MU-WF) and rezoning to Mixed-Use Waterfront (MUW), which allows for both residential and commercial development.

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



505 E. BAYSHORE ROAD - SITE PLAN NEIGHBORHOOD CONTEXT IN REDWOOD CITY, CA

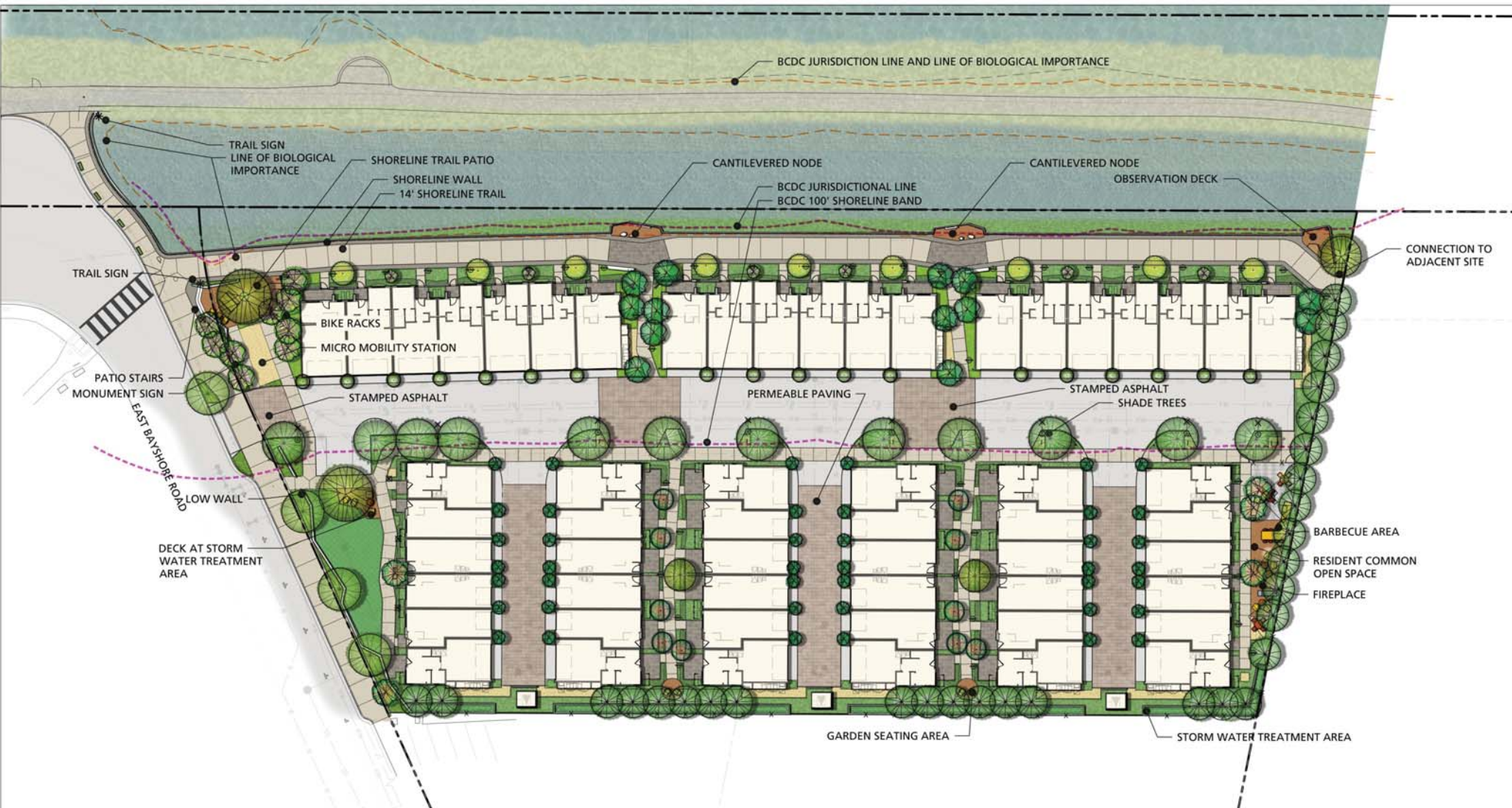
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PROJECT NO. 446.016 | JANUARY 6, 2023

SHEET A1.1





505 E. BAYSHORE ROAD -
IN REDWOOD CITY, CA

SCHEMATIC LANDSCAPE PLAN

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PROJECT NO. P_2018_349 | January 26, 2022

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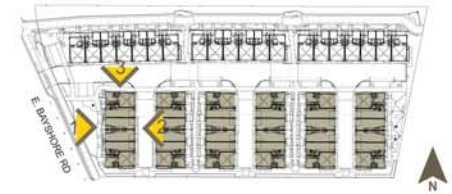
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THE
Guzzardo
Partnership, INC.
Landscape Architects/ Land Planners
Plot 9, The Embarcadero, Suite 115
San Francisco, CA 94111 | www.tgp-inc.com



MATERIAL LIST

- 1 FIBERGLASS DOOR
- 2 VINYL WINDOWS
- 3 3 COAT STUCCO W/MTL REVEALS
- 4 DECORATIVE METAL AWNING
- 5 LAP SIDING
- 6 COMPOSITE SHINGLE ROOFING
- 7 METAL GUARDRAIL
- 8 SMOOTH CEMENTITIOUS PANEL/TRIM
- 9 STONE VENEER
- 10 CEMENTITIOUS VERTICAL SIDING
- 11 ALUMINIUM GARAGE DOOR
- 12 METAL TRELLIS



SHEET A5.0

505 E. BAYSHORE ROAD - ELEVATIONS
IN REDWOOD CITY, CA

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PROJECT NO. 446.016 | JANUARY 6, 2023

6 UNIT
ROWTOWN 1
DAHLIN

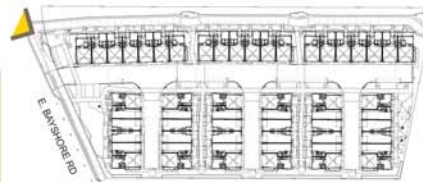




505 E. BAYSHORE ROAD - RENDERINGS: BAYSHORE ENTRY
IN REDWOOD CITY, CA

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PROJECT NO. 446.016 | JANUARY 6, 2023

SHEET A3.0



**C/CAG Application for Land Use Consistency Determination
Supplemental Information**

AGENCY NAME: City of Redwood City
PROJECT NAME: 505 E. Bayshore Road
APN: 052-520-010
GENERAL PLAN: Commercial Regional (MU-WF Proposed)
ZONING: General Commercial (MUW Proposed)

PROPERTY AND PROJECT DESCRIPTION

The property currently is home to the Alan Steel & Supply company and comprises several corrugated metal warehouse buildings as well as several outdoor storage facilities. The remainder of the site is a vacant dirt lot. The project is located right at the gateway to the Bair Island area of Redwood City at the transition of Whipple Ave into Bayshore Road on the East side of Highway 101. The property is adjacent to the San Francisco Bay, bordering an existing drainage channel that separates the site from the BCDL Bay Trail and PG&E's property. The property is also adjacent to the Toyota 101 Dealership and the former Century Park 12 movie theater (now a proposed mixed-use "Syufy" development site).

The applicant proposes to construct 56 townhomes, including 8 below market rate units at the moderate-income level. Units would consist of two-, three-, and four-bedroom townhome units, ranging from between 1,200 square feet ("sf") to 1,700 sf of livable space. Each home includes, at minimum, a 2-car garage. The residential buildings consist of three stories of wood-framed structure on top of an at-grade concrete foundation. The architecture will be contemporary in style and includes porches and stoops as well as roof decks on several floor plans. Units facing the bay front are divided into three buildings. The other six buildings are located on individual drive aisles oriented perpendicular to the drainage channel. Pedestrian access is provided within the community, leading to the Bay Trail and to East Bayshore Road. The new community includes a private amenity area for residents at the east end of the site. This area also includes a BBQ, fire feature and tables with seating.

General Plan and Zoning - The current GP land use is Commercial Regional, which does not permit residential development. The developer requests a General Plan Amendment to Mixed Use – Water Front (MU-WF) land use. A General Plan Amendment initiation was reviewed and approved by the City Council as part of the Gatekeeper process. The current zoning is General Commercial (CG), which does not permit residential. The developer requests rezoning to Mixed-Use Waterfront (MUW), which allows for both residential and commercial development. The proposed General Plan and Zoning are consistent with the designation of other residential and mixed-use developments in the area and is the same General

Please see the enclosed **505 E. Bayshore – Airport Land Use Consistency Analysis** for an analysis of the project relative to ALUC requirements.

505 E. Bayshore Project - Airport Land Use Consistency Analysis

Below is our summary of the Project's consistency with the San Carlos Airport ALUCP. First, we note that the [Draft EIR](#) describes the Project's consistency as follows (at pdf p. 144):

Impact HAZ-5: The project would not be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. **The project would not result in a safety hazard or excessive noise for people residing or working in the project area. (Less than Significant Impact)**

The project site is located within San Carlos Airport Influence Area B and is subject to formal ALUC/C/CAG review to ensure development is consistent with aviation safety requirements. These requirements include conformance with regulations concerning land uses, noise exposure, and airspace protection.

The site is located within the San Carlos Airport's Safety Zone 6, which represents the Airport's Traffic Pattern Zone, an elliptical area that includes the majority of regular air traffic patterns and pattern entry routes.⁶⁵ Per the San Carlos Airport ALUCP, new residential and commercial development is compatible within this area.

Residential land uses are considered conditionally compatible in areas exposed to noise levels between CNEL 60-64. Areas that would be exposed to less than 60 dB CNEL are considered outside the San Carlos Airport noise impact area. As the proposed development is outside the 60 dB CNEL noise contour, people residing or working in the project area would not be exposed to excessive noise. Lastly, the proposed residential structures would be 38 feet tall at their highest point, well under the maximum allowable building height permitted by the ALUCP. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. **(Less than Significant Impact)**

Our understanding of the Project is as follows (DEIR pdf p. 25) - this informed the below analysis:

2.2 PROJECT DESCRIPTION

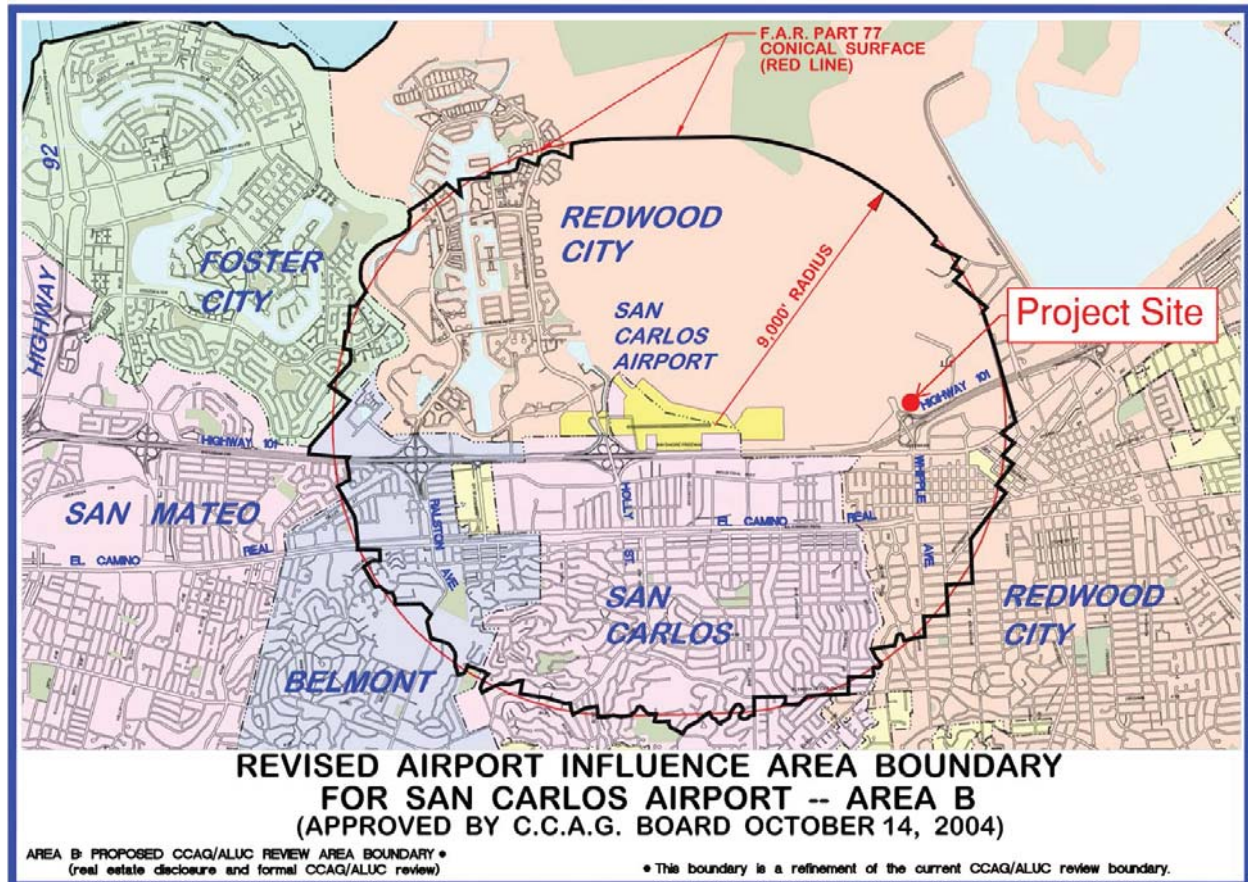
2.2.1 Proposed Development

The project proposes to demolish the existing development on the site to construct 56 townhouses, of which 51 would be base density units and five would be bonus density units. Eight of the units would be sold below market rate at a price affordable to a moderate income household (80 percent to 120 percent of the area median income). The townhouses would consist of two-, three-, and four-bedroom units, ranging from roughly 1,200 square feet to roughly 1,700 square feet in size. The units would be divided between nine buildings which would be three-story wood-framed structures on top of at-grade concrete foundations. In total, the buildings would provide 89,674 square feet of gross floor area. The buildings would reach maximum heights of 38 feet and would be setback at least 29 feet from the northern property line, 10 feet from the eastern property line, and 11 feet from the southern and western property lines. The project proposes 28,714 square feet of common open space, including an amenity area for residents on the eastern portion of the site. The proposed site plan is shown on Figure 2.0-4. Building elevations for the proposed project are shown on Figure 2.0-5.

Summary of Project Consistency

1) Airport Influence Area B – Real Estate Disclosures:

The Project site is located in the San Carlos Airport's Airport Influence Area B. (Final Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport ("[ALUCP](#)"), Exhibit 4-7). See the red circle for the Project Site.



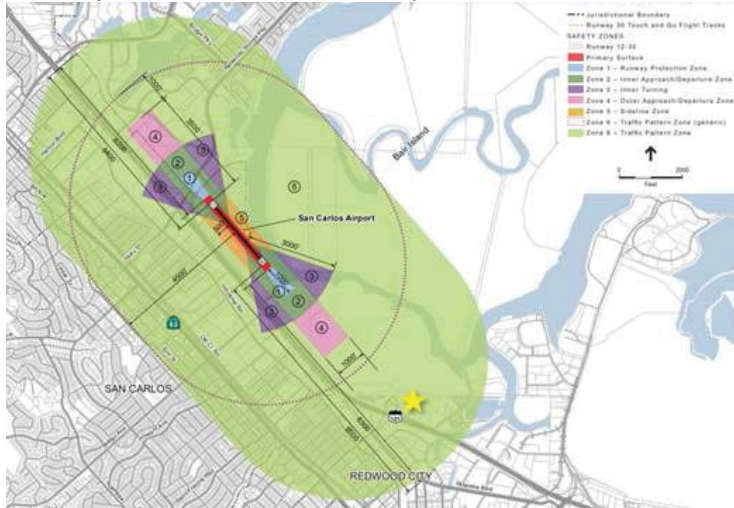
Notification of the Project's location will need to be given to future residents, in the following form (ALUCP page 4-38):

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

2) Safety:

The Project Site is located in Safety Zone 6 (ALUCP, Exhibit 4-3). See yellow star for Project Site.

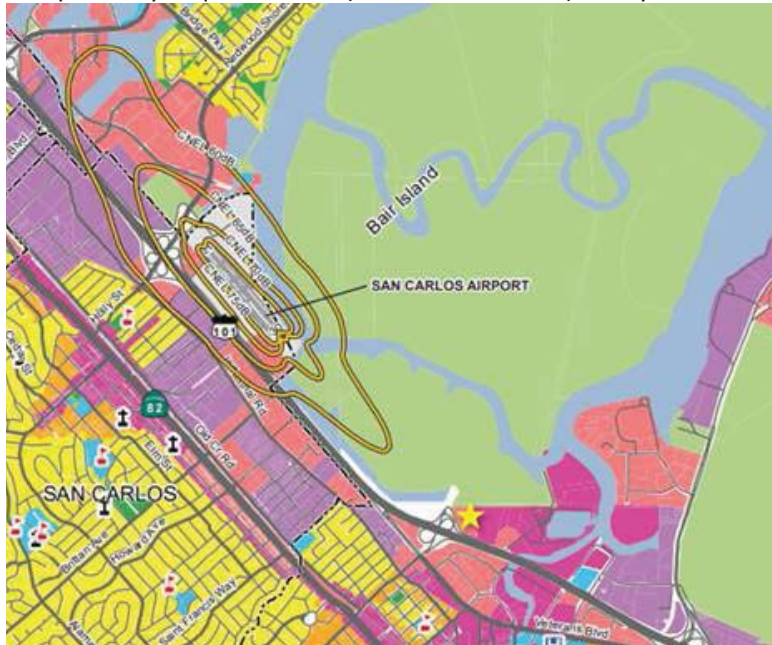


New residential development is compatible within this area. We therefore conclude that the Project's entirely residential use would be compatible.

- ALUCP, at 4-16:
 - e. In Safety Zone 6, new residential development is compatible and is not restricted for safety reasons. Other compatibility policies (e.g., noise and airspace protection) may apply.

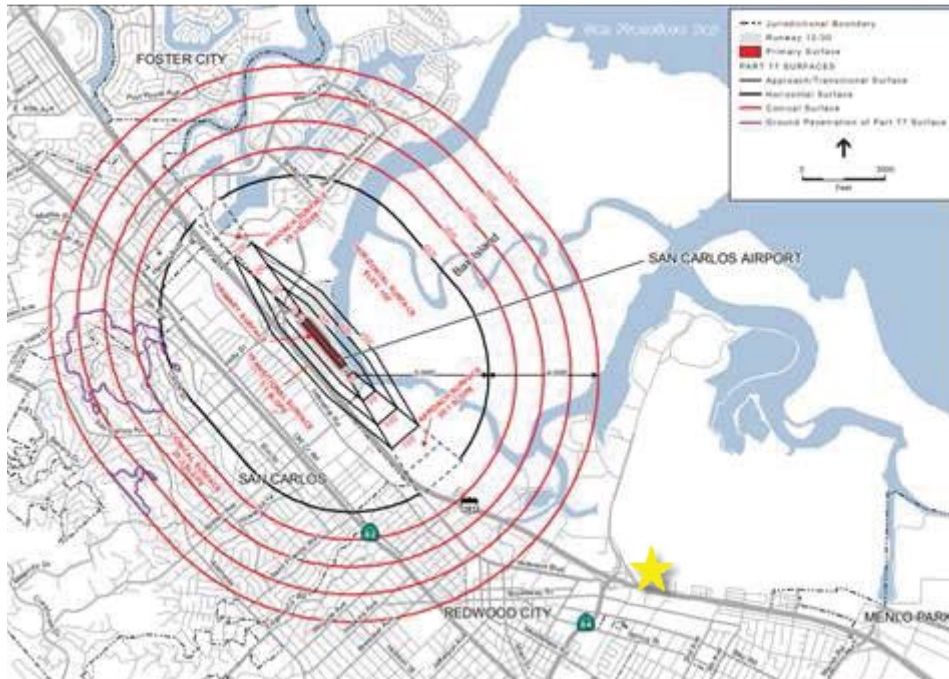
3) Noise:

The Project Site is outside of the airport's noise contours and is therefore not subject to any noise compatibility requirements. (ALUCP Exhibit 4-2). See yellow star for Project Site.



4) Height/Airspace Protection Surfaces:

The FAA establishes review policies and height limits in certain areas, in order to avoid obstructions to air navigation. A maximum building height of 355 vertical feet is permitted at the Project Site per Part 77 Airspace Protection Surfaces. (ALUCP Exhibit 4-4). See yellow star for Project Site.



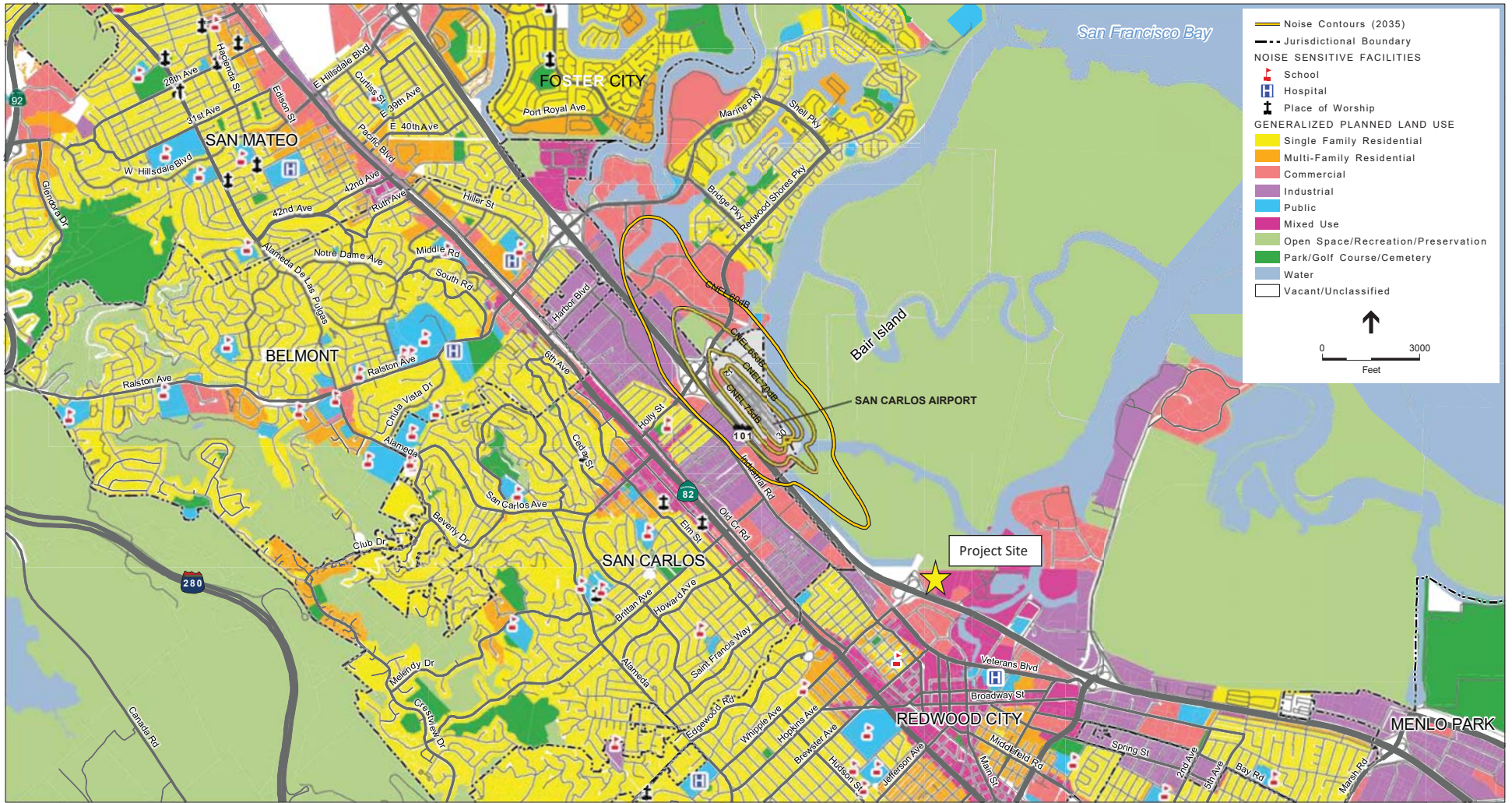
Buildings that exceed 200 feet are required to inform the FAA 30 days prior to the start of construction. (ALUCP Exhibit 4-4a). We understand the Project buildings would be well below these heights and would, therefore, not be subject to further height-related review or notification requirements.

5) Avigation Easement:

The location of the Project site and the Project's proposed uses do not appear to meet the criteria in the ALUCP that would trigger a requirement to grant an avigation easement. When considering whether to require an avigation easement, the ALUC considers whether a Project requires a legislative policy action (this Project does involve a General Plan Amendment and a Rezoning. However, none of the other triggers are met - they include proposed development within the 60 dB contour that would involve conditionally compatible uses (as described above the Project Site is not in this area); any policy actions that would allow development above the FAA height limits (also inapplicable here); and land use policy actions that would cause unusual visual, electronic, navigational, or wildlife hazards to aircrafts (none would be involved here). (ALUCP, page 4-43).

6) Hazardous Uses:

The Project does not consist of any of the hazardous uses that the ALUCP regulates with regard to permitted type and location. (ALUCP, page 4-22).

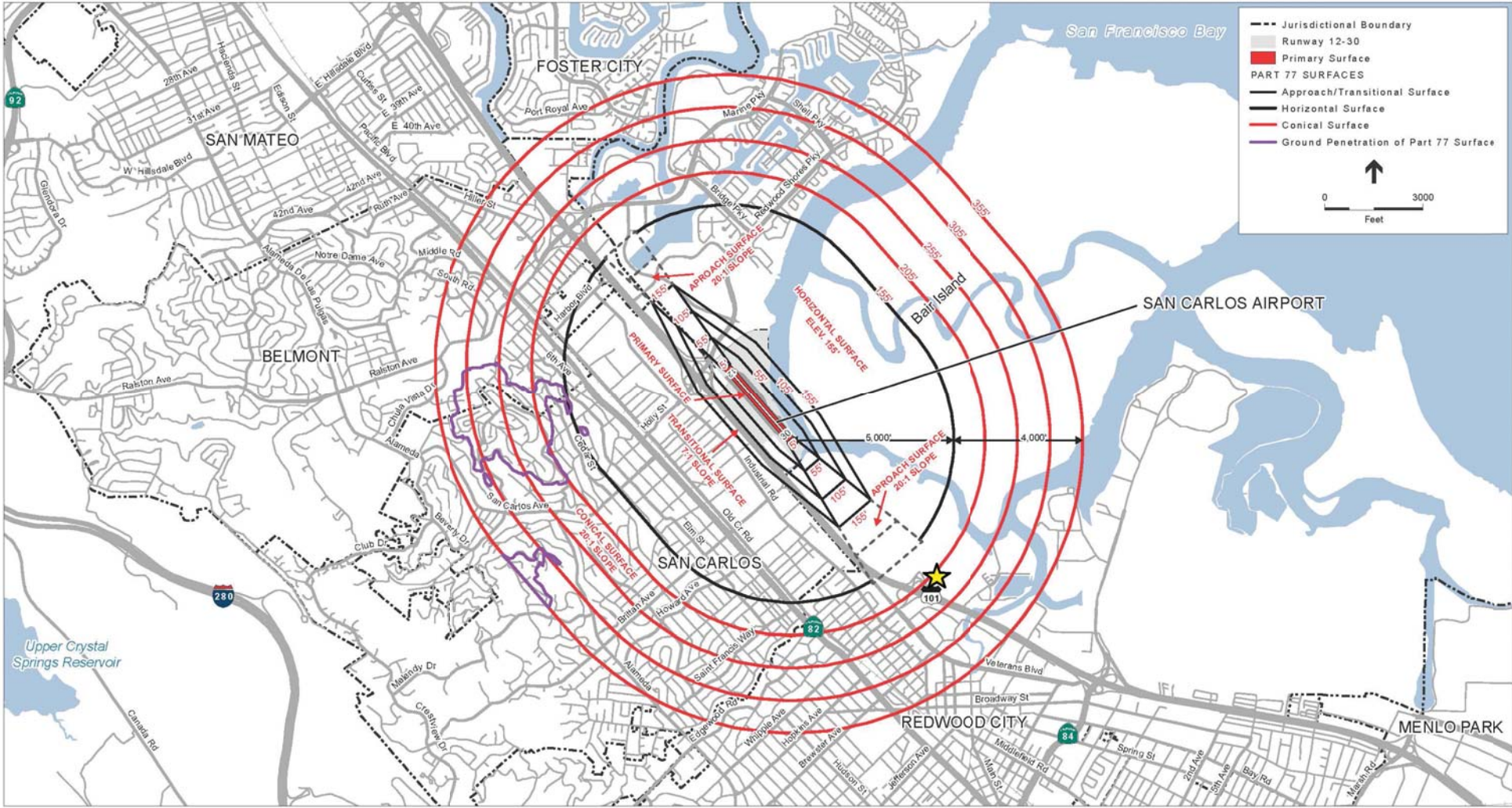


SOURCE: Belmont, 1982; San Mateo County, 1986; Foster City, 1993; Menlo Park, 1994; San Carlos, 2009; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

San Carlos Airport ALUCP . 130753

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





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

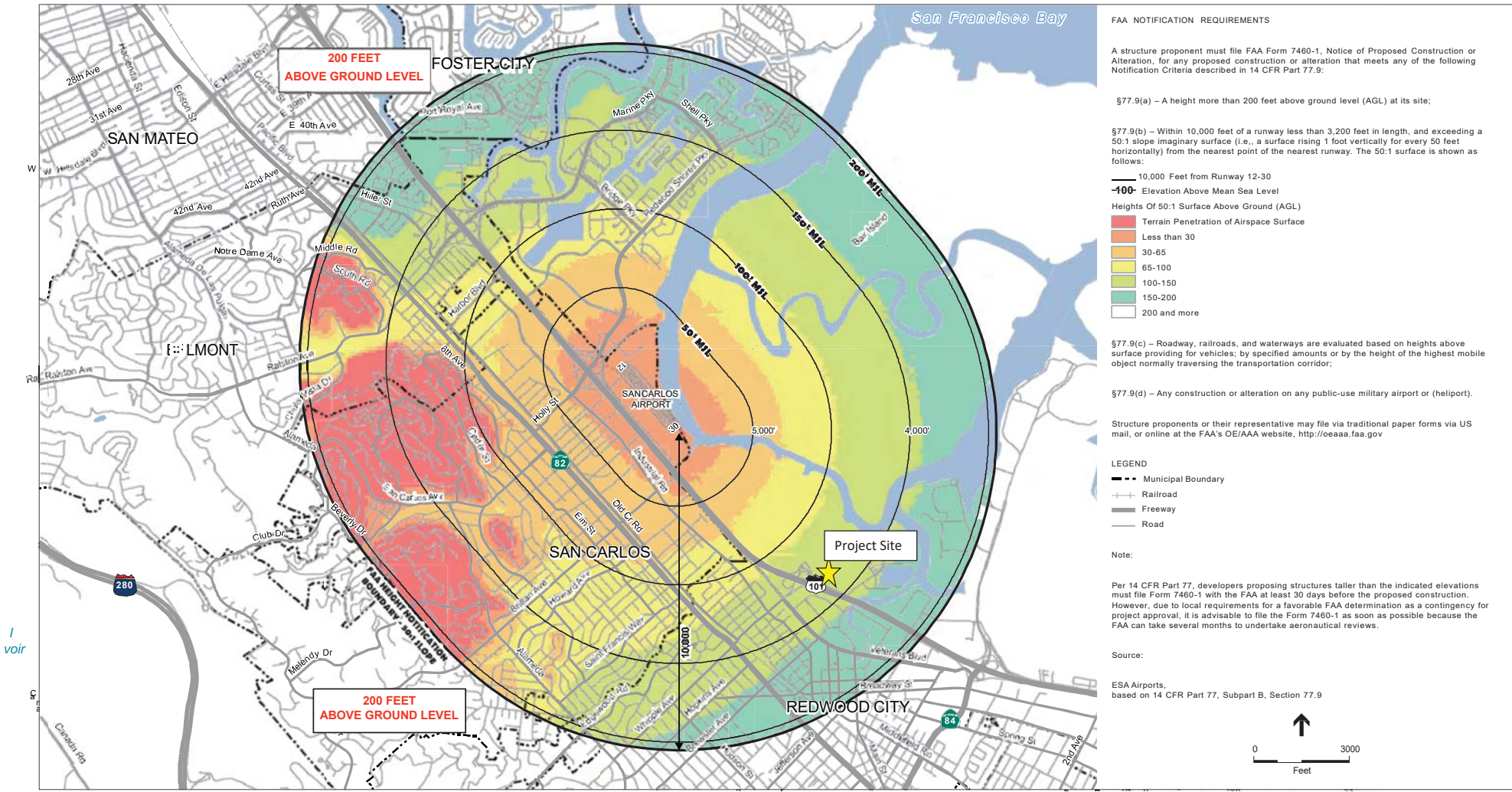
NOTE 1: All elevations on this exhibit are expressed in feet above mean sea level (MSL). The elevation of San Carlos Airport is 5 feet MSL.

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

San Carlos Airport ALUCP - 130753

Exhibit 4-4

San Carlos Airport Part 77 Airspace Protection Surfaces



SOURCE: USGS, 1999-2013; ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014