

# C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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

## AIRPORT LAND USE COMMITTEE (ALUC) AGENDA

<b>Date:</b> Thursday, April 27, 2023	<b>Join by Zoom Meeting:</b> <a href="https://us02web.zoom.us/j/82978119215?pwd=Vzh5dGI1NIBDSC9SZ2d3SUpxMno3UT09">https://us02web.zoom.us/j/82978119215?pwd=Vzh5dGI1NIBDSC9SZ2d3SUpxMno3UT09</a>
<b>Time:</b> 4:30 p.m.	<b>Zoom Meeting ID:</b> 829 7811 9215
<b>Location:</b> Burlingame Community Center 850 Burlingame Avenue Burlingame, CA	<b>Password:</b> 861784
	<b>Join by Phone:</b> (669) 900-6833

### \*\*\*HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE\*\*\*

This meeting of the Airport Land Use Committee will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

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- |   |  |        |
|---|--|--------|
| 1. Call to Order/Roll Call  | Action<br>(O'Connell)                  |        |
| 2. Public Comment on Items not on the Agenda  | Limited to 2<br>minutes per<br>speaker |        |
| 3. Approval of Minutes – March 23, 2023   | Action<br>(O'Connell)                  | Page 1 |
| 4. San Carlos Airport Land Use Compatibility Plan<br>Consistency Review – Proposed life science/research &<br>development project, including a related rezoning<br>request, for a property at 841 Old County Road, San<br>Carlos. | Action<br>(Kalkin)                     | Page 5 |

- |  |                         |          |
|--|-------------------------|----------|
| 5. San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed life science/research and development project, including a related Rezoning request, for a property at 642 Quarry Road, San Carlos.                        | Action<br>(Kalkin)      | Page 22  |
| 6. San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed mixed-use project comprised of 480-unit residential units and a 2-story commercial athletic club on property located at 557 E. Bayshore Road, Redwood City | Action<br>(Kalkin)      | Page 52  |
| 7. San Carlos Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Proposed mixed-use development comprised of affordable housing, office and childcare at 1125 Arguello Street, Redwood City.                   | Action<br>(Kalkin)      | Page 84  |
| 8. San Carlos Airport Land Use Compatibility Plan Consistency Review – Review of General Plan Land Use Map, Municipal Code and Zoning Code Amendments implementing the Redwood City Housing Element.                                       | Action<br>(Kalkin)      | Page 104 |
| 9. Member Comments/Announcements   |                         |          |
| 10. Items from Staff   | Information<br>(Kalkin) |          |
| 11. Adjournment – <i>Next regular meeting – May 25, 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](mailto:kkalkin@smcgov.org).

\* \* \* \* \*

**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.

**ADA Requests:** 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.

**PUBLIC PARTICIPATION DURING HYBRID MEETINGS:** During hybrid meetings of the ALUC, members of the public may address the Committee as follows:

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](mailto: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.

#### In Person Participation

1. Persons wishing to speak should fill out a speaker's slip provided in the meeting room. If you have anything that you wish distributed to the Committee and included in the official record, please hand it to the C/CAG staff who will distribute the information to the Committee members.
2. Public comment is limited to two minutes per speaker.

#### Remote Participation

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**

### **March 23, 2023**

#### **1. Call to Order/Roll Call**

As neither the Chair nor Vice Chair was in attendance, C/CAG staff requested the Committee appoint an acting Chair. Member Hamilton volunteered and called the meeting to order at 4:50 pm. and asked for a roll call. The attendance sheet is attached. Due to the lack of a quorum, staff suggested that the items could be presented and, while no official action could occur, comments could be recorded and forwarded to the C/CAG Board for consideration as part of its formal action on the items. The Committee concurred.

#### **2. Public Comment on items not on the Agenda – None**

#### **3. Minutes of the February 23, 2023 Meeting**

The item was bypassed due to lack of a quorum.

#### **4. San Carlos Airport Land Use Compatibility Plan Consistency Review – City of Foster City 2023-2031 Housing Element Update.**

Susy Kalkin, C/CAG staff, presented the staff report, noting that there are two housing opportunity sites located within Airport Influence Area B (AIA B).

Member Sullivan asked for clarification as to the age of the data in the ALUCP and whether the project was being reviewed for compatibility with SFO as well as San Carlos Airport. Staff noted the ALUCP was adopted in 2015, but that the noise contours are projections of 2035 conditions, based on the long-range airport growth estimates. Staff further noted that Foster City is located within the AIA B for San Carlos Airport only, so SFO ALUCP policies do not apply.

#### **5. San Carlos Airport Land Use Compatibility Plan Consistency Review – Amendment of the Belmont Zoning Ordinance to expand the definition of Research and Development Use to include life science activities and modify other related development standards.**

Susy Kalkin, C/CAG staff, presented the staff report. (\*Member Venkatesh arrived at 5:10, during the staff presentation, resulting in a quorum.)

Member Ford noted concern with biotech type uses being allowed in the vicinity due to the potential safety hazards. Staff noted that the ALUCP Safety Policies address biohazards and clarified that there are no restrictions on R&D or biohazards within Safety Zone 6, the area where R&D use would be located.

Motion: Member Sturken moved, and Member Sullivan seconded, approval of the staff recommendation. Motion carried (5-2-0) by the following roll call vote: AYE - Members

DiGiovanni, Sullivan, Cahalan, Sturken, and Acting Chair Hamilton. NO – Members Ford and Branscomb. ABSTAIN – none.

Acting Chair Hamilton requested reconsideration of the earlier agenda items:

**3. Minutes of the February 23, 2023 Meeting**

Motion: Member DiGiovanni moved, and Member Sturken seconded, approval of the February 23, 2023 minutes. Motion carried (6-0-1) by the following roll call vote: AYE - Members DiGiovanni, Sullivan, Cahalan, Sturken, Branscomb and Acting Chair Hamilton. NO – none. ABSTAIN – Member Ford.

**4. San Carlos Airport Land Use Compatibility Plan Consistency Review – City of Foster City 2023-2031 Housing Element Update.**

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

The Committee had no additional comments.

Motion: Member Sullivan moved, and Member Sturken seconded, approval of the staff recommendation. Motion carried (7-0-0) by the following roll call vote: AYE - Members DiGiovanni, Sullivan, Cahalan, Sturken, Ford, Branscomb and Acting Chair Hamilton. NO – none. ABSTAIN – none.

**6. Member Comments/Announcements**

None

**7. Items from Staff**

None

**8. Adjournment**

The meeting was adjourned at 5:23 pm.

## 2023 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Jan	Feb	Mar							
				In-person	AB2449						
Terry O'Connell	City of Brisbane	X	X								
Ricardo Ortiz	City of Burlingame	X	X								
Pamela DiGiovanni	City of Daly City		X	X							
Patrick Sullivan	City of Foster City	X arrived 5:00	X	X							
Robert Brownstone	City of Half Moon Bay										
Angelina Cahalan	City of Millbrae	X	X	X							
Christopher Sturken	City of Redwood City	X	X	X							
Tom Hamilton	City of San Bruno	X	X	X							
Adam Rak/ Pranita Venkatesh*	City of San Carlos			X arrived 5:10							
Warren Slocum	County of San Mateo & Aviation Rep.										
Flor Nicolas	City of South San Francisco	X	X								
Carol Ford	Aviation Rep.	X			X						
Chistopher Yakabe	Half Moon Bay Pilots Assn.	Y arrived 4:45	X	Y							

\* Pranita Venkatesh appointed 2/27/2023

X - Committee Member Attended

Y - Designated Alternate Attended

Staff and guests in attendance for the March 23, 2023, meeting: Susy Kalkin, Sean Charpentier, Kim Springer and Jeff Lacap, C/CAG staff; Gretchen Kelly, San Carlos Airport Mgr; Thai-Chau Le and Sofia Mangalam, Foster City staff; and Dara Sanders, Belmont staff

## C/CAG AGENDA REPORT

Date: April 27, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed life science/research & development project, including a related rezoning request, for a property at 841 Old County Road, San Carlos.

(For further information or response to questions, contact Susy Kalkin at [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org))

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### RECOMMENDATION

That the Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed six-story life science/research and development building, including a related Rezoning request, for a property at 405 Industrial Road, San Carlos, is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following conditions:

- Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Carlos an FAA “Determination of No Hazard”.
- The City of San Carlos shall require that the project sponsor comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.

### BACKGROUND

The City of San Carlos is processing an application for a property at 841 Old County Road, between Branston Rd. and Commercial St. The proposal includes a rezoning request to change the zoning to Planned Development to adjust specific development standards including height and floor area ratio in order to accommodate a life science/research & development project on the site. The proposal includes two buildings, one four-story and one five-story over two subterranean levels of parking.

The project falls within Airport Influence Area (AIA) B, the Project referral area for San Carlos Airport. California Government Code Section 65302.3 states that a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). Accordingly, the City of San Carlos has referred the subject project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos ALUCP.

## DISCUSSION

### ALUCP Consistency Evaluation

Four sets of airport/land use compatibility policies in the San Carlos ALUCP relate to the proposed Zoning and General Plan Amendment: (a) noise compatibility policies and criteria, (b) safety policies and criteria, and (c) airspace protection policies, and (d) overflight notification. The following sections address each issue.

#### (a) Noise Policy Consistency Analysis

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

As shown on San Carlos ALUCP Exh. 4-2, **Attachment 2**, the subject property lies outside the bounds of the 60 dB CNEL contour and is therefore consistent with the Noise Policies of the ALUCP.

#### (b) Safety Policy Consistency Analysis

**Runway Safety Zones** - The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on ALUCP Exh. 4-3, **Attachment 3**, the project site is located within Safety Zone 6. Safety Zone 6 does not limit nonresidential intensities and does not restrict office or medical/biological research facilities. As a result, the proposed project is consistent with the safety policies and criteria.

#### (c) Airspace Protection Policy Consistency Analysis

##### Structure Heights

The San Carlos ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), “Objects Affecting Navigable Airspace,” as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Carlos Airport.

Per Airspace Protection Policy 5, in order to be deemed consistent with the ALUCP, the maximum height of a new structure must be the lower of 1) the height of the controlling airspace protection surface shown on Exhibit 4-4 (**Attachment 4**); or 2) the maximum height determined to not be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to filing of Form 7460-1.

As proposed, the taller building would be a maximum of 113’ to the top of the roof-mounted equipment. With a ground elevation of approximately 19 feet above mean sea level (AMSL), the overall height of the tallest building would be 132 feet AMSL. Per Exhibit 4-4, the airspace protection surface above the project site lies at 155’ AMSL, so the proposed project would be below this surface.

However, as shown on ALUCP Exh. 4-4a, **Attachment 5**, the Project is located in an area where projects greater than 30-65 feet in height require FAA notification. Accordingly, the following condition of approval is included:

- Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of San Carlos an FAA “Determination of No Hazard”.

#### Other Flight Hazards

Within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per Airspace Protection Policy 6, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

- Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight;
- Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting;
- Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight;
- Sources of electrical/electronic interference with aircraft communications/navigation equipment; or
- Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including but not limited to *FAA Order 5200.5A, Waste Disposal Site On or Near Airports* and *FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports* and any successor or replacement orders or advisory circulars.

The proposed project does not include any features that would present unusual hazards to air navigation and therefore is determined to be compatible with Airspace Protection Policy 6.

#### **(d) Overflight Policy Consistency Analysis – Real Estate Disclosure Area**

The Project Area is located within both the Airport Influence Area (AIA) A & B boundaries for San Carlos Airport. Within an AIA, the real estate disclosure requirements of state law apply. The law requires a statement to be included in the property transfer documents that (1) indicates the subject property is located within an airport influence area (AIA) boundary and (2) that the property may be subject to certain impacts from airport/aircraft operations.

**C/CAG AGENDA REPORT**

Airport Land Use Committee

RE: Consistency Review – 841 Old County Rd., San Carlos

Date: April 27, 2023

Page 4

As this disclosure requirement is not included in the application materials, the following condition is proposed:

- The City of San Carlos shall require that the project sponsor comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.

**ATTACHMENTS**

1. ALUCP application, together with related project description and exhibits.
2. San Carlos ALUCP Exh. 4-2 – Future Conditions (2035) Aircraft Noise Contours
3. San Carlos ALUCP Exh. 4-3 – Airport Safety Zones
4. San Carlos ALUCP Exh. 4-4 – FAA Part 77 Airspace Protection Surfaces
5. San Carlos ALUCP Exh. 4-4a – FAA Notification Area





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: 841 OLD COUNTY ROAD LIFE SCIENCE DEVELOPMENT

Address: 841 OLD COUNTY ROAD

APN: 046-133-160, 046-134-050, 046-134-060, 046-135-010,  
046-135-020, 046-135-030, 046-135-040, 046-182-100, 046-  
182-110, 046-182-150

City: SAN CARLOS

State: CA

ZIP Code: 94070

Staff Contact: Lisa Costa Sanders, Principal  
Planner

Phone: 650-802-4207

Email: lcostasanders@cityofsancarlos.org

PROJECT DESCRIPTION

The project proposes construction of new life science/research & development buildings at 841 Old County Road, northeast of the intersection of Old County Road and Commercial Street in the City of San Carlos. It includes construction of a total of 326,460 square feet of research and development life science use in two buildings, one at 4 stories and one at 5 stories (105 feet MSL to the roofline and 120 feet MSL to the top of the mechanical screen for the tallest building), and construction of below grade parking. The project proposed a rezoning from Heavy Industrial (IH) to Planned Development (PD) to allow a greater floor area ratio (2.2), building height (120 feet MSL to top of screen). The site is 148,633 square feet and is currently developed with a mix of commercial/industrial uses.

REQUIRED PROJECT INFORMATION **PLEASE SEE ENCLOSED SUPPLEMENTAL MATERIALS AND ATTACHMENTS**

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.*

C/CAG Application for Land Use Consistency Determination:

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

**Agency Name:** City of San Carlos

**Project Name:** 841 Old County Road Life Science Development

### **PRROPERTY AND PROJECT DESCRIPTION**

An application was submitted to the City of San Carlos for a new life science/research & development project at 841 Old County Road. The subject site is a 3.41-acre lot bound by Old County Road, Commercial Street and Bransten Road. The Caltrain berm is located to the west of the site, commercial properties to the east, Bransten Street to the north and Commercial Street to the south. The area consists primarily of single-story buildings serving commercial/industrial uses.

The proposed project includes construction of a total of 326,460 square feet of life science/research & development use in two building. One building is four stories and the other is five stories with the taller building measuring 105 feet MSL to the roof structure and 120' MSL to the top of the roof screen. The project proposes a rezoning from Heavy Industrial (IH) to Planned Development (PD) to allow a greater floor area ratio (2.2) and building height (120 feet MSL to top of mechanical screen).

The site is located outside of the 60dB noise contour, and within safety zone 6 within the Airport Land Use Compatibility Plan for the San Carlos Airport.

The proposed project would require approval of rezoning the site to Planned Development, a Planned Development Permit, Design Review, Transportation Demand Management Plan, Development Agreement, Grading/Dirt Haul Certification, and California Environmental Quality Act (CEQA) clearance. An Initial Study/Mitigated Negative Declaration is being prepared.

See enclosed **Attachment** for project site plan, rendering and elevations.

As discussed below, the project is **consistent** with the noise, safety and airspace protection policies of the Airport Land Use Compatibility Plan (ALUCP) for the San Carlos Airport.

The project is located in the Heavy Industrial (IH) zone and complies with the underlying zoning regulations with the exception of height and floor area ratio and as such, requests a zoning map amendment to designate Planned Development to provide for site specific Heavy Industrial.

### **DISCUSSION OF RELATIONSHIP TO AIRPORT LAND USE COMPATIBILITY**

#### **Noise**

The 841 Old County Road project site is located outside of the airport's 60dB CNEL noise contour (ALUCP Exhibit 4-2 "Future Conditions (2035) Aircraft Noise Contours map). The proposed R&D land use and related structures are considered compatible without restrictions outside the 60dB noise contour, which prohibits rezoning to residential use due to noise concerns. As such, the proposed project is consistent with the noise policy.

#### **Existing Noise Levels**

The project setting is composed of industrial, life science, flex commercial industrial and office use with typical traffic levels. The primary noise surface in the vicinity is from overhead aircraft, surface transportation and industrial uses (City of San Carlos General Plan 2009). Existing Noise level will not be problematic in this proposed R&D project.

### **Safety**

The California Airport Land Use Planning Handbook requires ALUCPs to include safety zones for each runway end. The San Carlos Airport ALUCP includes six safety zones and related land use compatibility criteria. The proposed project site is located inside Safety Zone 6 which allows *max residential densities* (no limit), max nonresidential intensities (no limit) and max single acre (no limit) (Safety Compatibility Criteria for San Carlos Airport are listed on Table 4-4 of the San Carlos ALUCP). Safety Zone 6 does not have limits or restrictions for medical/biological research facilities handling highly toxic or infectious agents.

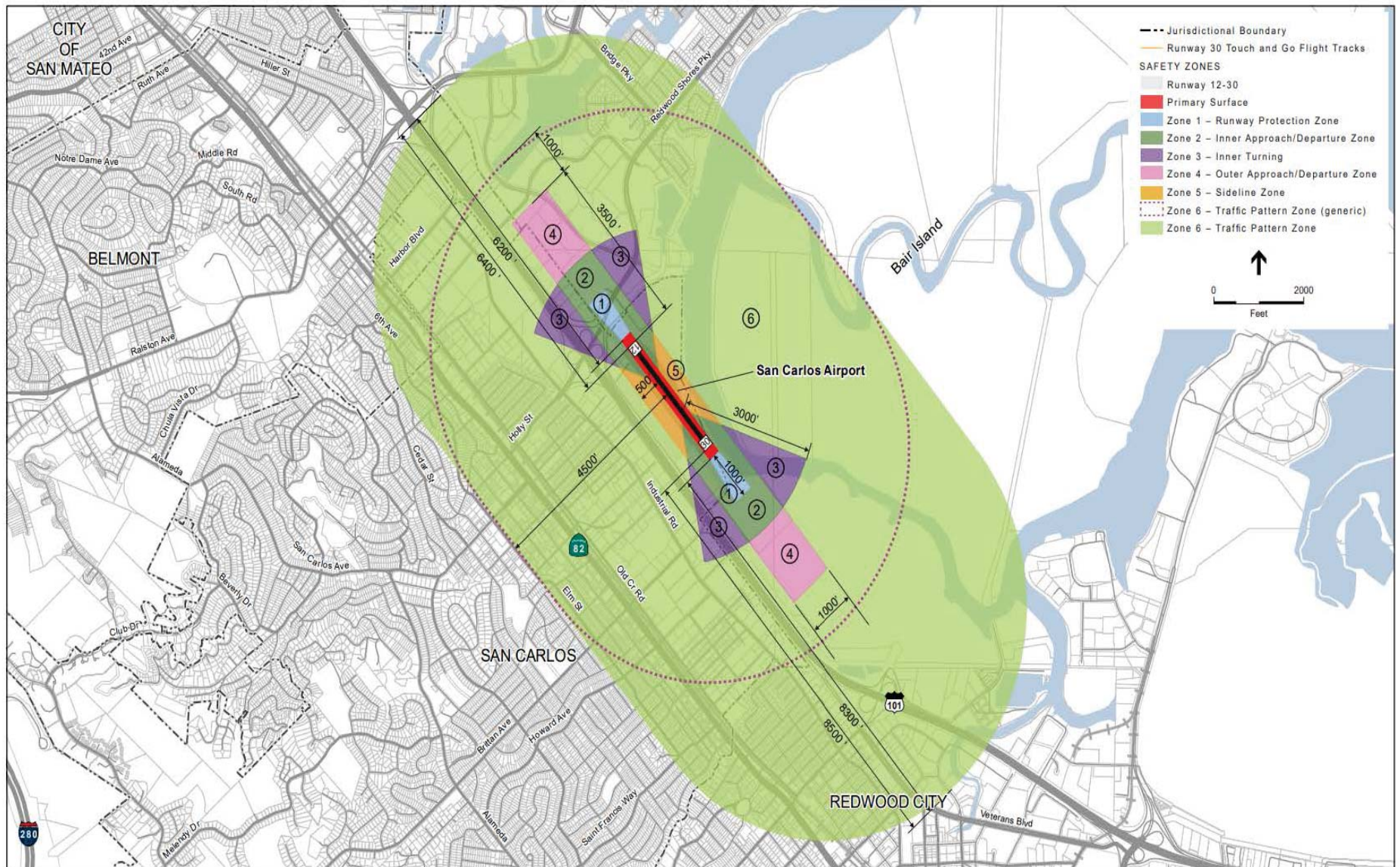
### **Airspace Protection**

The proposed building heights to the top of the mechanical screen shielding rooftop equipment is 120' MSL and is less than the 155' maximum allowable height set by the Airport Land Use Commission for the San Carlos Airport. The building roof heights are proposed at 100' MSL. Reviewing Table 4-4 Safety Compatibility Criteria, Zone 6 the project will not create height hazard obstruction, smoke, glare, electronic, wildlife attractants, or other airspace hazards. Therefore, the proposed project would be consistent with the airspace policies as established in the adopted 2016 San Carlos ALUCP.

### **Attachments:**

- 841 Old County Road Life Science Development Project Plan Sheets:
  - Site Plan
  - Rendering
  - Elevations





SOURCE: ESRI, 2014; ESA Airports, 2014

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

<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>

C/CAG ALUC 12/18





803 - 851 OLD  
COUNTY ROAD  
SAN CARLOS, CA  
94070

**PLANNING  
RESUBMISSION  
JAN 11, 2023**

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architecture  
350 CALIFORNIA STREET, FLOOR 21  
SAN FRANCISCO, CA 94104 - 415.398.7575

Project Number 20510.00





**1** SCHEMATIC LANDSCAPE PLAN  
SCALE: 1" = 20'-0"



ISSUED FOR:		DATE:	
	PLANNING SUBMISSION	2021-05-12	
	PLANNING RESUBMISSION 1	2021-12-02	
	PLANNING RESUBMISSION 2	2022-04-29	
	PLANNING RESUBMISSION 3	2023-01-11	

LANDSCAPE ARCHITECT:

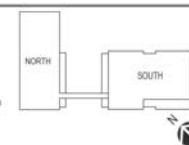
**THE**  
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CLIENT

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Organization  
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SAN CARLOS, CA 94070

ARCHITECT

**STUDIOS**  
architecture  
352 CALIFORNIA STREET, FLOOR 21 • SAN FRANCISCO, CA 94104 • 415.398.7575



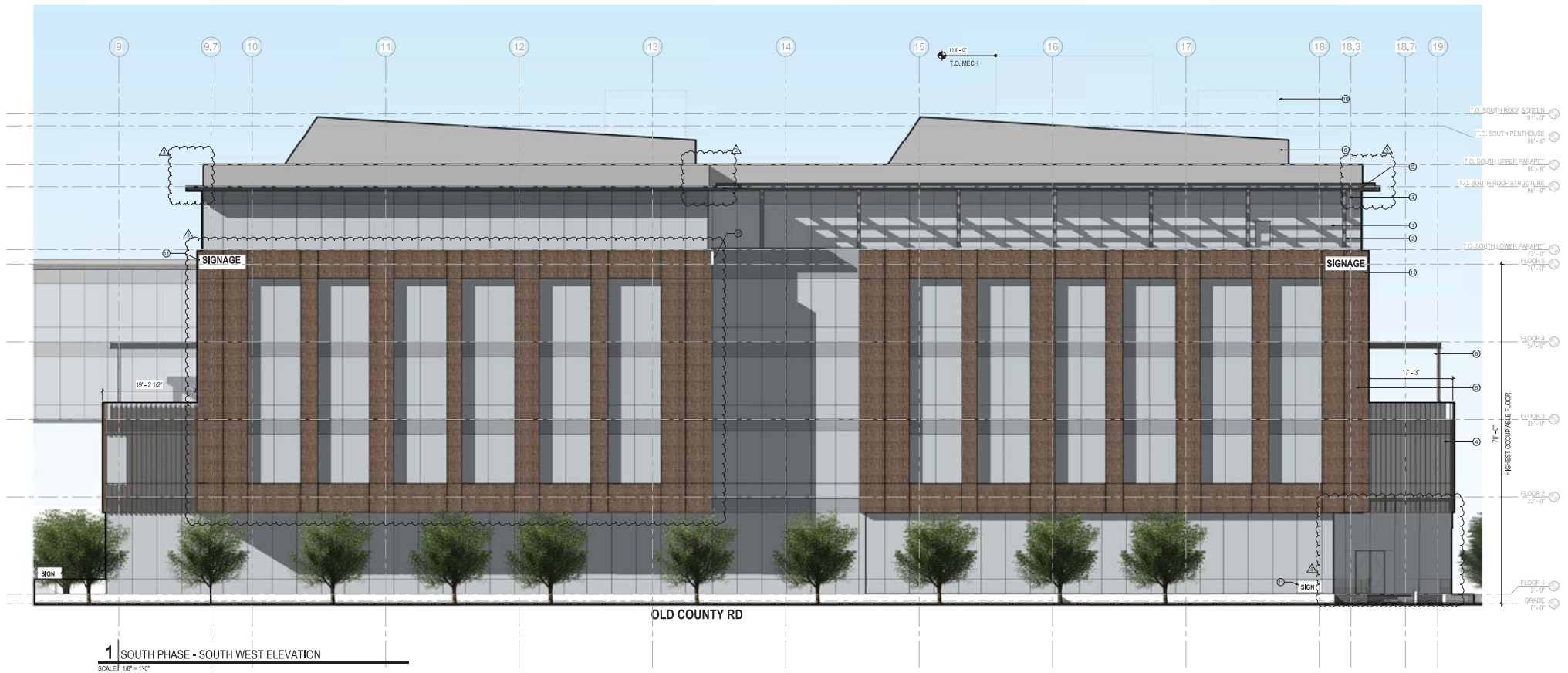
SCHEMATIC  
LANDSCAPE  
PLAN

L1.01

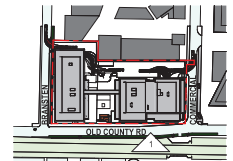
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PROJECT NO.	20510.00
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PLAN NOTE LEGEND - FINISH	
NOTE NO.	COMMENT
1	SSG THERMALLY BROKEN CURTAINWALL
2	INSULATED VISION GLASS, SEE A6.22
3	INSULATED SPANDREL GLASS, SEE A6.22
4	TERRACOTTA & ALUMINUM SHADE SYSTEM, SEE A6.22
5	RED BRICK RAINSCREEN WALL SYSTEM, SEE A6.22
6	OURANAUTA PAINTED METAL PANEL, SEE A6.22
7	INSULATED METAL SOFFIT SYSTEM
8	STEEL & ALUMINUM SUNSHADE TRELLIS
9	EXPOSED STRUCTURAL STEEL SUNSHADE TRELLIS, PAINTED
10	MECHANICAL EQUIPMENT
11	TENANT SIGNAGE



ISSUED FOR:	DATE:			
PLANNING SUBMISSION	2021-05-12			
 PLANNING RESUBMISSION 1	2021-12-02			
 PLANNING RESUBMISSION 2	2022-04-29			
 PLANNING RESUBMISSION 3	2023-01-11			

SEAL / DISCLAIMER:

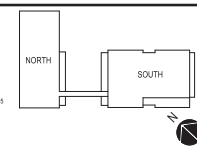
CLIENT

ARCHITECT



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architecture

350 CALIFORNIA STREET, FLOOR 21 • SAN FRANCISCO, CA 94104 • 415.398.7575



**SOUTH PHASE  
EXTERIOR BUILDING  
ELEVATIONS**

## A6.01

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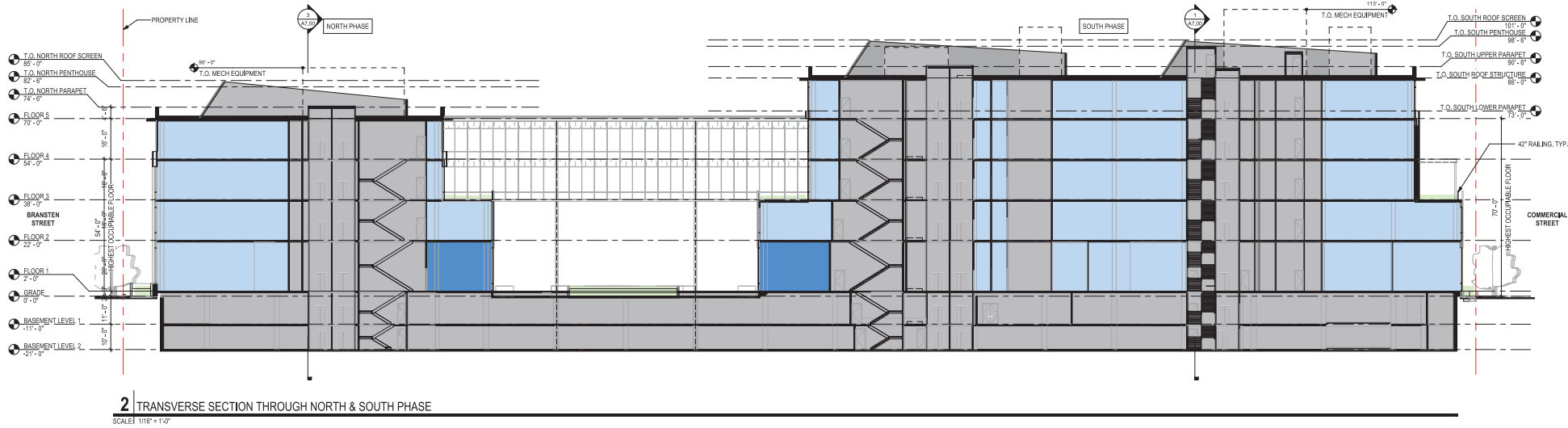
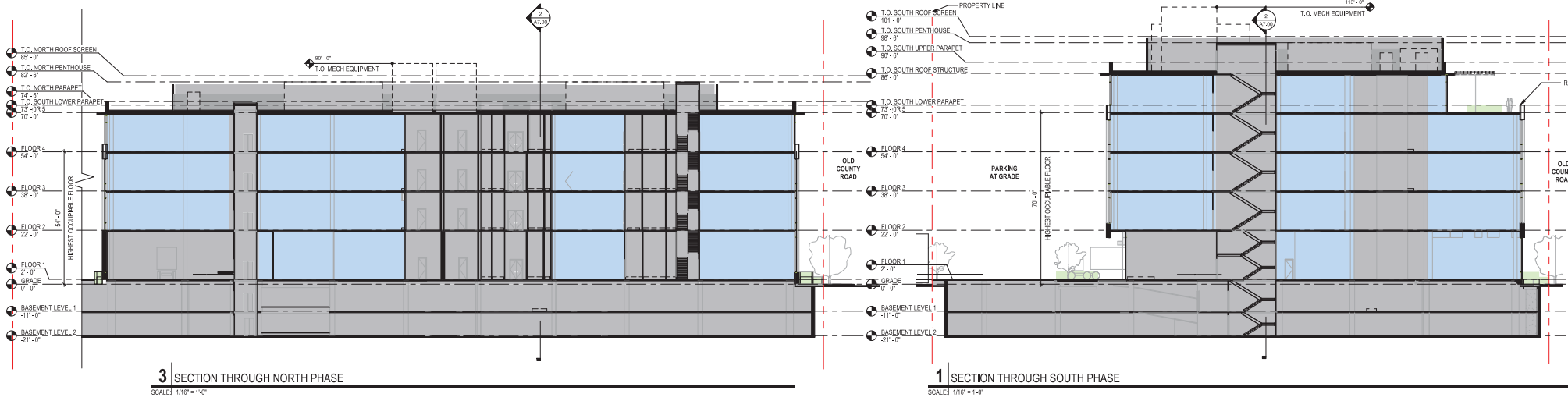
PROJECT NO. 20510.00

1/12/2023 11:57:44 AM

BM 86102810.00 - 851 Old County Road, San Carlos, CA 94070

20510.00

SOBRATO



- PROGRAM LEGEND**
- OFFICE
  - LOBBY
  - CORE
  - LANDSCAPE
  - MECHANICAL EQUIPMENT

ISSUED FOR:	DATE:			
PLANNING SUBMISSION	2021-05-12			
PLANNING RESUBMISSION 1	2021-12-02			
PLANNING RESUBMISSION 2	2022-04-29			
PLANNING RESUBMISSION 3	2023-01-11			

SEAL / DISCLAIMER:

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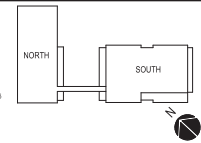
ARCHITECT

The  
**SOBRATO**  
Organization

803 - 851 OLD COUNTY ROAD  
SAN CARLOS, CA 94070

**STUDIOS**  
architecture

350 CALIFORNIA STREET, FLOOR 21 - SAN FRANCISCO, CA 94104 - 415.381.7575



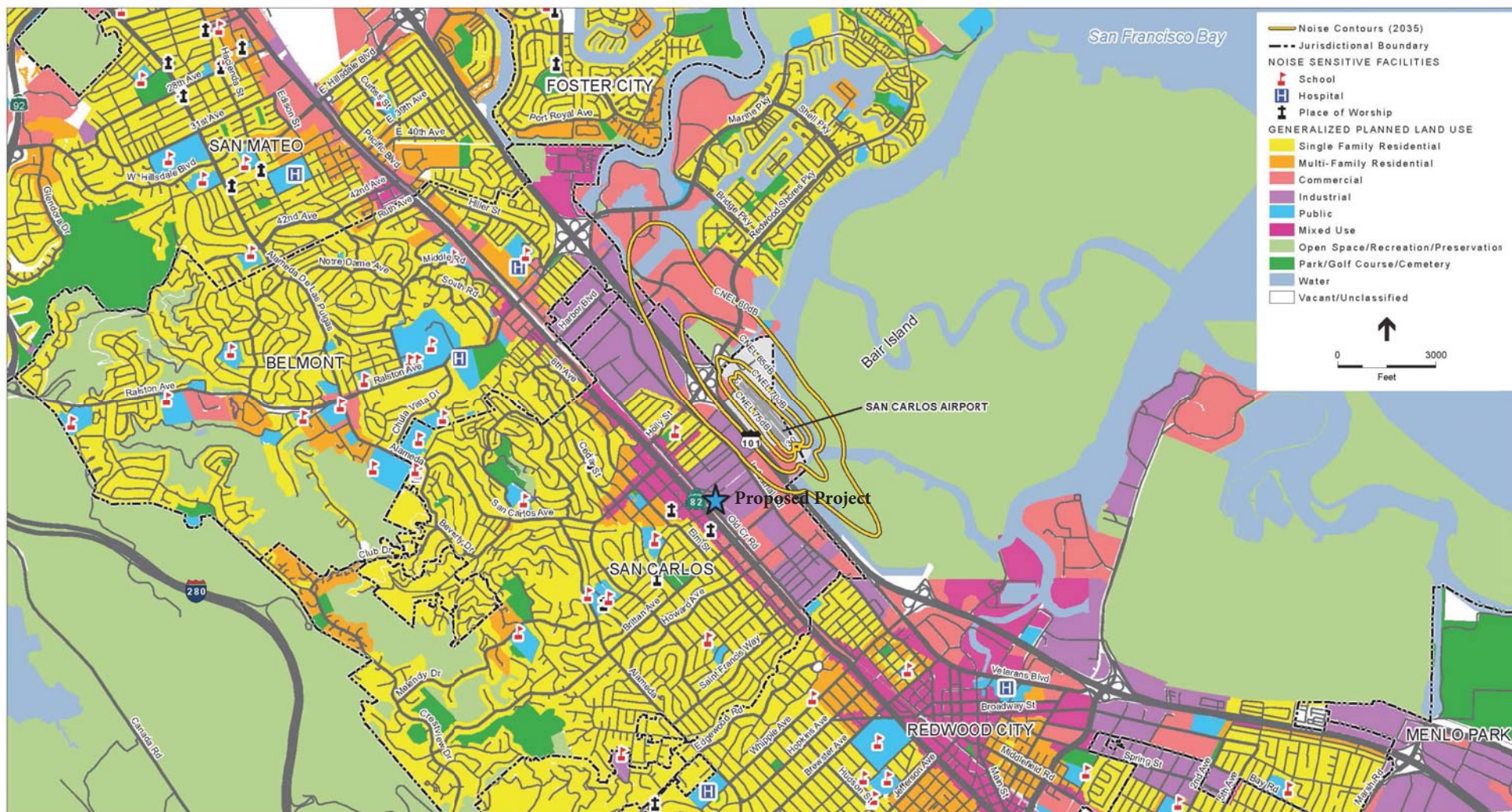
SECTIONS - BUILDING

A7.00

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PROJECT NO. 20510.00





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

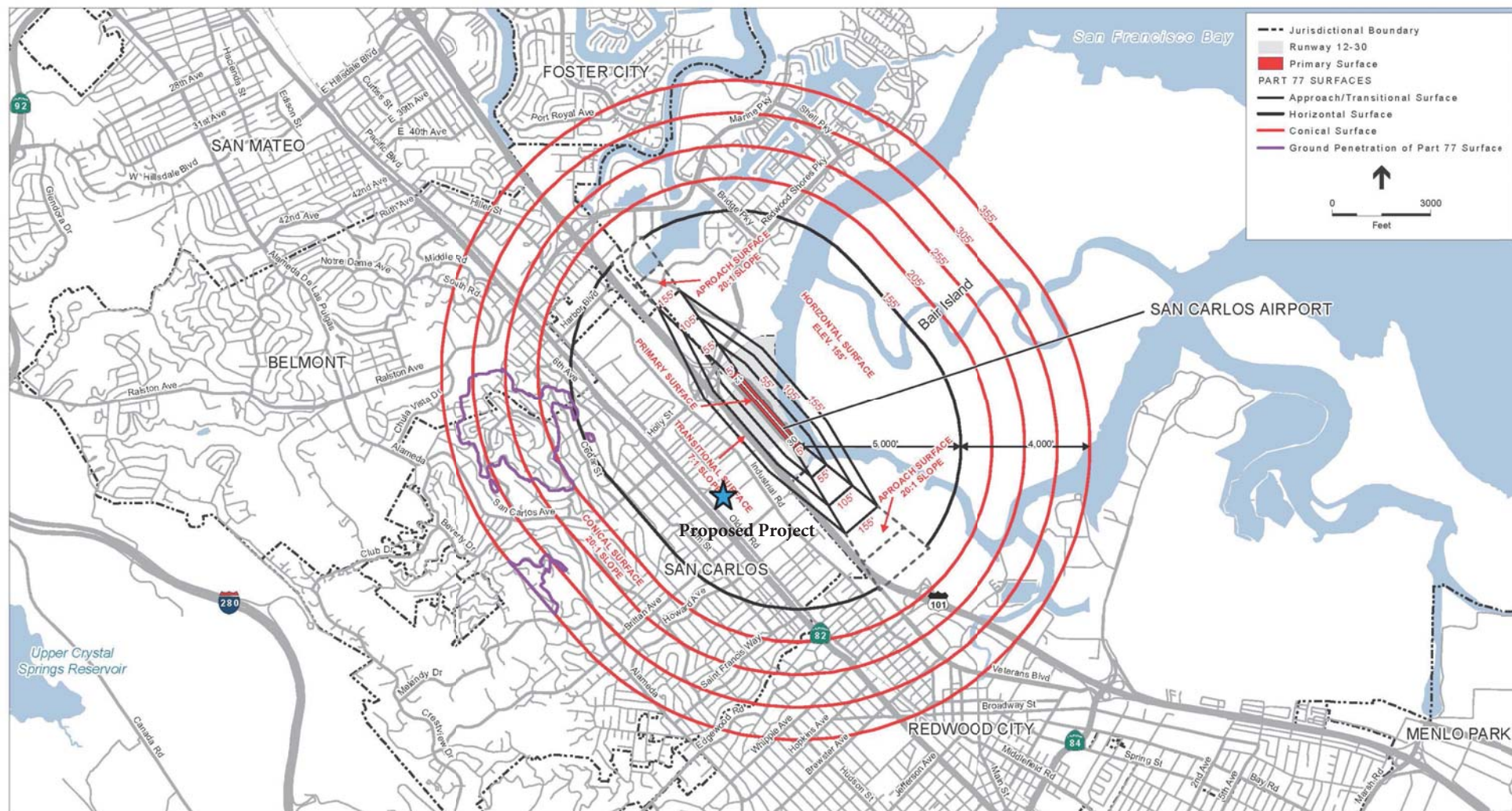




SOURCE: ESRI, 2014; ESA Airports, 2014

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





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.

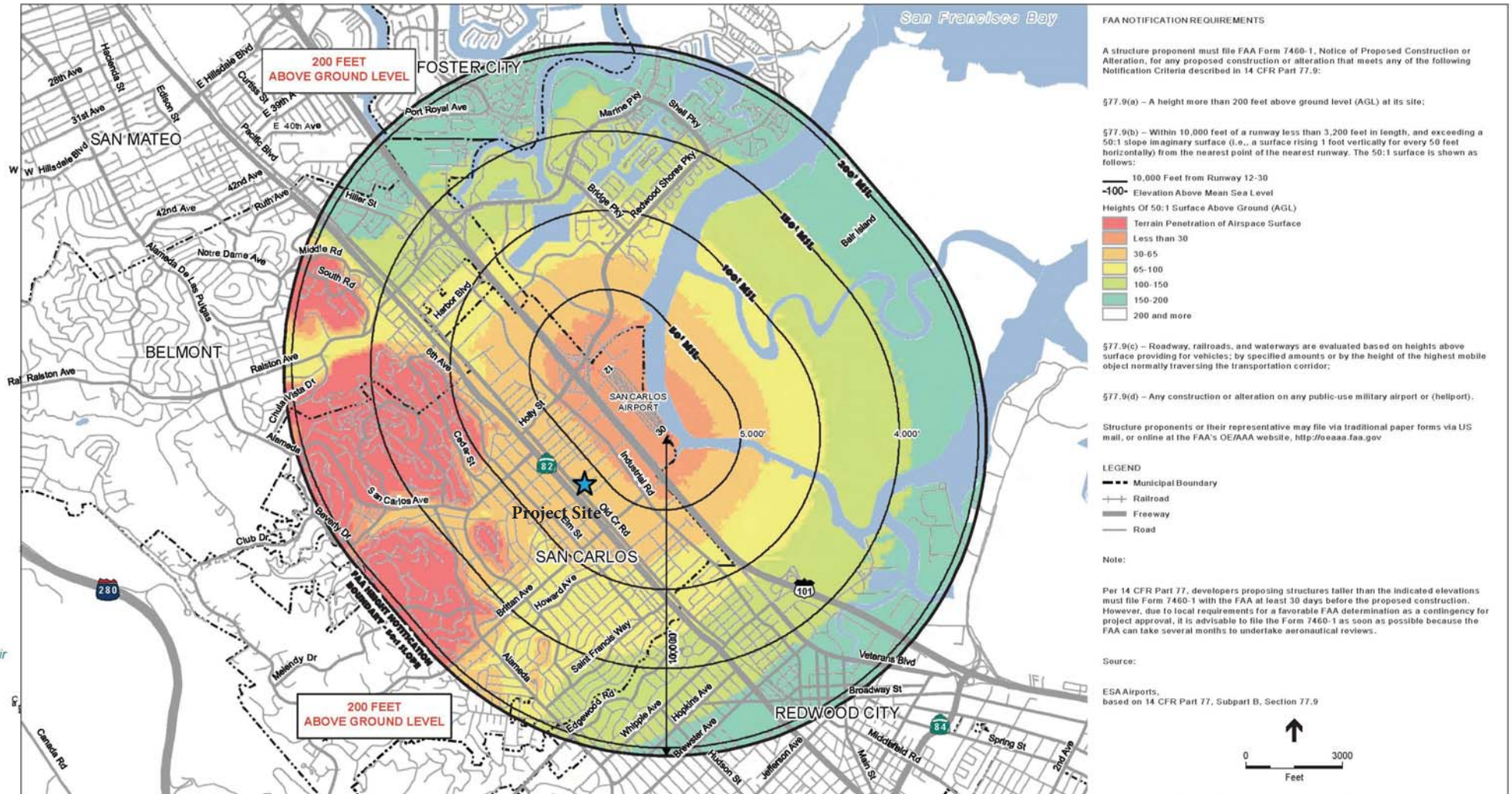
NOTE 2: Locations where the ground/terrain penetrates the FAR Part 77 airspace surfaces are approximate and were developed using ground elevation contours provided by the San Mateo County Planning and Building Department, 2014.

San Carlos Airport ALUP. 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

San Carlos Airport ALUCP - 130753

**Exhibit 4-4a**  
FAA Notification Form 7460-1 Filing Requirements

## C/CAG AGENDA REPORT

Date: April 27, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed life science/research and development project, including a related Rezoning request, for a property at 642 Quarry Road, San Carlos.

(For further information or response to questions, contact Susy Kalkin at [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org))

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### RECOMMENDATION

That the Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed life science/research and development project, including a related Rezoning request, for a property at 642 Quarry Road, San Carlos, is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following condition:

- The City of San Carlos shall require that the project sponsor comply with the real estate disclosure requirements outlined in Airport Influence Area Policy 1 of the San Carlos ALUCP.

### BACKGROUND

The City of San Carlos is processing an application for a 4.71 acre site at 642 Quarry Road for development of a life science/research and development project comprised of two 6-story buildings totaling approximately 410,000 sf, and a 10-level parking structure. The first floor of one of the R&D buildings would include a 5,500-sf childcare facility with a capacity of up to 100 children. The proposal includes a rezoning request to change the zoning from Light Industrial to Planned Development to adjust specific development standards including height and floor area ratio in order to accommodate a life science/research and development building on the site and also to allow for childcare use.

The project falls within Airport Influence Area (AIA) B, the Project referral area for San Carlos Airport and is subject to Airport Land Use Committee/Commission review pursuant to California Public Utilities Code (PUC) Section 21767(b). Accordingly, the City of San Carlos has referred the subject project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos ALUCP.

### DISCUSSION

#### ALUCP Consistency Evaluation

Four sets of airport/land use compatibility policies in the San Carlos ALUCP relate to the proposed project: (a) noise compatibility policies and criteria, (b) safety policies and criteria, (c) airspace protection policies, and (d) overflight notification. The following sections address each issue.

**(a) Noise Policy Consistency Analysis**

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

As shown on San Carlos ALUCP Exh. 4-2, **Attachment 2**, the subject project site lies outside the bounds of the 60 dB CNEL contour, so is consistent with the Noise Policies of the ALUCP.

**(b) Safety Policy Consistency Analysis**

The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on San Carlos ALUCP Exh. 4-3, **Attachment 3**, the project site is located within Safety Zone 6, the traffic pattern zone.

The San Carlos ALUCP includes six safety zones and related land use compatibility policies and criteria. As shown on San Carlos ALUCP Exh. 4-3, **Attachment 3**, the project site is located within Safety Zone 6, the traffic pattern zone.

According to the Safety Compatibility Criteria listed in Table 4-4 of the ALUCP, office or medical/biological research facilities are compatible uses within Safety Zone 6 without restrictions, so those portions of the project are consistent with the safety policies of the ALUCP.

Commercial daycare is identified in Table 4-4 as a conditionally compatible use. Safety Policy 4 applies to review of “Land Uses of Particular Concern” – relevant discussion is cited below:

**“Safety Compatibility Policy 4 - Land Uses of Particular Concern**

Land uses which pose the greatest concern are those in which the occupants have reduced effective mobility or are unable to respond in emergency situations. Children’s schools, day care centers, hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped shall be prohibited within Zones 1 through 5. High capacity and medium capacity indoor assembly rooms shall be prohibited in Zones 1 through 5.

- a. For the purposes of these criteria, children’s schools include all grades through grade 12.
- b. Day care centers and family day care homes are defined by state law. Non-commercial daycare centers ancillary to a place of business are permitted in Zones 2 through 5 provided that the overall use of the property meets the intensity criteria indicated in Table 4-4.

Family day care homes are permitted in any location where residential development is permitted and the intensity of the day care home is  $\leq 14$  people. Commercial day care centers are conditionally compatible in Zone 6.

...

- h. Generally, no limit is placed on the intensity of new nonresidential uses within Safety Zone 6. Exceptions to these criteria should be considered on a case-by-case basis by the C/CAG Board



## C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 642 Quarry Rd., San Carlos

Date: April 27, 2023

Page 3

when it performs consistency reviews for development proposals that involve schools, day care centers, hospitals, indoor assembly facilities, outdoor assembly facilities, and correctional facilities. Large indoor or outdoor assembly facilities (greater than 1,000 people) should be avoided in Safety Zone 6.”

As noted above, while daycare uses are listed as conditional in the San Carlos ALUCP within Safety Zone 6, the plan does not provide guidance as to what factors to consider in determining consistency, nor does it detail the types of conditions that should be imposed. As a result, to assist in this determination, staff requested C/CAG’s on-call ALUC consultants review the 2011 California Airport Land Use Planning Handbook as well as ALUCPs from comparable airports to provide additional guidance.

A review of seven ALUCPs revealed that there is not a consistent approach in how childcare uses are addressed within Safety Zone 6 – some plans identify childcare as a compatible use in Safety Zone 6; some find the use incompatible but provide an opportunity for increases to existing facilities (up to 50 additional children); and others identify them as conditionally compatible subject to intensity limits ranging from 300-450 people per acre. In addition, some ALUCPs exempt “ancillary uses” – those that occupy less than 10% of the total floor area – from the intensity calculations.

The consultant’s review also noted the following: “The 2011 Handbook specifically recommends limiting “large day care centers” in Safety Zone 6 and a maximum intensity of 200 to 300 people per acre when occurring in a suburban setting. However, if the airport environs are more urbanized, then no maximum intensity is recommended as a condition. Safety Zone 6 typically encompasses the area underlying a general aviation airport’s traffic pattern, generally away from the runway ends and extended runway centerline where aircraft accidents tend to be concentrated. The risks associated with potential aviation accidents are considered relatively low in these areas, and the more densely developed the airport environs, the lower a community’s potential occurrences of available sites outside the traffic pattern. For this reason, the most restrictive conditions on childcare facilities may not be appropriate for the San Carlos Airport environs.”

Given this overall guidance, the following analysis of the proposed childcare facility is provided:

The application indicates that the ground floor of one of the R&D buildings would include a 5,500 sf foot childcare facility. Though the required outdoor play space is not identified, California’s childcare licensing laws require a minimum outdoor play area of 75 sf/child, so the facility is assumed to occupy a total of 13,000 sq. (5,500 sf bldg. + 7,500 sf play area), and the resulting intensity is calculated at 335 children/acre.

$$43,560/13,000 = 3.35$$

$$100 \text{ (children)} \times 3.35 = 335 \text{ children/acre}$$

The proposed childcare center is clearly an ancillary use within the development, intended primarily for care of children of employees within the campus, and representing about 3% of the overall project square footage. Additionally, the site is located within an urban, rather than suburban, setting and no intensity limits are included in either the San Carlos ALUCP or the 2011 Handbook. As a result, it is recommended that the proposed childcare use be determined consistent with the safety policies and criteria of the ALUCP.

## C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 642 Quarry Rd., San Carlos

Date: April 27, 2023

Page 4

### (c) **Airspace Protection**

#### Structure Heights

The San Carlos ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), “Objects Affecting Navigable Airspace,” as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Carlos Airport.

Per Airspace Protection Policy 5, in order to be deemed consistent with the ALUCP, the maximum height of a new structure must be the lower of 1) the height of the controlling airspace protection surface shown on Exhibit 4-4; or 2) the maximum height determined to not be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to filing of Form 7460-1.

As proposed, the life science buildings have a maximum height of 119 ft. to the top of the rooftop mechanical equipment. With a ground elevation of approximately 28 feet above mean sea level (AMSL), the overall height of the life science buildings would be 147 feet AMSL. Per San Carlos Exhibit 4-4, the airspace protection surface above the project site lies at 155’ AMSL, so the proposed project would be below this surface. Additionally, the project sponsor has received a “Determination of No Hazard to Air Navigation” from the FAA for each building (**Attachment 4**). Accordingly, the project is determined to be consistent with the Airspace Protection Policy 5.

#### Other Flight Hazards

Within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per Airspace Protection Policy 6, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

- Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight;
- Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting;
- Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of and aircraft in flight;
- Sources of electrical/electronic interference with aircraft communications/navigation equipment; or
- Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations, including but not limited to *FAA Order 5200.5A, Waste Disposal Site On or Near Airports* and *FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports* and any successor or replacement orders or advisory circulars.

## C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 642 Quarry Rd., San Carlos

Date: April 27, 2023

Page 5

The proposed project does not include any features that would present unusual hazards to air navigation and therefore is determined to be compatible with Airspace Protection Policy 6.

### **(d) Overflight Notification**

The Project Area is located within both the Airport Influence Area (AIA) A & B boundaries for San Carlos Airport. Within an AIA, the real estate disclosure requirements of state law apply. The law requires a statement to be included in the property transfer documents that (1) indicates the subject property is located within an airport influence area (AIA) boundary and (2) that the property may be subject to certain impacts from airport/aircraft operations.

As this disclosure requirement is not included in the application materials, the following condition is proposed:

- The City of San Carlos shall require that the project sponsor comply with the real estate disclosure requirements outlined in Airport Influence Area Policy 1 of the San Carlos ALUCP.

### **ATTACHMENTS**

1. ALUCP application, together with related project description and exhibits.
2. Exh. 4-2 - San Carlos Airport ALUCP - Future Conditions (2035) Aircraft Noise Contours
3. Exh. 4-3 San Carlos Airport Safety Zones.
4. FAA Determination Letters



**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: 642 QUARRY ROAD LIFE SCIENCE DEVELOPMENT

Address: 642 QUARRY ROAD

APN: 046-041-380

City: SAN CARLOS

State: CA

ZIP Code: 94070

Staff Contact: Lisa Costa Sanders, Principal Planner

Phone: 650-802-4207

Email: lcostasanders@cityofsancarlos.org

**PROJECT DESCRIPTION**

The project proposes construction of life science/research & development uses at 642 Quarry Road, northeast of the intersection of Old County Road and Quarry Road in the City of San Carlos. It includes construction of a total of 410,072 square feet of research and development life science use in two six-story buildings (100 feet to the top of the parapet and 113 feet to the top of the mechanical screen), and construction of a 933- stall parking garage with nine floors and one subsurface level (104 feet to the top of the elevator tower). The project proposed a rezoning from Light Industrial (LI) to Planned Development (PD) to allow a greater floor area ratio (2.0), building height (120 feet), and childcare use. The site is on 4.71 acres and is currently developed with a mix of commercial/industrial uses.

**REQUIRED PROJECT INFORMATION PLEASE SEE ENCLOSED SUPPLEMENTAL MATERIALS AND ATTACHMENTS**

**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.

C/CAG Application for Land Use Consistency Determination:

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

**Agency Name:** City of San Carlos

**Project Name:** 642 Quarry Road Life Science Development

### **PRROPERTY AND PROJECT DESCRIPTION**

An application was submitted to the City of San Carlos for a new life science/research & development project at 642 Quarry Road. The subject site is a 4.71-acre lot at the intersection of Old County Road and Quarry Road. The area is bound by El Camino Real to the west, Highway 101 to the east, Belmont Creek to the north and Taylor Way to the south. The area consists primarily of single-story buildings serving commercial/industrial uses.

The proposed project includes construction of a total of 410,072 square feet of life science/research & development use in one 215,022 square-foot and one 192,650 square-foot building. Both buildings would be six-stories, approximately 100 feet tall, measuring 113 feet to the top of the mechanical screen. The proposed project also includes a 933-stall (233,822 square-foot) parking garage. The garage would include nine floors and one subsurface level, measuring 104 feet to the top of the elevator tower. The project proposes a rezoning from Light Industrial (LI) to Planned Development (PD) to allow a greater floor area ratio (2.0), building height (120 feet), and childcare use.

The site is located within the 60-64dB noise contour, and safety zone 6 within the Airport Land Use Compatibility Plan for the San Carlos Airport.

The proposed project would require approval of rezoning the site to Planned Development, a Planned Development Permit, Design Review, Transportation Demand Management Plan, Development Agreement, Grading/Dirt Haul Certification, and California Environmental Quality Act (CEQA) clearance. An Initial Study/Mitigated Negative Declaration is being prepared.

See enclosed **Attachment** for project site plan, rendering and elevations.

As discussed below, the project is **consistent** with the noise, safety and airspace protection policies of the Airport Land Use Compatibility Plan (ALUCP) for the San Carlos Airport.

The project is located in the Light Industrial (IL) zone and complies with the underlying zoning regulations with the exception of height, floor area ratio and childcare use and as such, requests a zoning map amendment to designate Planned Development to provide for site specific development standards. The project is consistent with the General Plan land use designation of Light Industrial.

### **DISCUSSION OF RELATIONSHIP TO AIRPORT LAND USE COMPATIBILITY**

#### **Noise**

The 642 Quarry Road project site is located outside of the airport's 60dB CNEL noise contour (ALUCP Exhibit 4-2 "Future Conditions (2035) Aircraft Noise Contours map). The proposed R&D land use and related structures are considered compatible without restrictions with the 60-64dB noise contour, which prohibits rezoning to residential use due to noise concerns. As such, the proposed project is consistent with the noise policy.

### **Existing Noise Levels**

The project setting is composed of industrial, life science, flex commercial industrial and office use with typical traffic levels. The primary noise surface in the vicinity is from overhead aircraft, surface transportation and industrial uses (City of San Carlos General Plan 2009). Existing Noise level will not be problematic in this proposed R&D project.

### **Safety**

The California Airport Land Use Planning Handbook requires ALUCPs to include safety zones for each runway end. The San Carlos Airport ALUCP includes six safety zones and related land use compatibility criteria. The proposed project site is located inside Safety Zone 6 which allows *max residential densities* (no limit), max nonresidential intensities (no limit) and max single acre (no limit) (Safety Compatibility Criteria for San Carlos Airport are listed on Table 4-4 of the San Carlos ALUCP). Safety Zone 6 does not have limits or restrictions for medical/biological research facilities handling highly toxic or infectious agents.

### **Airspace Protection**

The proposed building heights to the top of the mechanical screen shielding rooftop equipment is 113' and is less than the 152' maximum allowable height set by the Airport Land Use Commission for the San Carlos Airport. The building roof heights are proposed at 100'. Reviewing Table 4-4 Safety Compatibility Criteria, Zone 6 the project will not create height hazard obstruction, smoke, glare, electronic, wildlife attractants, or other airspace hazards. Therefore, the proposed project would be consistent with the airspace policies as established in the adopted 2016 San Carlos ALUCP.

### **Attachments:**

- 642 Quarry Road Life Science Development Project Plan Sheets:
  - Site Plan
  - Rendering
  - Elevations







<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>

C/CAG ALUC 12/18

DRAFT





642 QUARRY ROAD -  
NORTH BUILDING

**NORTH BUILDING**  
642 Quarry Road  
San Carlos, CA 94070

## SITE PLAN

ISSUE:	DATE:	DESCRIPTION:
	02/18/22	SCHEMATIC DESIGN
	04/22/22	50% DESIGN DEVELOPMENT
	07/20/22	100% DESIGN DEVELOPMENT
	09/30/22	50% CONSTRUCTION DOCUMENTS

DRAWN BY: B.KREBS

REVIEWED BY

APPROVED BY:

DES PROJECT NO.: 10294.002

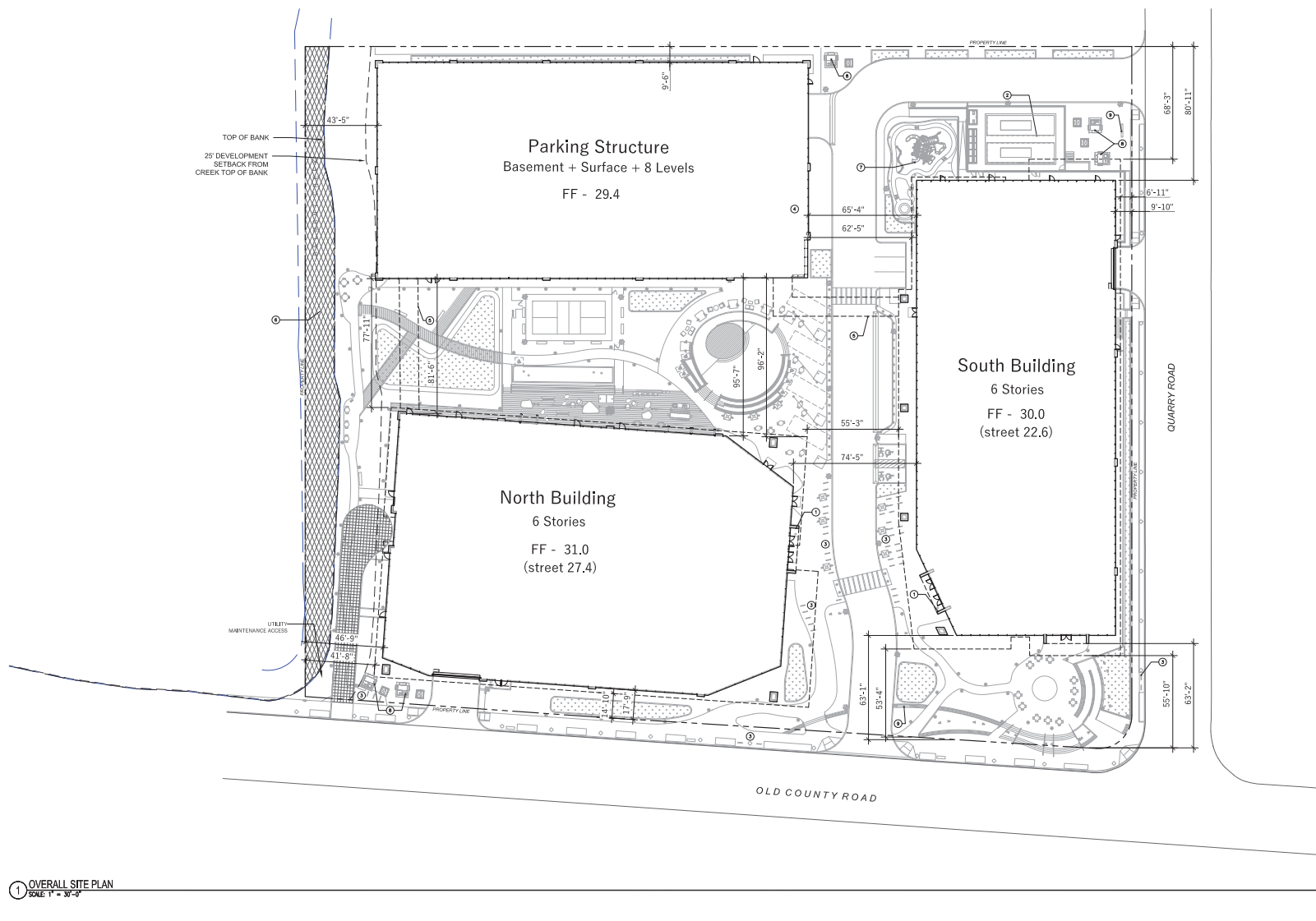


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BLDG

A1.01

SHEET NO.



## GENERAL NOTES

1. THIS DRAWING IS FOR REFERENCE ONLY. THE SITE IMPROVEMENT PACKAGE SHALL BE ISSUED SEPARATELY.
2. FOR GENERAL SYMBOLS LEGEND - SEE SHEET G0.03.
3. FOR ABBREVIATIONS AND GENERAL PROJECT NOTES - SEE SHEET G0.02.
4. ACCESSIBLE ROUTE SHALL HAVE A MAXIMUM RUNNING SLOPE IF 1:20 AND A MAXIMUM CROSS SLOPE OF 1:40.
5. ACCESSIBLE WALKS AND SIDEWALKS SHALL BE NO LESS THAN 4' WIDE.
6. INSTALLATION OF FIVE SPINDLER, FIVE ALUMINUM FIRE SERVICE UNDERGROUND SIGN WORK UNDER SEPARATE SUBMITTAL AND PERMIT. THE PERMIT AND APPROVAL DRAWING SHALL BE ON THE JOBSITE AT ANY TIME WORK ON C&D SYSTEM IS IN PROGRESS.
7. BUILDING ADDRESS SHALL BE PROMINENT ON BUILDING IN SUCH POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET PER CBC 2012. BUILDING ADDRESS UNDER SEPARATE PERMIT PACKAGE.

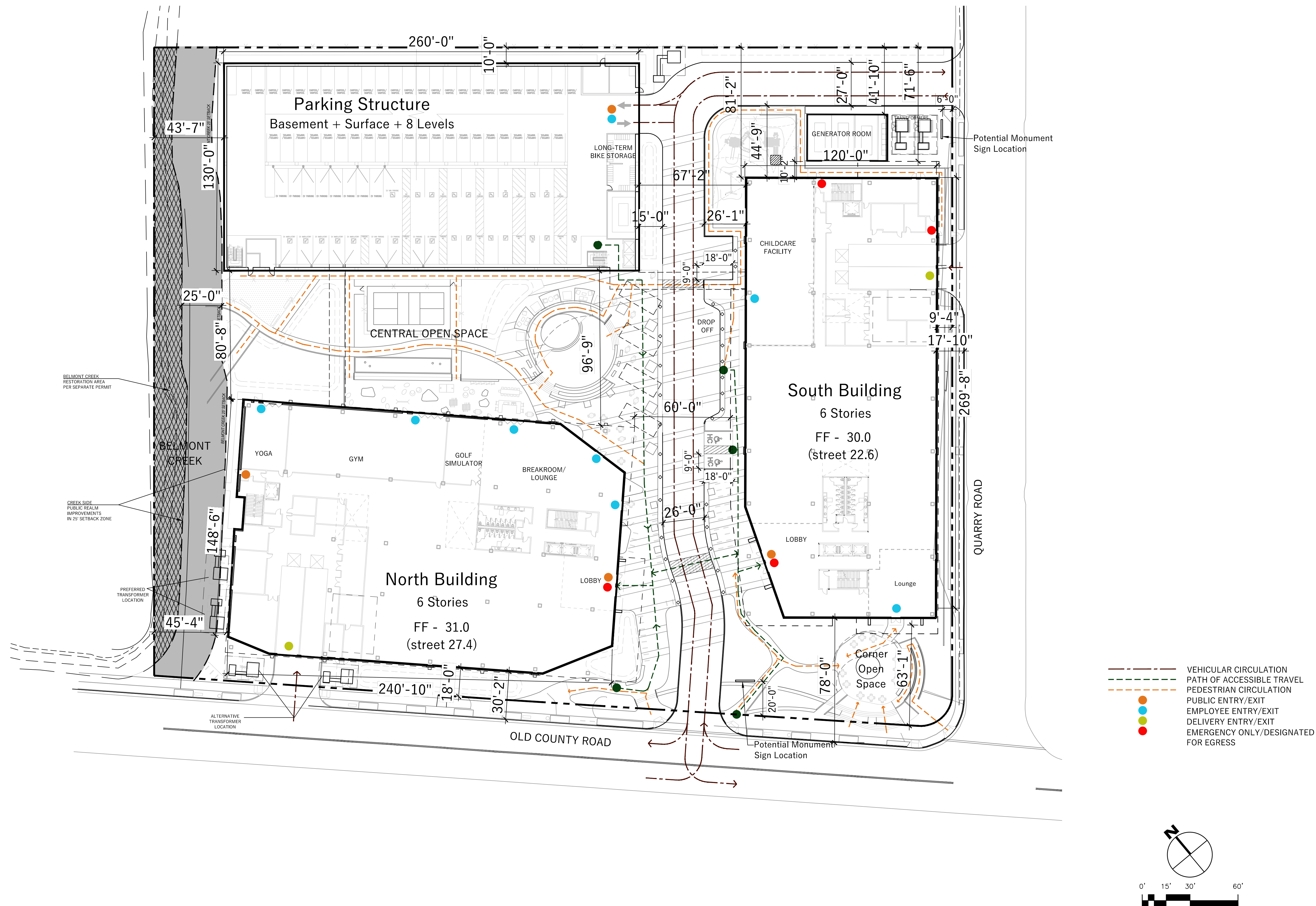
## KEYNOTES

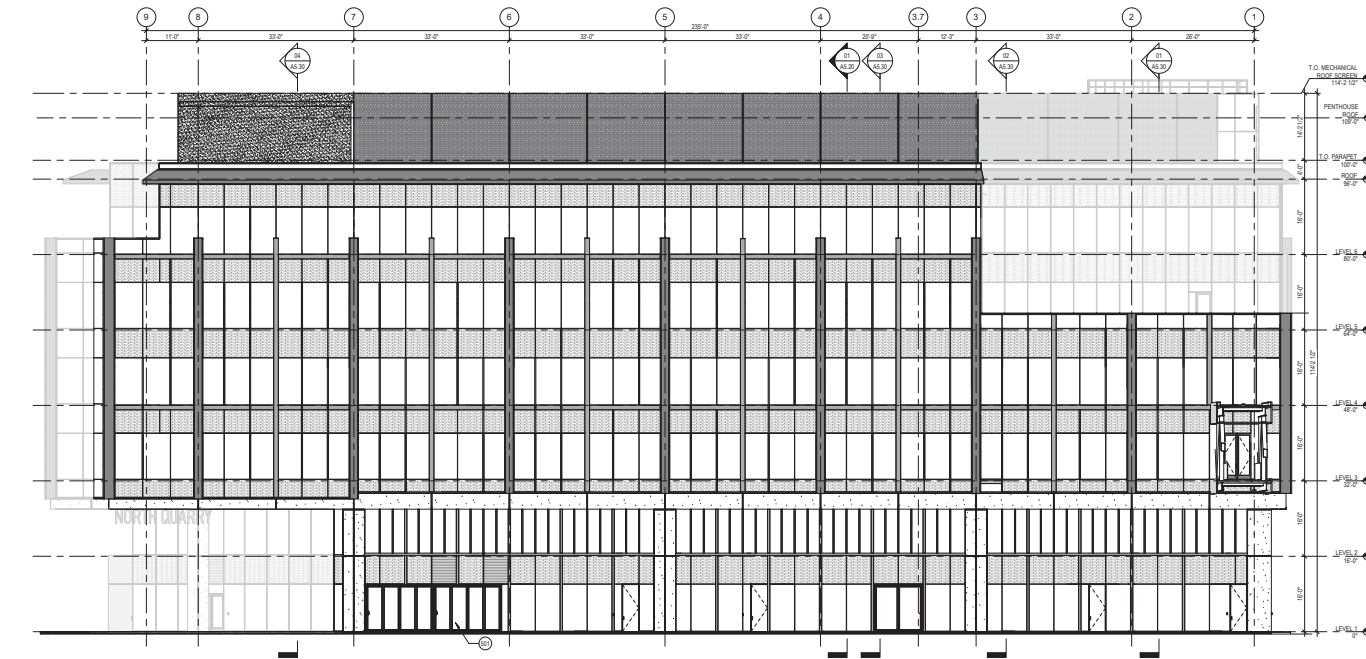
1. KNOX BOX
2. GENERATOR ENCLOSURE.
3. VISITOR BIKE PARKING.
4. LONG TERM BIKE PARKING.
5. PEDESTRIAN BRIDGE ABOVE.
6. CREEK RESTORATION UNDER A SEPARATE PERMIT.
7. CHILDREN'S PLAYGROUND EQUIPMENT.
8. TRANSFORMERS
9. BUILDING SIGNAGE

LEGEND
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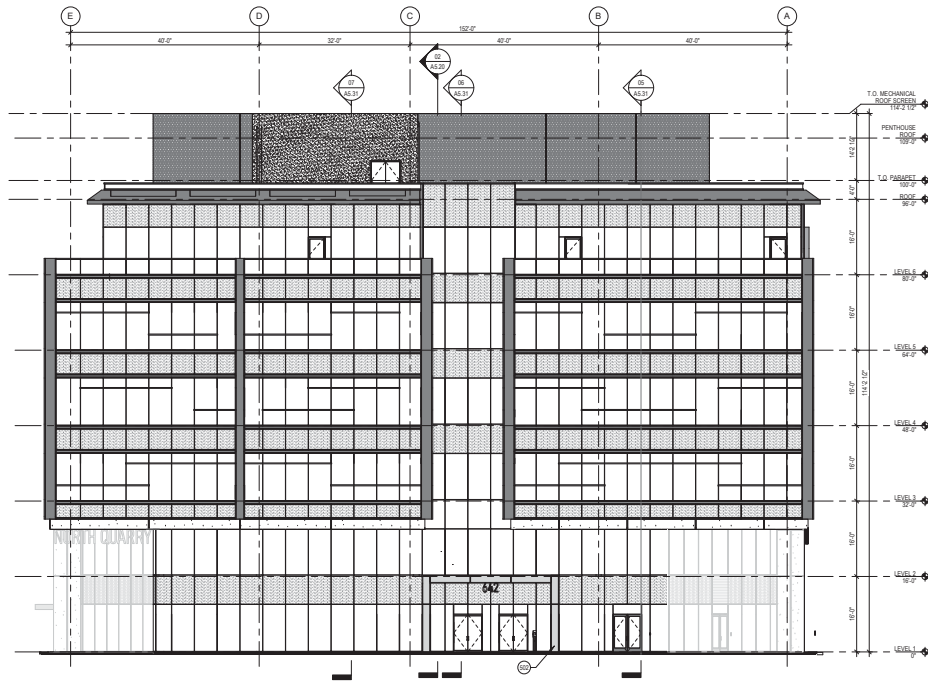
-  PROPERTY LINE  
 SETBACK  
 ACCESSIBLE PATH OF TRAVEL  
 ACCESSIBLE ROUTE BETWEEN TRASH ENCLOSURE AND BUILDING ENTRANCE







01 NORTH  
3/2" = 1'-0"



02 EAST  
3/2" = 1'-0"

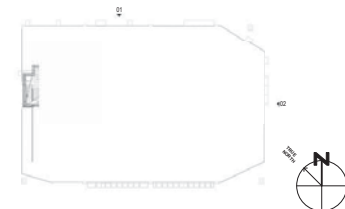
## SHEET NOTES

1. SEE ARCHITECTURAL PLAN DRAWINGS FOR TYPICAL GLAZING SPACING AND DIMENSIONS.
2. FOR MULLION TYPES SEE SHEET A5.11 & A5.12.
3. PROVIDE SAFETY GLAZING IN ALL FIXED OR OPERABLE PANELS ADJACENT TO A DOOR WHERE THE NEAREST EXPOSED EDGE OF GLAZING IS WITHIN A 24" ANCHOR OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60" INCHES ABOVE THE WALKING SURFACE.
4. ALL STOREFRONT DOORS SHALL BE INSULATED GLAZING UNITS.
5. FOR ALL CONCRETE AND STEEL COMPONENTS SEE STRUCTURAL DRAWINGS.
6. WALL REVEALS, PARAPET CAP, AND DECORATIVE MOUNTINGS ARE DIMENSIONED TO TOP U.D.A.
7. ALL BUILDING DAMAGE RELATED TO TENANTS SHALL BE SUBMITTED UNDER A SEPARATE PERMIT.
8. PROVIDE CONDUIT AND BACKING FOR FUTURE TENANT BUILDING ILLUMINATED SIGNAGE. COORDINATE WITH OWNER AND ARCHITECT FOR FINAL LOCATION.

## KEYNOTES

001	OPERABLE GLAZING PARTITION TOP
002	ENTRY PORTAL

## KEY PLAN

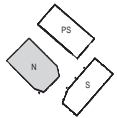


## LEGEND

- CLEAR VISION GLASS
- SPANDREL GLASS
- METAL PANEL AT ROOF SCREEN
- METAL PANEL MCAS - UC1188SF GRAPHITE GRAY
- METAL PANEL MCAS - UC1188SF SILVER/STORM
- METAL PANEL MCAS - UC1188SF PLATINUM MCAS
- CEMENT PLASTER
- GFRC WITH 1/2" REVEALS  
REVEALS TO WRAP CORNERS UNLESS OTHERWISE NOTED
- MECHANICAL LOUVER ASSEMBLY
- SECURITY CAMERA MOUNTED 12'-0" AT 7'-0" U.D.A. REFER TO SECURITY DRAWINGS

**DES**  
ARCHITECTS  
ENGINEERS

399 Bradford Street Redwood City, Ca. 94063  
Tel: (650) 364-6453  
Fax: (650) 364-2618  
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PRESIDIO BAY VENTURES  
1160 Battery Street, Suite 100  
San Francisco, CA 94111

642 QUARRY ROAD  
NORTH BUILDING

NORTH BUILDING  
642 Quarry Road  
San Carlos, CA 94070

## EXTERIOR ELEVATIONS

DATE	DESCRIPTION
02/18/22	SCHEMATIC DESIGN
04/22/22	50% DESIGN DEVELOPMENT
07/20/22	100% DESIGN DEVELOPMENT
09/30/22	50% CONSTRUCTION DOCUMENTS

DRAWN BY: P. AZOD  
REVIEWED BY: J. GAAN  
APPROVED BY: K. NORMAN  
DES PROJECT NO.: 10294.002

ENGINEER OF RECORD  
ARCHITECT OF RECORD

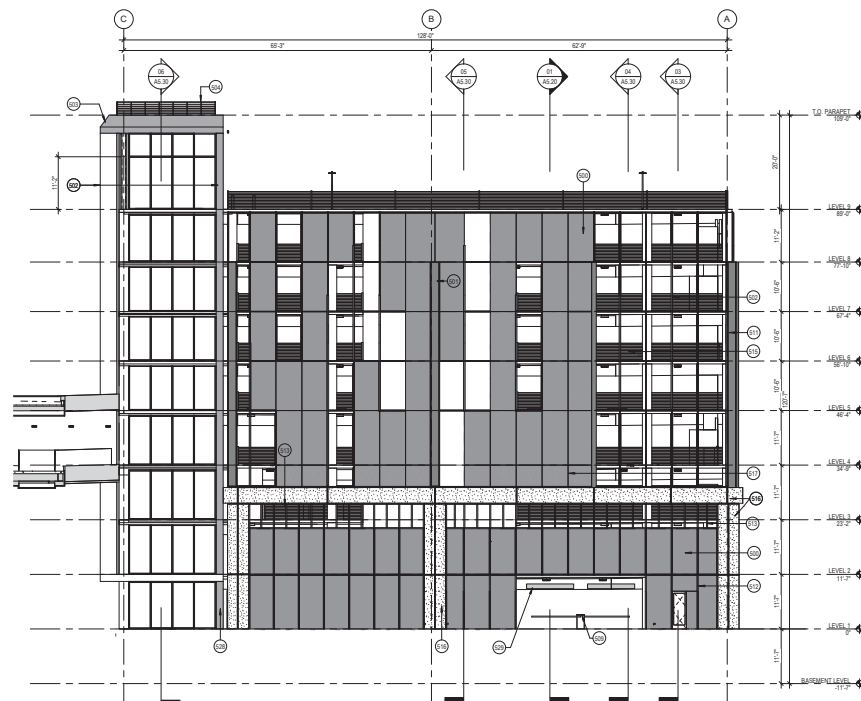
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N A5.10  
BLDG. SHEET NO.





01 NORTH  
3/32" = 1'-0"



02 EAST  
3/32" = 1'-0"

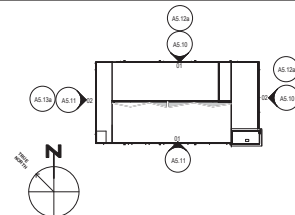
## SHEET NOTES

1. SEE ARCHITECTURAL PLAN DRAWINGS FOR TYPICAL CLADDING SPACING AND DIMENSIONS.
2. FOR ALL CONCRETE AND STEEL COMPONENTS SEE STRUCTURAL DRAWINGS.
3. WALL REVEALS, PARAPET GAP, AND DECORATIVE MOLDINGS ARE DIMENSIONED TO TOP U.O.N.
4. PROVIDE CONDUIT AND BACKING FOR FUTURE TOWARD BUILDING ILLUMINATED SIGNAGE. COORDINATE WITH OWNER AND ARCHITECT FOR FINAL LOCATION.
5. FOR EXTERIOR SIGNAGE ATTACHMENTS SEE DETAIL XXXXX.
6. ALL CEILING HEIGHTS ARE 8'-9" U.O.N. CEILING GRIDS TO BE TYPICALLY CENTERED IN ROOMS U.O.N.
7. REFER TO MECHANICAL DRAWINGS FOR HVAC LOCATION.

## KEYNOTES

- 0001 G/GA PERFORATED ALUMINUM PANEL- 60% OPENING (TO MATCH PATTERN COLOR: 16GA 5/16 RD 38 STD)
- 0002 PRE-FINISHED TO STEEL METAL, 30"X30" SQUARE
- 0003 PRE-FINISHED METAL VERTICAL FINE
- 0004 PRE-FINISHED METAL HANG PARAPET
- 0005 1/2" HIGH STEEL GUARD RAIL
- 0006 ACCESS CONTROL GATE
- 0007 PRE-FINISHED METAL CORNER SHAPE W/ KYNAR FINISH
- 0008 MALLON SYSTEM TO RECEIVE MESH PANELS, LEVEL 1 & 2 ONLY
- 0009 STEEL MALLON SYSTEM TO MATCH LEVEL 1 & 2 BUT WITHOUT MESH
- 0010 CONC. COLUMN TO EXTEND ABOVE ROOF - SEE STRUCTURAL DRAWINGS FOR LOCATION
- 0011 PRE-FINISHED CUSTOM METAL VERTICAL EXTENSION SHAPE - 12" SQUARE
- 0012 POWER FRAME- LEVEL-1 THROUGH 7 ONLY
- 0013 1/4" REVEAL
- 0014 ACCESSORY DOWNLIGHT IN SOFFIT - SEE ELECTRICAL PLAN
- 0015 METAL INFILL PANELS TO MATCH MALLON COLOR, LEVEL 1 ONLY
- 0016 VERTICAL VENTILATION MARK - SEE DETAILS 1 & 2 AND 3

## KEY PLAN

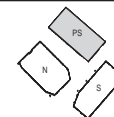


## LEGEND

- CLEAR VISION GLASS
- METAL PANEL
- PERFORATED METAL PANEL
- CEMENT PLASTER
- GPIC WITH 1/4" REVEALS  
REVEALS TO WRAP CORNERS UNLESS OTHERWISE NOTED
- SECURITY CAMERA MOUNTED 12'-0" A.F.F. - U.O.N. REFER TO SECURITY DRAWINGS

**DES**  
ARCHITECTS  
ENGINEERS

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## EXTERIOR ELEVATIONS

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DRAWN BY: G. SUAREZ / S. ALTI  
REVIEWED BY: J. GAAN  
APPROVED BY: K. NORMAN  
DES PROJECT NO.: 10294.002

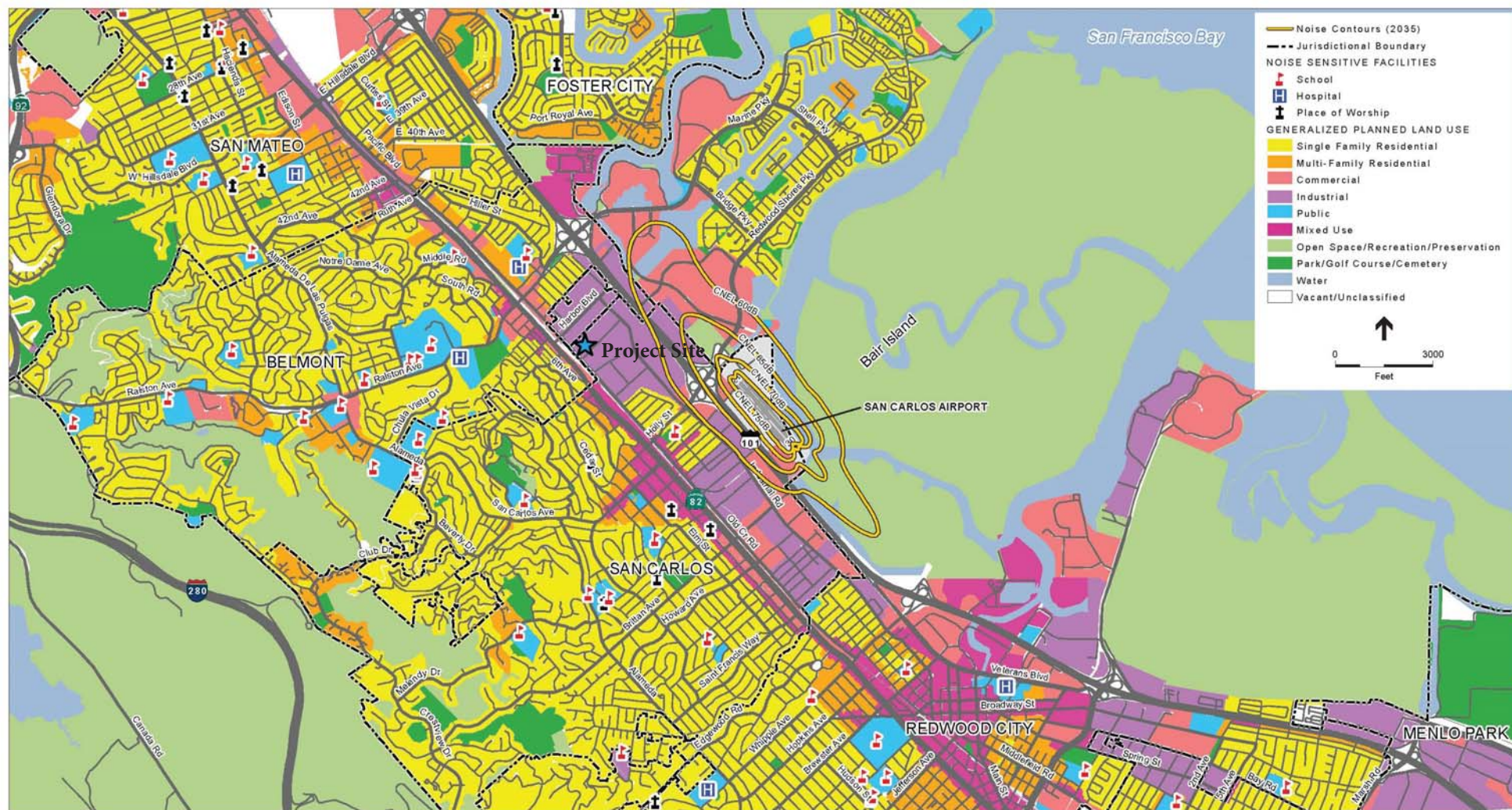
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PS  
BLDG.

A5.10

SHEET NO.



SOURCE: Belmont, 1982; San Mateo County, 1996; 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; ESA Airports, 2014

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





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2022-AWP-21027-OE

## Attachment 4

Issued Date: 02/15/2023

Logan Daniels  
Presidio Bay Ventures  
160 Pacific Avenue, Suite 204  
San Francisco, CA 94111

### **\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Commercial Use Building 642 Quarry North Building
Location:	San Carlos, CA
Latitude:	37-31-00.75N NAD 83
Longitude:	122-16-11.84W
Heights:	28 feet site elevation (SE) 119 feet above ground level (AGL) 147 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

         At least 10 days prior to start of construction (7460-2, Part 1)  
  X   Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 08/15/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2989, or [dan.shoemaker@faa.gov](mailto:dan.shoemaker@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-21027-OE.

**Signature Control No: 561626252-572981292**

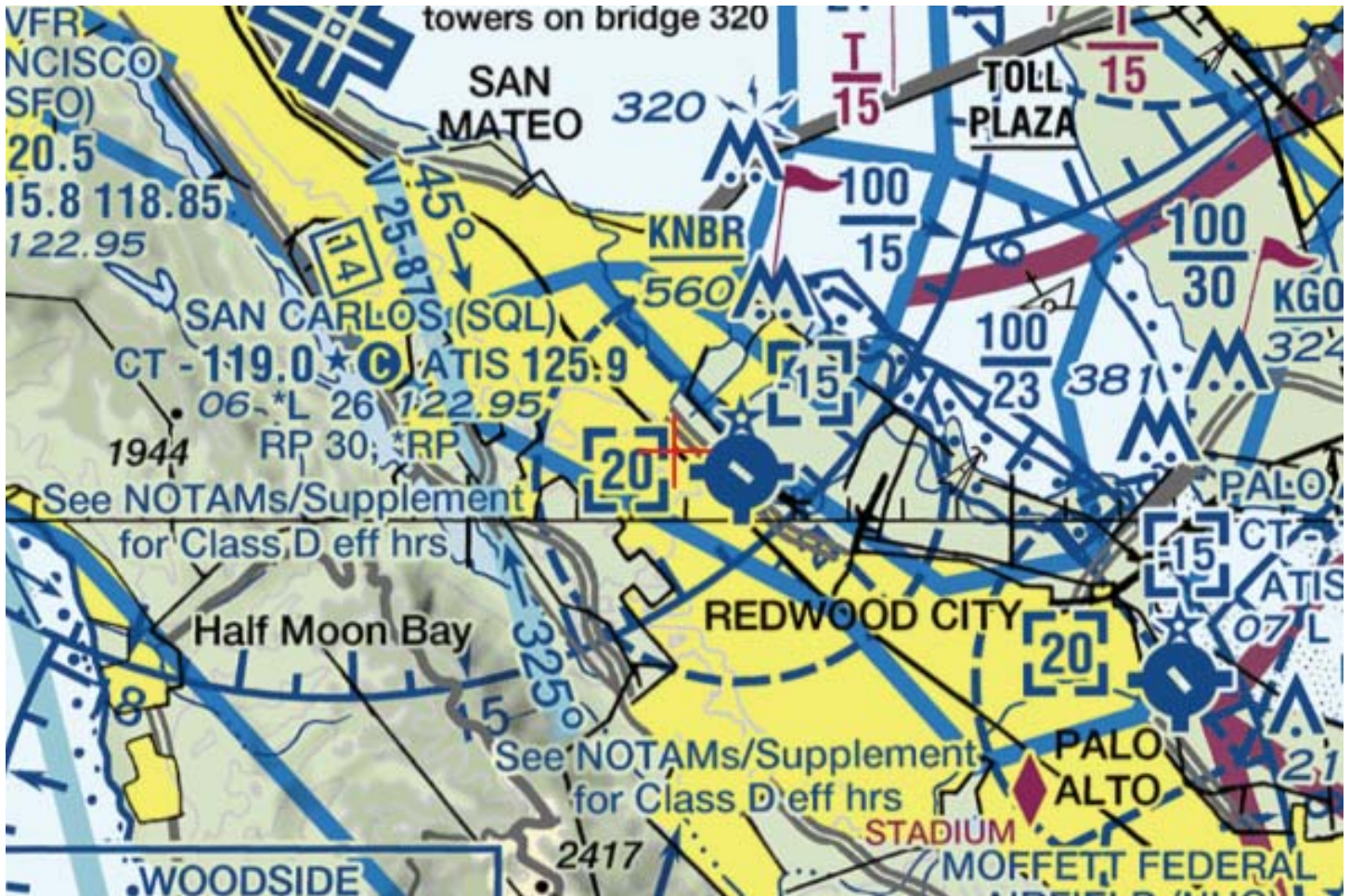
( DNE )

Daniel Shoemaker  
Supervisor

Attachment(s)  
Map(s)









Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2022-AWP-21028-OE

Issued Date: 02/15/2023

Logan Daniels  
Presidio Bay Ventures  
160 Pacific Avenue, Suite 204  
San Francisco, CA 94111

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 642 Quarry Parking Structure
Location:	San Carlos, CA
Latitude:	37-31-02.92N NAD 83
Longitude:	122-16-09.36W
Heights:	28 feet site elevation (SE)
	113 feet above ground level (AGL)
	141 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

         At least 10 days prior to start of construction (7460-2, Part 1)  
  X   Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 08/15/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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If we can be of further assistance, please contact our office at (206) 231-2989, or [dan.shoemaker@faa.gov](mailto:dan.shoemaker@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-21028-OE.

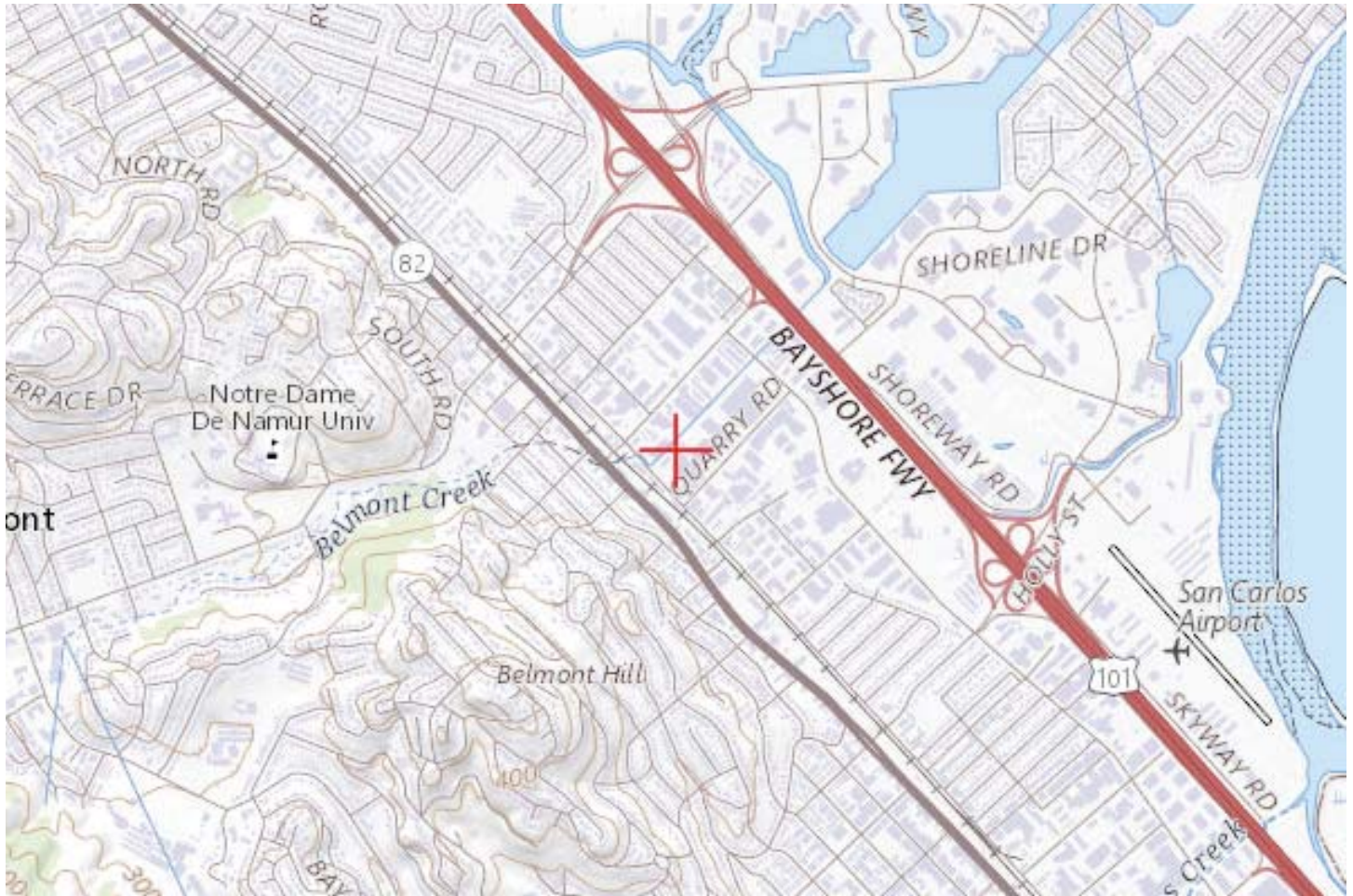
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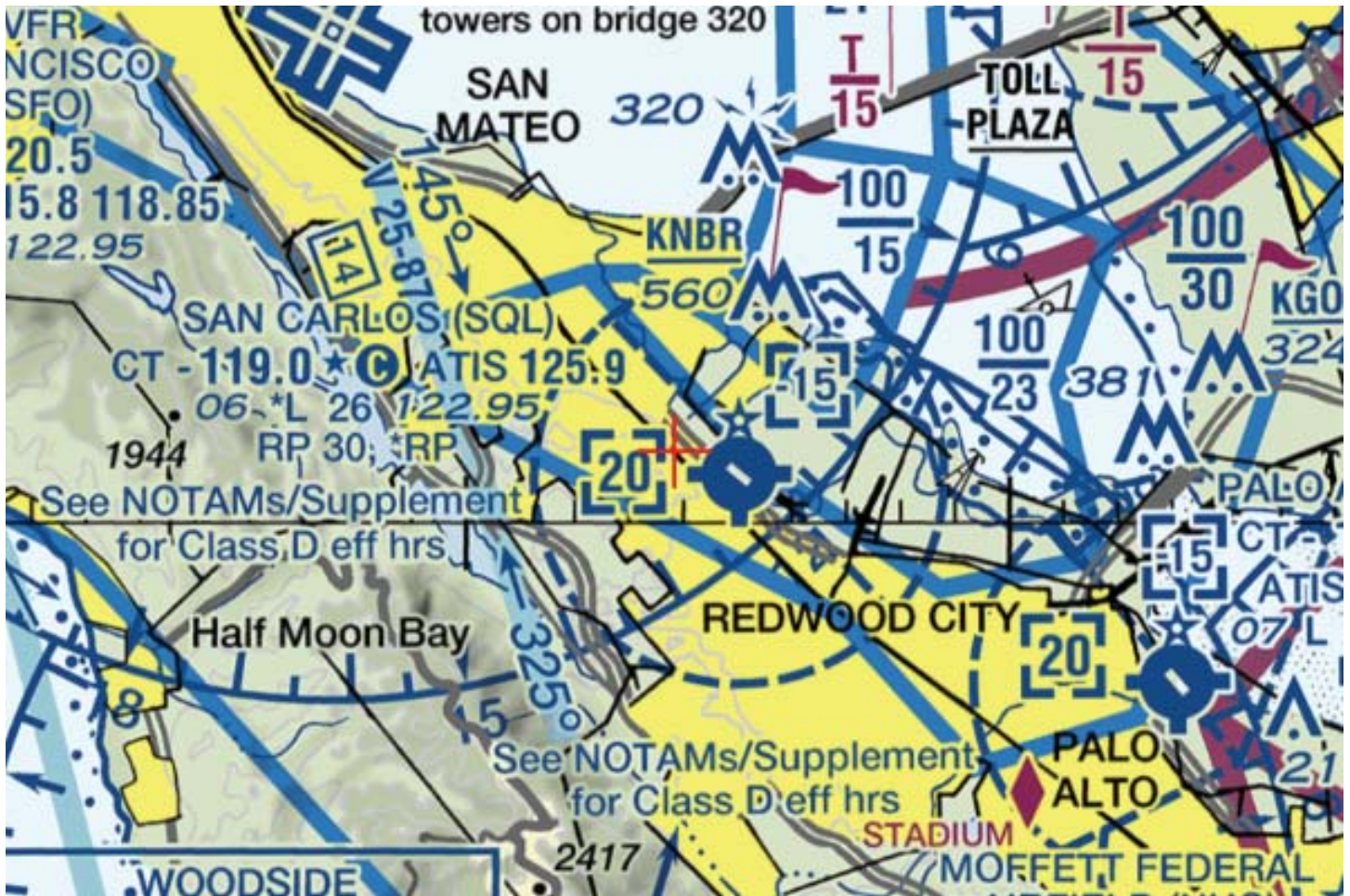
( DNE )

Daniel Shoemaker  
Supervisor

Attachment(s)  
Map(s)











Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2022-AWP-21026-OE

Issued Date: 02/15/2023

Logan Daniels  
Presidio Bay Ventures  
160 Pacific Avenue, Suite 204  
San Francisco, CA 94111

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Commercial Use Building 642 Quarry South Building
Location:	San Carlos, CA
Latitude:	37-30-59.77N NAD 83
Longitude:	122-16-07.51W
Heights:	28 feet site elevation (SE) 119 feet above ground level (AGL) 147 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

         At least 10 days prior to start of construction (7460-2, Part 1)  
  X   Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 08/15/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (206) 231-2989, or [dan.shoemaker@faa.gov](mailto:dan.shoemaker@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-21026-OE.

**Signature Control No: 561626030-572981293**

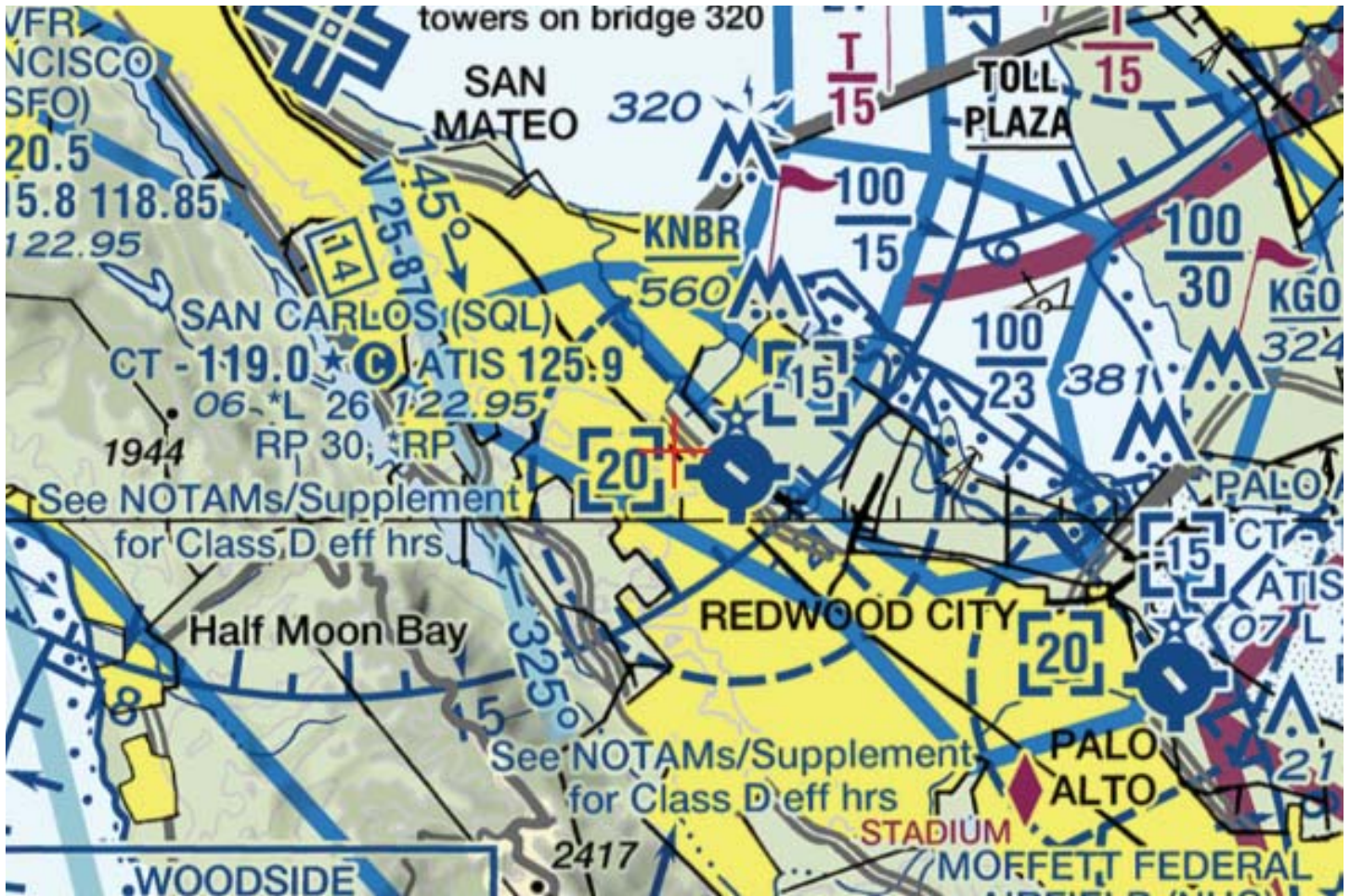
( DNE )

Daniel Shoemaker  
Supervisor

Attachment(s)  
Map(s)







## C/CAG AGENDA REPORT

Date: April 27, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed mixed-use project comprised of 480-unit residential units and a 2-story commercial athletic club on property located at 557 E. Bayshore Road, Redwood City.

(For further information or response to questions, contact Susy Kalkin at [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org))

---

### RECOMMENDATION

That the Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed mixed-use project comprised of 480-unit residential units and a 2-story commercial athletic club on property located at 557 E. Bayshore Road, Redwood City, is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following condition:

- The City of Redwood City shall require that the project sponsor comply with the Overflight Notification Requirements outlined in Overflight Policy 2 of the San Carlos ALUCP, as amended in October 2022. Final project approval shall include a condition to incorporate a recorded ‘Overflight Notification’ on the merged parcel as a condition of approval in order to provide a permanent form of overflight notification to all future property owners. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)

### BACKGROUND

Redwood City recently approved an application for redevelopment of a property at 557 E. Bayshore Rd, the former Century Park Theatre site, along E. Bayshore Rd., south of Whipple Ave. This approval includes a condition requiring the project receive a determination that it is consistent with the San Carlos ALUCP.

The proposal includes demolition of existing site improvements and construction of two 5-story residential buildings (480 units total) and a 2-story, 97,000 sf commercial athletic club, including additional outdoor recreation space outdoor (pools, etc.). A 15,000 square foot childcare area is also proposed within the VillaSport facility, available to members only.

- The applicant has provided the following additional information regarding the childcare component:
  - VillaSport does not run any type of licensed childcare. The facility provides a dedicated area for kids, VillaKids, which can only be used for up to 2 1/2 hours per day maximum for members

only, and a member parent must be onsite while it is being used. The maximum number of children typically accommodated within the onsite facility at one time is generally 19 to 25.

- VillaSport also operates limited summer camps, primarily used by members. Depending on the week and the location, the average number of participants can vary. Last summer, their San Jose location had between 32 to 65 participants per week, with ages ranging from 5-12.

The project falls within Airport Influence Area (AIA) B, the Project Referral Area for San Carlos Airport. Because Redwood City has not yet brought its zoning ordinance into compliance with the San Carlos ALUCP all development projects within AIA B are subject to ALUC review pursuant to California Public Utilities Code (PUC) Section 21676.5(a) and ALUCP Policy GP-10.1. Accordingly, Redwood City has referred the subject project to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos ALUCP.

## **DISCUSSION**

### **ALUCP Consistency Evaluation**

Four sets of airport/land use compatibility policies in the San Carlos ALUCP relate to the proposed Project: (a) noise compatibility policies and criteria, (b) safety policies and criteria, (c) airspace protection policies and (d) overflight compatibility. The following sections address each issue.

#### **(a) Noise Policy Consistency**

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

As shown on San Carlos ALUCP Exhibit 4-2, **Attachment 2**, the subject property lies outside the bounds of the 60 dB CNEL contour and, therefore, the Project is consistent with the San Carlos ALUCP noise policies and criteria.

#### **(b) Safety Policy Consistency**

The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on San Carlos ALUCP Exhibit 4-3, **Attachment 3**, the project site is located within Safety Zone 6, the traffic pattern zone.

#### Residential Use

According to the Safety Compatibility Criteria listed in ALUCP Table 4-4, **Attachment 4**, residential uses are compatible within Safety Zone 6 without restrictions, so the residential portion of the project is consistent with the safety policies of the ALUCP.



### Fitness Center

In addition to the residential complex, the project also includes a nonresidential component, a commercial fitness center with ancillary childcare services. Per Table 4-4, commercial land uses are generally compatible within Safety Zone 6. Exceptions to this include some defined “Sensitive land Use/Land Uses of Particular Concern”. Relevant Safety Compatibility Policies language is excerpted below:

#### **“Safety Compatibility Policy 3 – Nonresidential Development Criteria**

- e. Though no limit is placed on the intensity of new, nonresidential uses within Safety Zone 6, exceptions to these criteria should be considered on a case-by-case basis by the C/CAG Board when reviewing development proposals or during mandatory reviews that entail large indoor or outdoor assembly facilities.

#### **Safety Compatibility Policy 4 – Land Uses of Particular Concern**

Land uses which pose the greatest concern are those in which the occupants have reduced effective mobility or are unable to respond in emergency situations. Children’s schools, day care centers, hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped shall be prohibited within Zones 1 through 5. High capacity and medium capacity indoor assembly rooms shall be prohibited in Zones 1 through 5.

- a. For the purposes of these criteria, children’s schools include all grades through grade 12.
- b. Day care centers and family day care homes are defined by state law. Non-commercial daycare centers ancillary to a place of business are permitted in Zones 2 through 5 provided that the overall use of the property meets the intensity criteria indicated in Table 4-4.

Family day care homes are permitted in any location where residential development is permitted and the intensity of the day care home is  $\leq 14$  people. Commercial day care centers are conditionally compatible in Zone 6.

...

- h. Generally no limit is placed on the intensity of new nonresidential uses within Safety Zone 6. Exceptions to these criteria should be considered on a case-by-case basis by the C/CAG Board when it performs consistency reviews for development proposals that involve schools, day care centers, hospitals, indoor assembly facilities, outdoor assembly facilities, and correctional facilities. Large indoor or outdoor assembly facilities (greater than 1,000 people) should be avoided in Safety Zone 6.”

While it is noted that the ALUCP separates "assembly" use from other commercial uses, “assembly” use is typically applied to uses such as churches, theaters, amphitheaters, and other large-group meeting places. Since the fitness center members would not be gathered in numbers anywhere near 1,000 people but would instead be actively using the various spaces spread throughout the club, including the outdoor spaces, staff recommends that the proposed facility be characterized as a commercial and/or recreational land use, both of which are identified in Table 4-4 as compatible uses within Safety Zone 4.

Additionally, while the Project includes a childcare component, staff does not find that it fits the definition of commercial daycare operations. The proposed plan to offer limited term childcare (2 ½ hour max. per day/member) is intended as an ancillary amenity for parents, and one that requires that the parents be present onsite at all times using the facilities. Accordingly, the limited term childcare is not a day care center as defined by the ALUCP. It is also not a use that causes the "greatest concern" under the ALUCP, because parents would be available to assist in any emergency situation. Accordingly, it is determined that the daycare component is not a separate use, but rather a part of the overall fitness center and therefore compatible with the Safety Compatibility criteria of the ALUCP.

**(c)     Airspace Protection Policy Consistency**

The San Carlos ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), "Objects Affecting Navigable Airspace," as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Carlos Airport.

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower or (1) the height of the controlling airspace protection surface shown on Exhibit 4-4, "by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

As proposed, the residential buildings (which are taller than the athletic club) would be 62 ft – 1 in. tall to the top of the roof parapet. With a ground elevation of approximately 10 ft., the overall height would be 72 ft. – 1 in. above mean sea level (AMSL). As shown on San Carlos ALUCP Exhibit 4-4, **Attachment 5**, the Part 77 Airspace Protection Surface lies at approximately 205-255 ft AMSL, so the proposed project would well below this surface, in compliance with the Airspace Protection policies of the ALUCP. In addition, as shown on San Carlos ALUCP Exhibit 4-4a, **Attachment 6**, the proposed project is well below the FAA notification heights.

**(d)     Overflight Compatibility Consistency**

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) incorporate a recorded overflight notification requirement as a condition of approval.

The Project Area is located within both the Airport Influence Area (AIA) A & B boundaries for San Carlos Airport, so is subject to the requirements of both Overflight Policies. As indicated in the Application Materials, the project will be required to provide "Notice of Airport in Vicinity" to future residents, consistent with Overflight Policy 1. However, compliance with Overflight Policy 2 is not addressed. Accordingly, the following condition is recommended to address this requirement:

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 557 E. Bayshore RWC

Date: April 27, 2023

Page 5

- The City of Redwood City shall require that the project sponsor comply with the Overflight Notification Requirements outlined in Overflight Policy 2 of the San Carlos ALUCP, as amended in October 2022. Final project approval shall include a condition to incorporate a recorded ‘Overflight Notification’ on the merged parcel as a condition of approval in order to provide a permanent form of overflight notification to all future property owners. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)

**ATTACHMENTS**

1. ALUCP application, together with related project description and exhibits.
2. San Carlos ALUCP Exh. 4-2 – Future Conditions (2035) Aircraft Noise Contours
3. San Carlos ALUCP Exh. 4-3 – Safety Zones.
4. San Carlos ALUCP Table 4-4 – Safety Compatibility Criteria
5. San Carlos ALUCP Exh. 4-4 – Airspace Protection Surfaces
6. San Carlos ALUCP Exh. 4-4b – FAA Notification Reqs.



**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: 557 East Bayshore Road

Address: 557 East Bayshore Road

APN: 052-520-330 and 052-520-160

City: Redwood City

State: California

ZIP Code: 94063

Staff Contact: Ryan Kuchenig, Planner

Phone: (650) 780-7239

Email: rkuchenig@redwoodcity.org

**PROJECT DESCRIPTION**

The project proposes to demolish existing vacant theatre buildings and construct two 5-story, wood-framed multifamily residential buildings and a 2-story, 97,101 square foot (SF) athletic club and spa with outdoor swimming pools (including two 26-ft. waterslides) and kids outdoor play areas on 14.36 acres. The project will provide 480 units of needed rental housing including 85 affordable units (21 Very Low, 21 Low and 43 Moderate) consisting of studio, 1 bedroom and 2 bedroom units ranging between 510 SF to 1,348 SF. The project will feature 339 parking spaces at grade and an additional 783 parking spaces added by constructing two new 5-story wrapped parking structures within the two residential buildings.

**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>

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

**AGENCY NAME:** City of Redwood City  
**PROJECT NAME:** 557 East Bayshore Road  
**APN:** 052-520-330 and 052-520-160 (14.36 acres)  
**GENERAL PLAN:** Front: Commercial Regional  
Rear: Mixed Use – Water Front  
**ZONING:** General Commercial

**PROPERTY AND PROJECT DESCRIPTION**

**Property.** The Project Site is located at 557 East Bayshore Road in the northeastern waterfront of the City of Redwood City, in San Mateo County, across from US Highway 101. The Project Site is bound by East Bayshore Road to the south, a Pacific Gas and Electric Company (PG&E) parcel containing a drainage ditch, the Bay Trail, and Smith Slough to the north, car dealerships and a mini-storage facility to the east, and car dealerships and a steel supply yard and warehouse (Allen Steel & Supply Co. at 505 East Bayshore Road) to the west.

**Existing Conditions.** The 14.36-acre Project Site was used as a drive-in theater site in the 1950s. It was redeveloped in 1991 and used as a movie theater complex known as Century Park 12 theater, which operated until 2003. Currently, the theater buildings are vacant and the site is being used for the temporary storage of new vehicles for several nearby car dealerships. The site includes an approximate 70,000 square foot (SF) theater building and 1,140 parking spaces. Located just east of US Highway 101, the site is accessed via East Bayshore Road, with a drainage ditch owned and controlled by PG&E bounding the rear of the site to the north.

**Proposed Project.** A mixed-use development is proposed, which includes residential apartments of which 20% will be affordable housing, a first-class athletic club and spa, a paseo view corridor, a bayshore open space, including a multi-use pathway connecting to neighboring properties, and other public amenities. The Project proposes providing a new 0.16-acre right-of-way adjacent to East Bayshore Road to Redwood City so that the post-Project site is 14.20 acres net.

The proposal includes the construction of two new 5-story residential buildings, providing 480 new residential units consisting of studio, one bedroom and two-bedroom units ranging in size between 510 SF and 1,348 SF, and the Project includes 85 affordable housing units. The residential buildings have been designed to integrate with the shoreline, including staggered front facades and the placement of active amenities such as clubhouse, pools, BBQs, and spa facing and opening out onto the shoreline. In addition to providing much-needed housing, the proposed Project will include a 2-story 97,101 SF VillaSport Athletic Club and Spa with outdoor swimming pools (including two 26-ft. waterslides) and kids outdoor play areas, a new paseo scenic view corridor to the shoreline, and a new 18-foot wide bike/pedestrian/multi-use path, overlook decks, seating areas, and 211 trees. The Project will feature only 339 parking spaces at grade, with an additional 783 parking spaces added by constructing two new 5--story wrapped parking structures within the two residential buildings.

**General Plan and Zoning.** The proposed Project conforms to the current land use designation under the 2010 City of Redwood City General Plan for the site, which is Commercial Regional for the front of the site where the athletic club and spa is proposed and Mixed Use – Water Front (MU-WF) for the rear of

the site, which includes all of the residential buildings and part of the athletic club and spa. The current zoning of the site is General Commercial (CG), which allows the proposed athletic club and spa use but does not permit residential; however, rezoning to develop the proposed housing was not necessary pursuant to California's Housing Accountability Act as amended by SB 330.

Please see the enclosed *557 E. Bayshore Road– Airport Land Use Consistency Analysis* for an analysis of the Project relative to ALUC requirements.

## **505 East 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 ([Draft EIR](#), Page 117):

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**Impact HAZ-5:** The project is located within an airport land use plan and would not result in a safety hazard or excessive noise for people residing or working in the project area. **(Less than Significant Impact)**

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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.

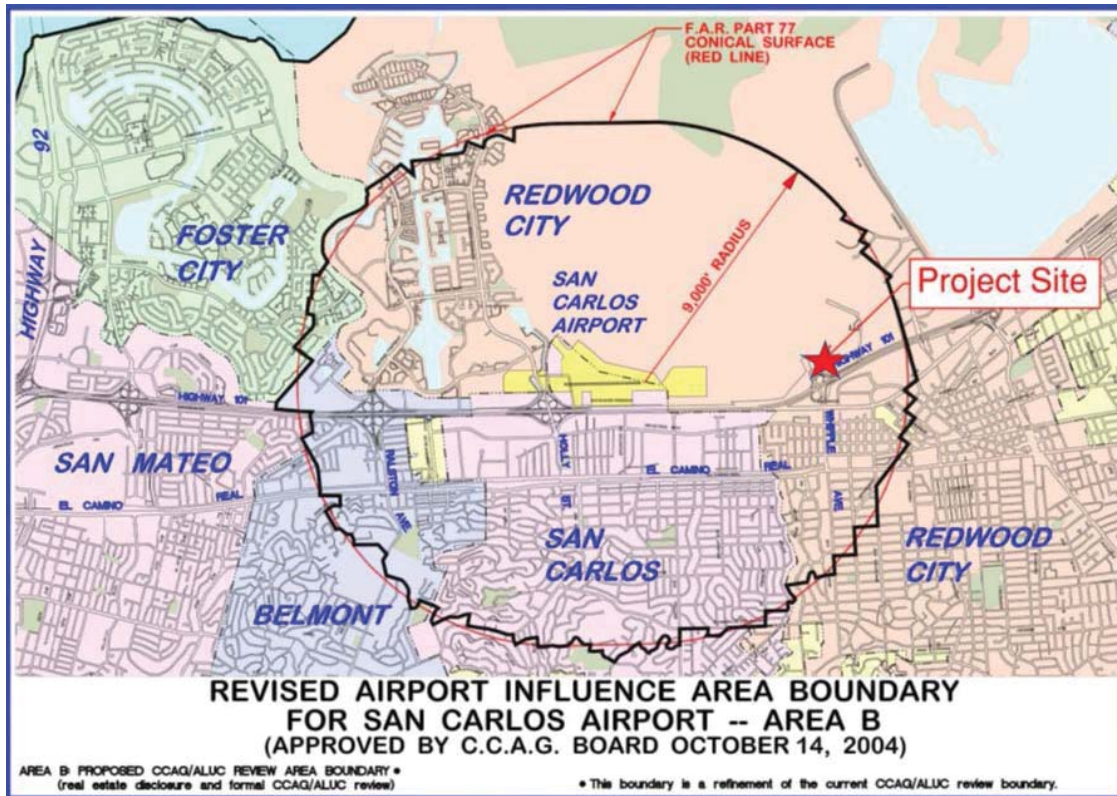
The site is located within the San Carlos Airport's Safety Zone 6, which represents the Airport's Traffic Pattern Zone, an elliptical area that includes the majority of regular air traffic patterns and pattern entry routes.<sup>60</sup> Per the San Carlos Airport ALUCP, new residential and commercial development is compatible within this area. Commercial daycare operations are conditionally compatible based on their location, size, bulk, density, and intensity of use, which will be addressed by the ALUC/C/CAG review process.

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 and commercial structures would be 62 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)**

## 557 East Bayshore Project - Airport Land Use Analysis

### 1. Airport Influence Area B - Real Estate Disclosures

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



The Project will be required to notify residents of this location 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 red star for the Project Site:



New residential and most commercial development is compatible within this area. And, in Zone 6, there are no limits as to residential and commercial intensities.

Per ALUCP, Page 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.

Per ALUCP, Page 4-19:

- e. Though no limit is placed on the intensity of new, nonresidential uses within Safety Zone 6, exceptions to these criteria should be considered on a case-by-case basis by the C/CAG Board when reviewing development proposals or during mandatory reviews that entail large indoor or outdoor assembly facilities.

Per ALUCP, Page 4-20:

- h. Generally no limit is placed on the intensity of new nonresidential uses within Safety Zone 6. Exceptions to these criteria should be considered on a case-by-case basis by the C/CAG Board when it performs consistency reviews for development proposals that involve schools, day care centers, hospitals, indoor assembly facilities, outdoor assembly facilities, and correctional facilities (See General Policies 8 and 10 for information regarding local agency actions requiring review by the Airport Land Use Commission) . Large indoor or outdoor assembly facilities (greater than 1,000 people) should be avoided in Safety Zone 6.

While we note that the ALUCP separates "assembly" use from other commercial uses, "assembly" use is limited to uses such as churches, theaters, amphitheaters, and other large-group meeting places. The

proposed VillaSport Athletic Club and Spa (VillaSport) is a more typical commercial use as members are not gathered in a large single room with occupancies of 1,000 people or more. On the contrary, the members will be actively using the spaces and spread throughout the club, including the outdoor spaces.

While the Project's EIR mentions that commercial daycare operations are considered conditionally compatible in Zone 6 (ALUCP, Pages 4-20, 4-25), the Project does not contain a "commercial daycare operation."

The purpose of this requirement of the ALUCP is that uses that "pose the greatest concern are those in which the occupants have reduced effective mobility or are unable to respond to emergency situations." (ALUCP, Page 4-19). A use where "the majority of occupants are children" is one such concern. (ALUCP, Page 4-19):

Land uses which pose the greatest concern are those in which the occupants have reduced effective mobility or are unable to respond in emergency situations. Children's schools, day care centers, hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped shall be prohibited within Zones 1 through 5. High capacity and medium capacity indoor assembly rooms shall be prohibited in Zones 1 through 5.

While VillaSport offers temporary childcare, its health club use is not a use where the majority of occupants are children. VillaSport does plan to operate *temporary* child care for parents, but the parents will remain present onsite at all times using the facilities. Accordingly, the temporary childcare is not a "day care" center as defined by the ALUCP.<sup>1</sup> It is also not a use that causes the "greatest concern" under the ALUCP, because parents will be available to assist in any emergency situation.

All proposed uses are compatible within Zone 6.

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<sup>1</sup> The ALUCP uses State law definitions of "day care." The California Day Care Act defines a day care center as a "child day care facility other than a family day care home, and includes infant centers, preschools, extended day care facilities, and schoolage child care centers, and includes child care centers licensed pursuant to Section 1596.951." ([Health and Safety Code \(HSC\) § 1596.76](#).) The VillaSport is not a "day care center" and therefore does not fit within this definition. Even if it did, the California Child Day Care Act specifically exempts "[a]ny child daycare program that offers temporary childcare services to parents" and provides services "to parents and guardians who are on the same premises as the site of the child daycare program" that "is not operated on the site of a ski facility, shopping mall, department store, or any other similar site identified by the department by regulation." ([HSC § 1596.792\(k\)](#).)

### 3. Noise

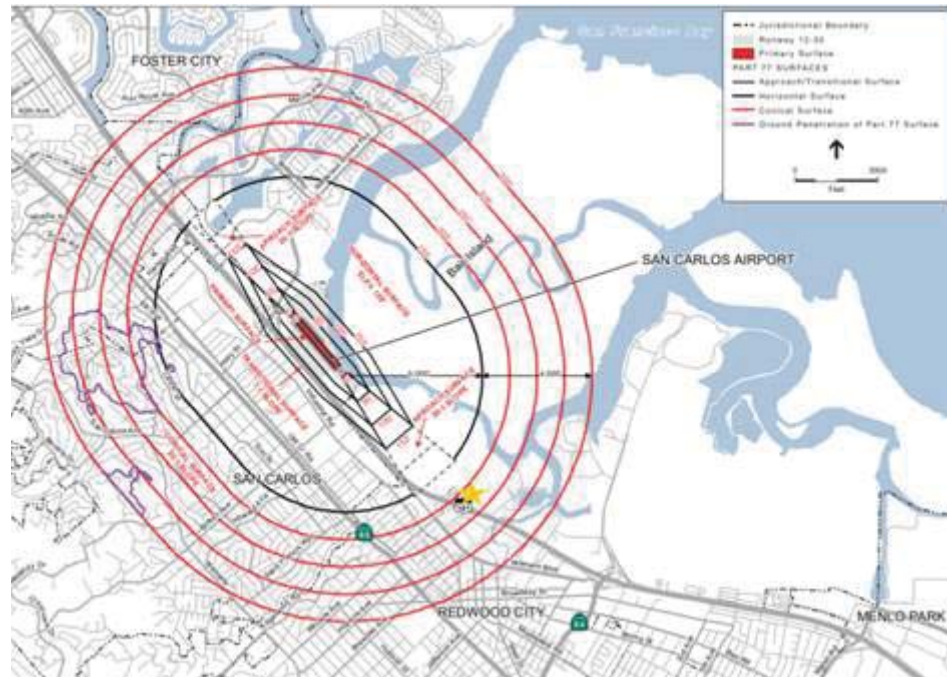
The property is outside of the noise contours and is therefore not subject to any noise compatibility requirements. (ALUCP, Exhibit 4-2). See red circle for Project Site.



#### 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 150 vertical feet is permitted at the Project Site per Part 77 Airspace Protection Surfaces. (ALUCP, Exhibit 4-4). See yellow star for Project Site:

##### **ALUCP EXHIBIT 4-4**

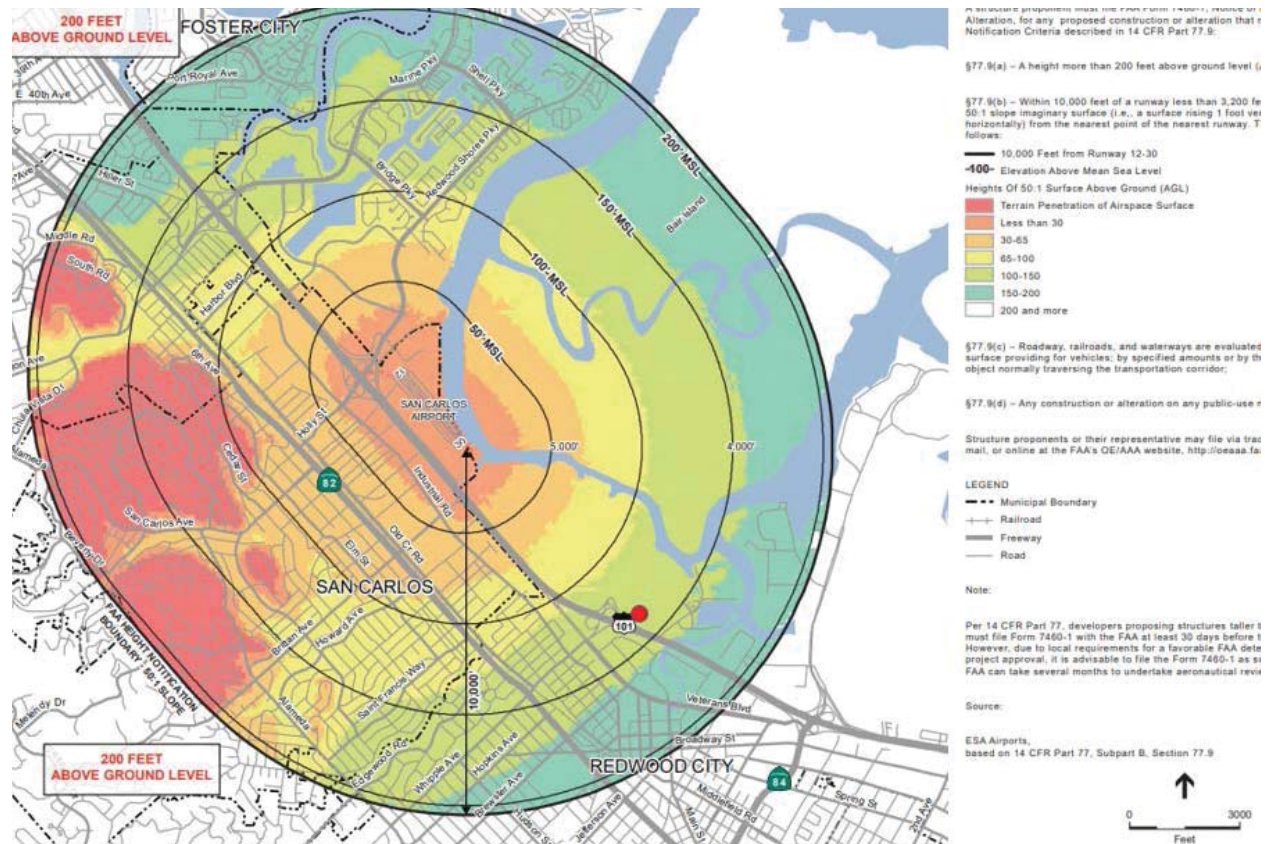


Further, any buildings exceeding 200 feet above ground level (AGL) would be required to inform the FAA 30 days prior to the start of construction, and, based on Exhibit 4-4a below, where the project is sited, if the project at least 100 feet to 150 feet AGL. (ALUCP, Exhibit 4-4a).

The heights of the proposed buildings would be up to 62'1" (AGL) for the highest parapet of the residential building and up to 36'9" (AGL) for the highest parapet of the VillaSport building. Even using mean sea level (MSL) only increases these by 13' (75'1" MSL and 49'9" MSL, respectively) so they are both below the minimum 100 foot (AGL) standard that might apply. Therefore, the proposed project would not be subject to further height-related review or notification requirements.



## ALUCP EXHIBIT 4-4a



## 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 (as amended in October, 2022) that would trigger a requirement to grant an avigation easement. When considering whether to require an avigation easement, the ALUC considers the following:

- (i) The proposed land use policy action involves real property located beneath the airspace protection surfaces.

Analysis: The Proposed Project is under the Part 77 conical surface.

- (ii) The proposed land use policy action would allow the construction of structures or other objects in the vicinity of San Carlos Airport that could exceed the height standards as defined in 14 CFR Part 77, Subpart C, and based on the elevation above mean sea level (AMSL) of the applicable runway end.

Analysis: The highest heights of the Project are 62'1" (AGL) (or 75'1" MSL), which is well below the FAA height limits of 350 feet for development within this area.



- (iii) Whether the proposed land use policy action would allow land uses that may cause visual, electronic, navigational, or wildlife hazards to aircraft in flight or taking off or landing at San Carlos Airport.

*Analysis: Proposed Project does not involve any land use policy actions that would cause any unusual visual, electronic, navigational, or wildlife hazards.*

## 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, 4-23).

### **Additional information For Development Projects:**

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site

Latitude: 37.497588 Longitude: -122.229472

3. Building heights relative to mean sea level (MSL):

[To top of high parapet]

Residential Building A:	75'1" MSL
Residential Building B:	75'1" MSL
VillaSport Building:	49'9" MSL

# 557 EAST BAYSHORE ROAD PLANNING APPLICATION

REDWOOD CITY, CALIFORNIA  
NOVEMBER 10, 2022



**BDE**  
ARCHITECTURE

**SyRES**  
PROPERTIES

**VillaSport**  
ATHLETIC CLUB AND SPA

**els**  
architecture+  
urban design

**TGP** The  
Guzzardo  
Partnership, Inc.  
Landscape Architecture | Land Planners  
181 Greenwich Street  
San Francisco, CA 94111  
415.455.4675 [www.tgp-ny.com](http://www.tgp-ny.com)

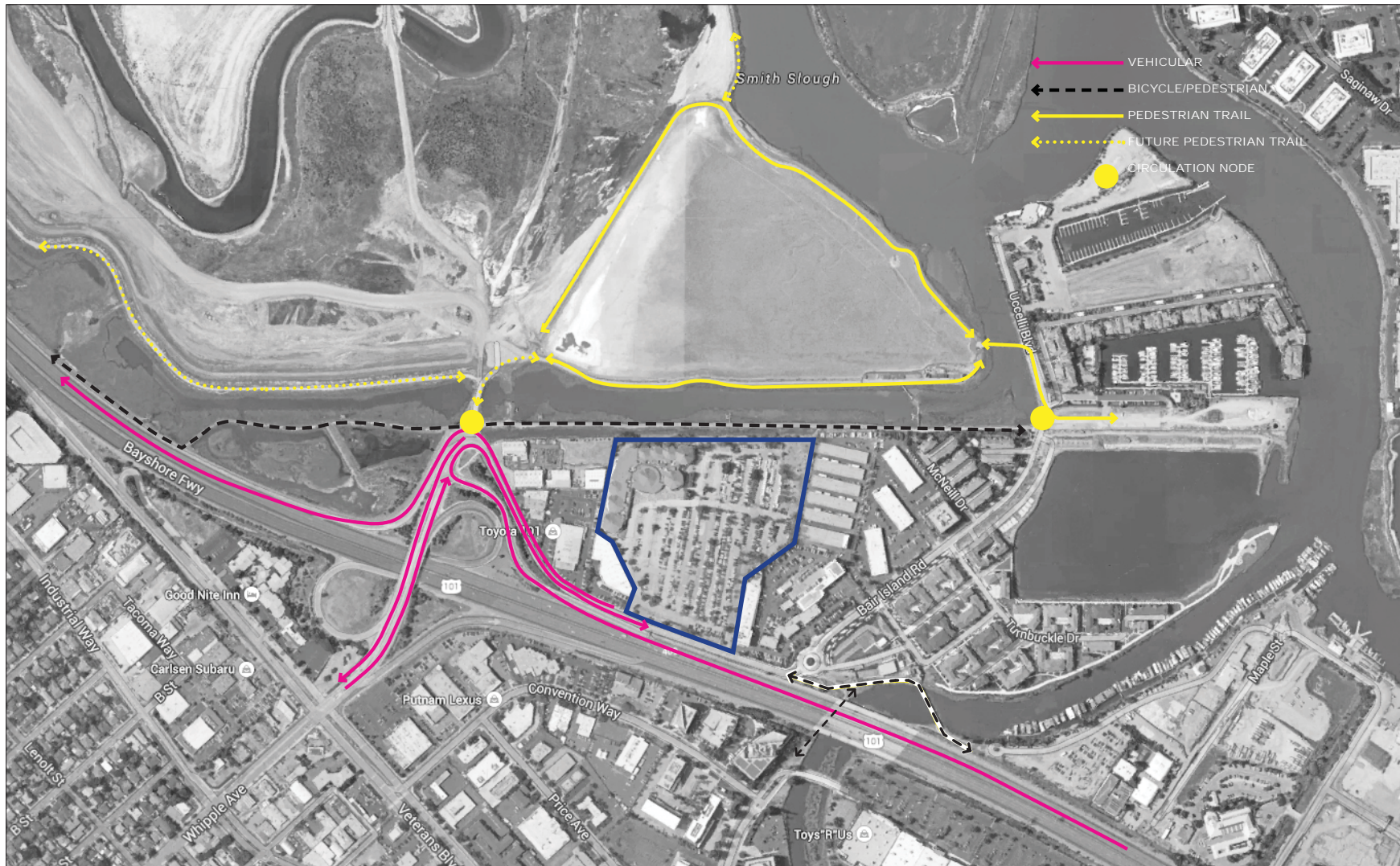
**BKF**  
100+ YEARS  
ENGINEERS  
SURVEYORS  
PLANNERS







# EXISTING AREA CIRCULATION DIAGRAM





# BUILDING HEIGHT



350 HOWARD STREET  
SAN FRANCISCO  
CA 94103  
P. 415.677-0964



557 EAST BAYSHORE ROAD  
REDWOOD CITY, CA

DATE: 04/19

PLANNING SUBMIT: 07.25.19

PLANNING SUBMIT: 11.10.22

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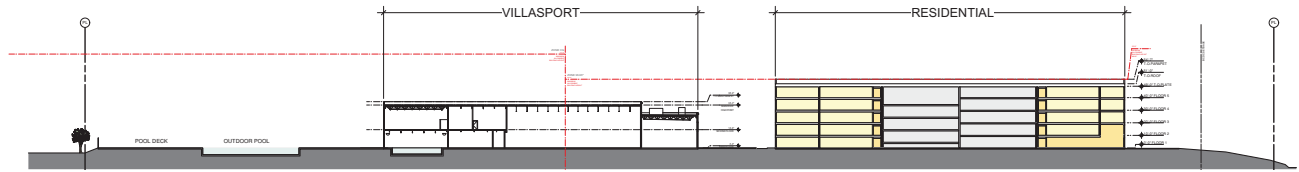
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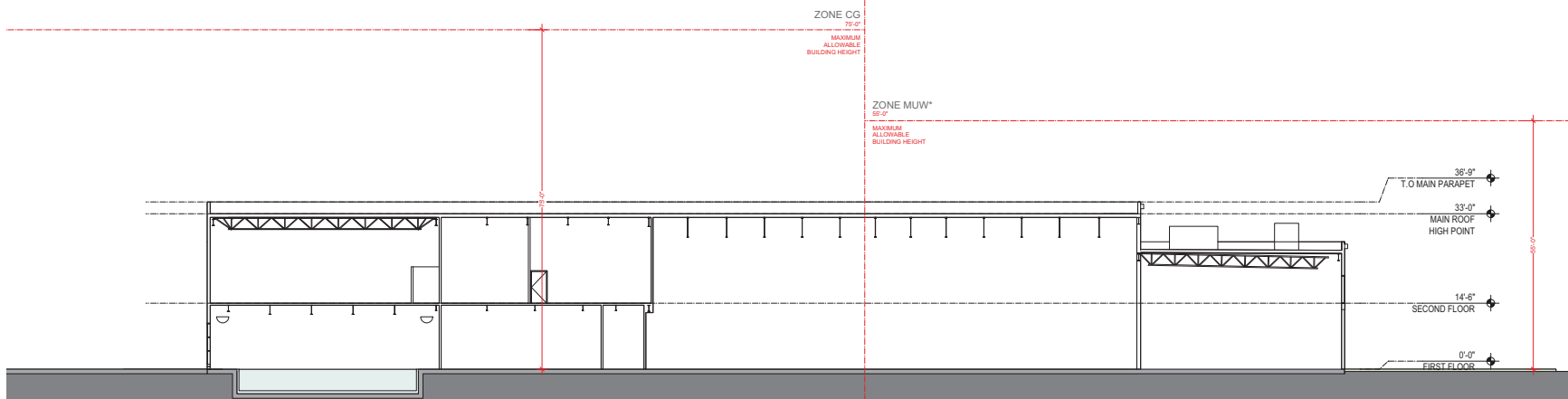
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MAXIMUM ALLOWABLE BUILDING HEIGHT	
CG	75'-0"
MUW* (W/ COMMUNITY BENEFITS)	55'-0"
RESIDENTIAL BUILDINGS	
MAX. TOP OF ROOF	51'-0"
MAX. TOP OF HIGH PARAPET	62'-1"
NOTE: ELEVATIONS FOR BUILDING A AND BUILDING B ARE IDENTICAL	

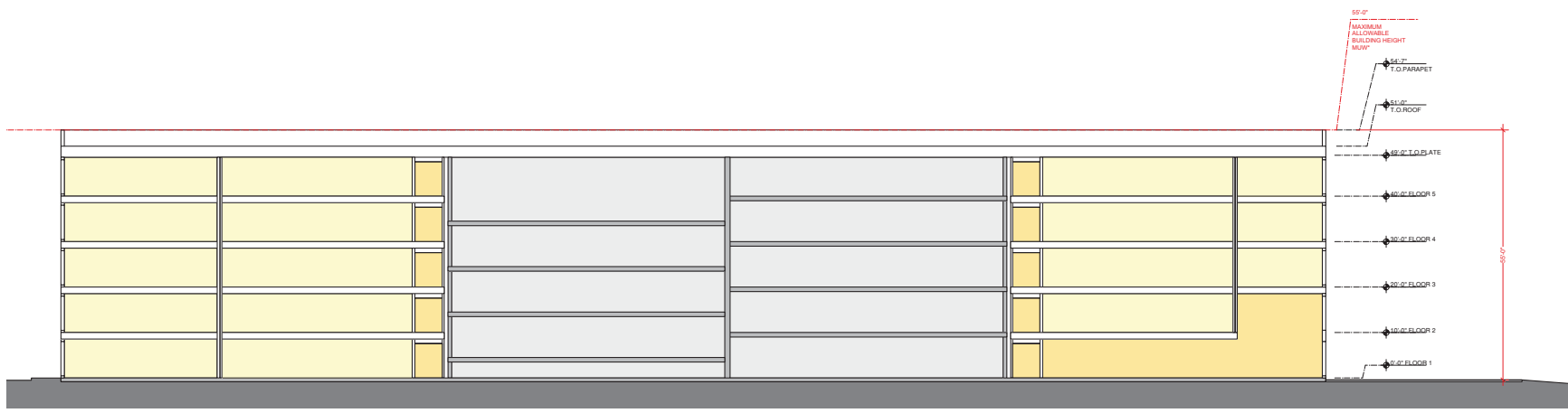
VILLASPORT BUILDING	
MAX. TOP OF ROOF	33'-0"
MAX. TOP OF HIGH PARAPET	36'-9"
MAX. TOP OF CANOPY	38'-9"



SITE SECTION 1  
1" = 40'-0"



VILLASPORT BUILDING 2  
1" = 10'-0"



RESIDENTIAL BUILDING 3  
1" = 10'-0"

\*ELEVATIONS FOR BUILDING A AND BUILDING B ARE IDENTICAL

\*PROVIDED FOR INFORMATIONAL PURPOSES ONLY

# BUILDING A - EXTERIOR ELEVATIONS



BUILDING A - EAST ELEVATION - MATERIALS 1A  
1/8" = 1'-0"



BUILDING A - EAST ELEVATION 1B  
1/8" = 1'-0"



BUILDING A - SOUTH ELEVATION - MATERIALS 2A  
1/8" = 1'-0"



BUILDING A - SOUTH ELEVATION 2B  
1/8" = 1'-0"

## SHEET NOTES

- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- ① SAND FINISHED PLASTER - COLOR #1 - DOVE WING
  - ② SAND FINISHED PLASTER - COLOR #2 - NATURAL LINEN
  - ③ SAND FINISHED PLASTER - COLOR #3 - OAK ROSE
  - ④ SAND FINISHED PLASTER - COLOR #4 - GRAY MOUNTAIN
  - ⑤ SAND FINISHED PLASTER - COLOR #5 - FRENCH BERRY
  - ⑥ NOT USED
  - ⑦ SAND FINISHED PLASTER - COLOR #7 - BLUE NOISE
  - ⑧ SAND FINISHED PLASTER - COLOR #8 - MONTANA AGATE
  - ⑨ FOAM SHAPE TRIM - PAINTED
  - ⑩ MEDIUM BRONZE METAL PANEL
  - ⑪ DARK GREY BRICK
  - ⑫ GREY CONCRETE CMU
  - ⑬ METAL AWNING - PAINTED "NOBLE GREY"
  - ⑭ HORIZONTAL METAL RAIL - PAINTED
  - ⑮ ALUMINUM STOREFRONT - DARK BRONZE
  - ⑯ VPI VINYL WINDOW - BRONZE
  - ⑰ 1/2" ALUMINUM PLASTER REVEAL - PAINTED TO MATCH WALL
  - ⑱ GARAGE ENTRANCE
  - ⑲ OPENING
  - ⑳ ADDRESS NUMBERS - 12" MIN. ILLUMINATED WITH A CONTRASTING BACKGROUND FACING THE STREET FROM WHICH THE BUILDING TAKES THE ADDRESS. CFC 509

**BDE**  
ARCHITECTURE

550 HOWARD STREET  
SAN FRANCISCO  
CA 94103  
P. (415) 677-0964

**SyRES**  
DESIGN + BUILD

**VillaSport**  
ATHLETIC CLUB AND SPA

**els**  
architecture +  
urban design

The Guzzardo  
Partnership, Inc.

ENGINEERS  
SURVEYORS  
PLANNERS

**BKF**  
100 YEARS  
ENGINEERS  
SURVEYORS  
PLANNERS

557 EAST BAYSHORE ROAD  
REDWOOD CITY, CA

REVISIONS

PLANNING SUBMIT: 07.25.19  
PLANNING SUBMIT: 11.10.22

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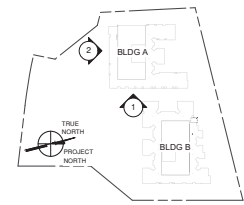
EXTERIOR ELEVATIONS

Scale: 1/8" = 1'-0"

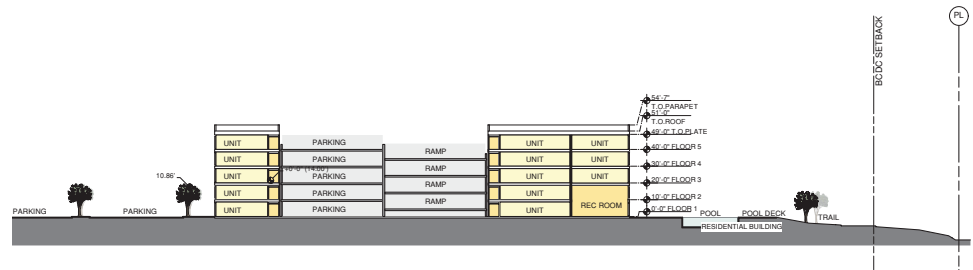
Project No. 1903

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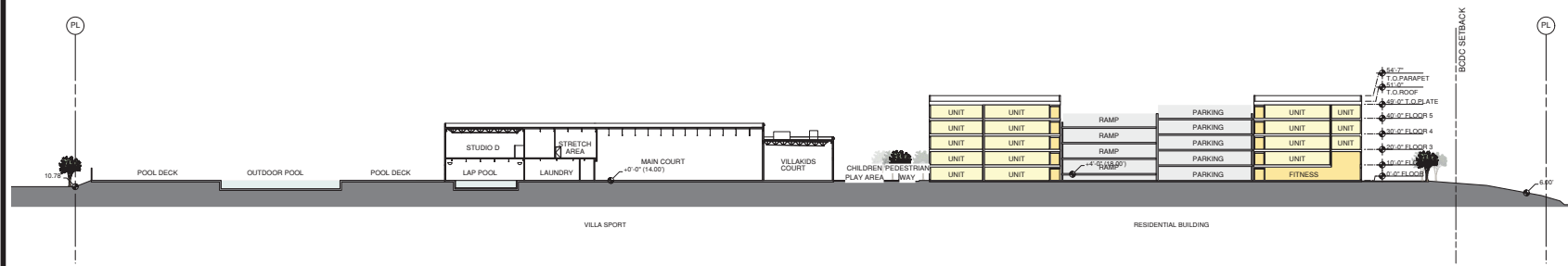
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KEY PLAN



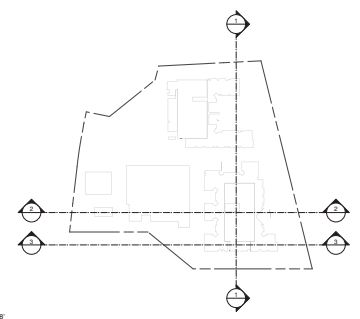
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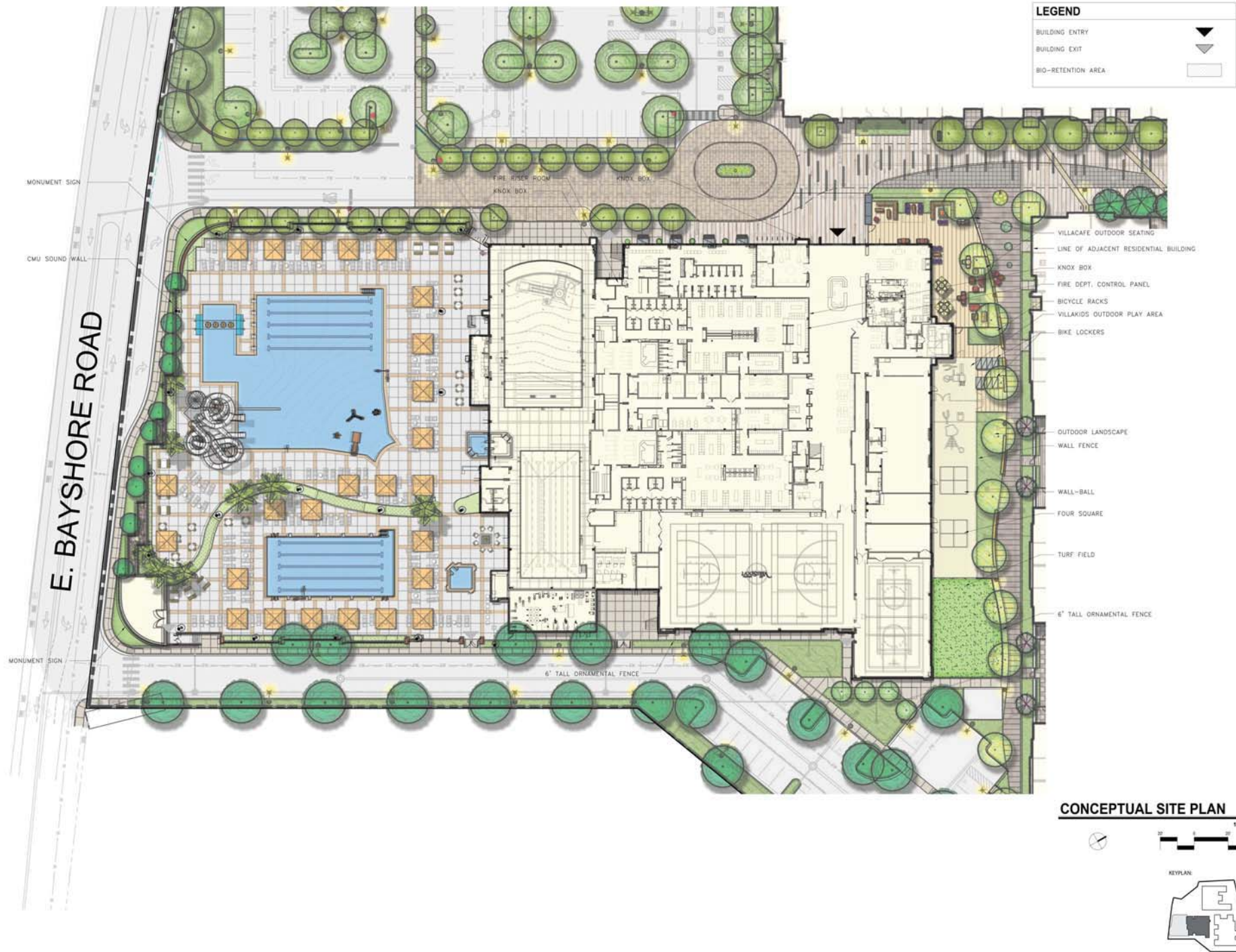


SECTION 2  
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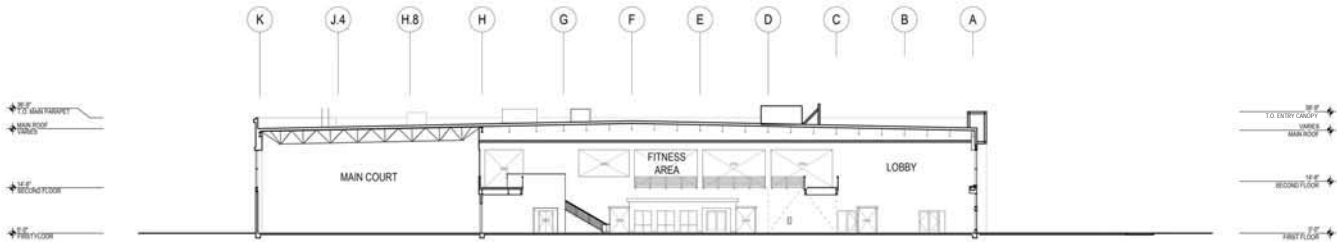
SECTION 1  
1" = 30' 0"



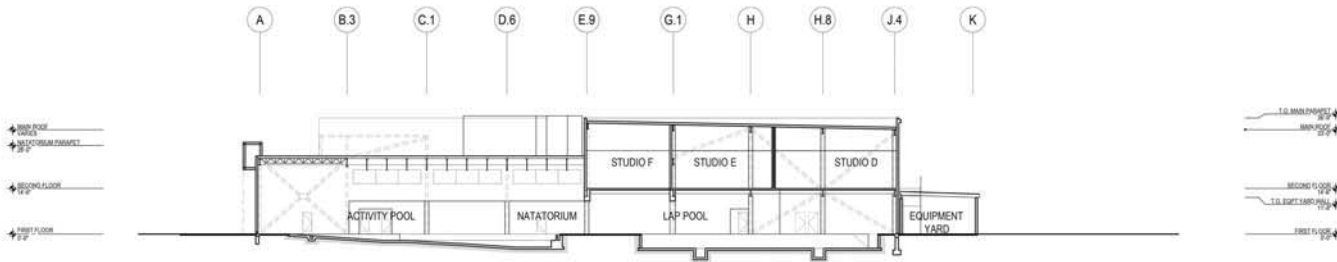




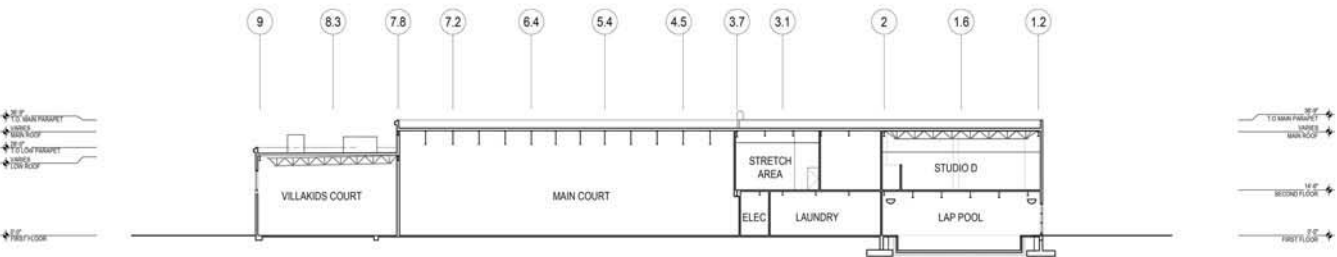
VILLASPORT - SECTIONS



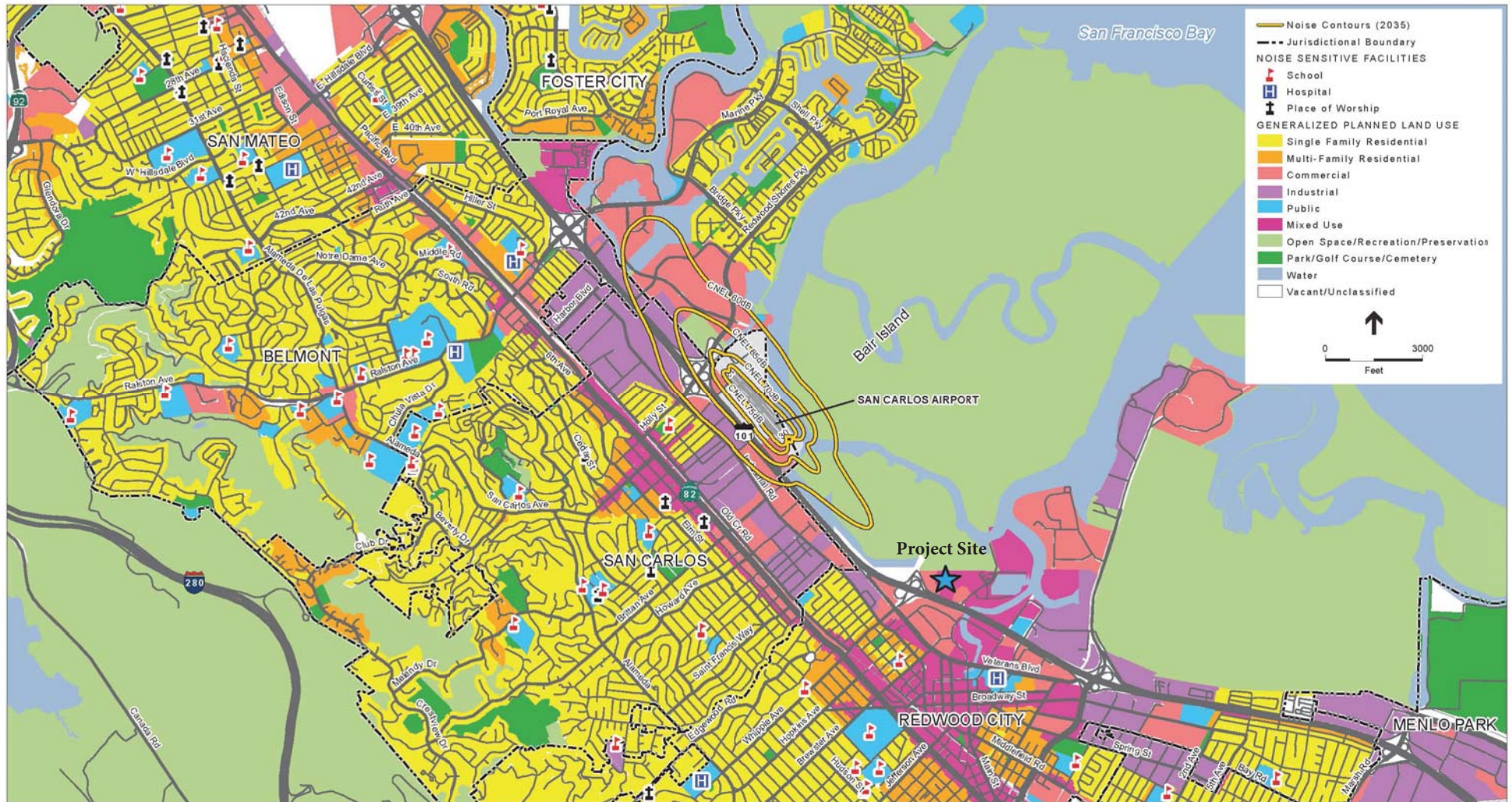
CONCEPTUAL BUILDING SECTION A  
1/16" = 1'-0"



CONCEPTUAL BUILDING SECTION B  
1/16" = 1'-0"



CONCEPTUAL BUILDING SECTION C  
1/16" = 1'-0"



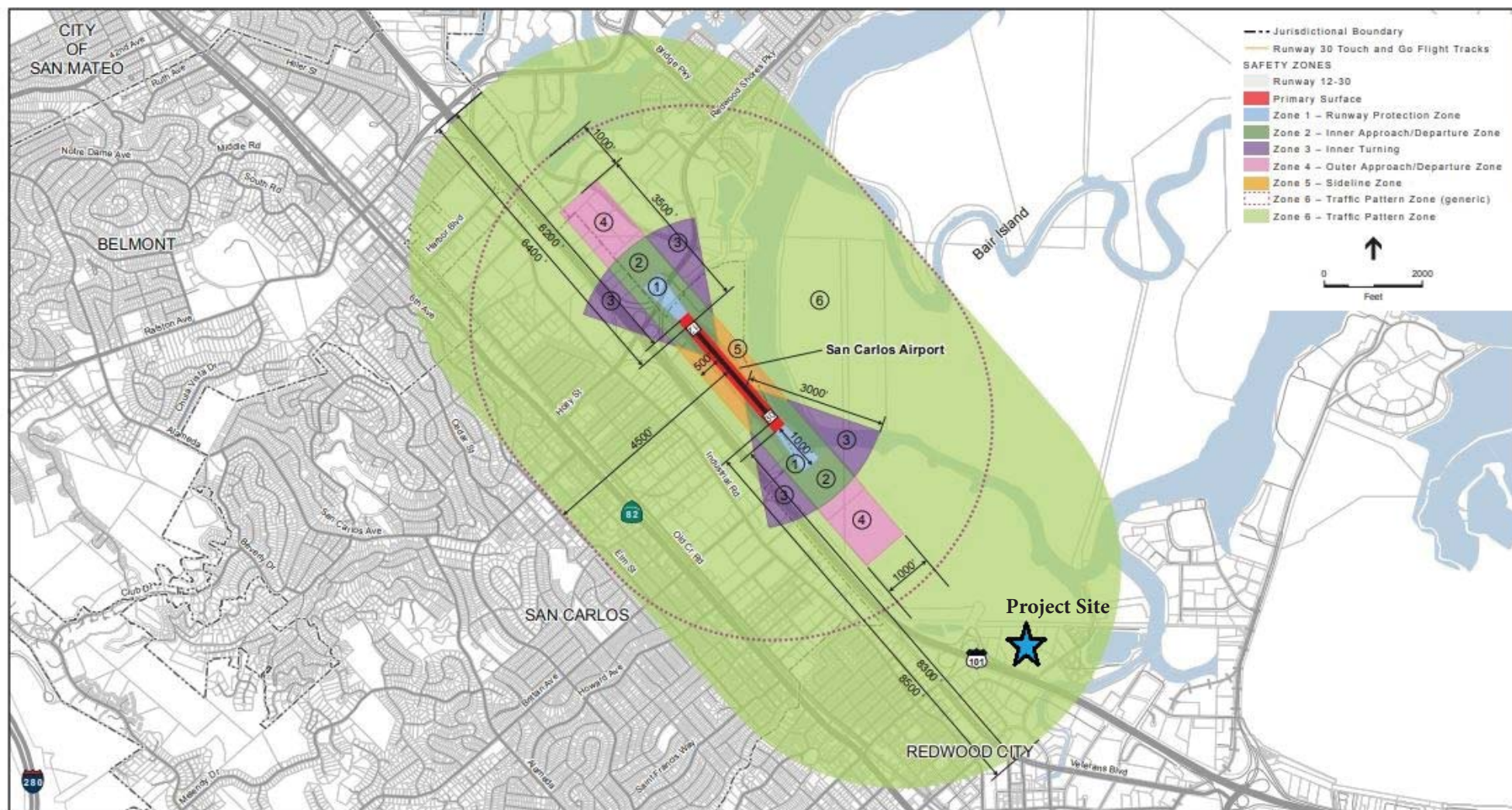
SOURCE: Belmont, 1982; San Mateo County, 1986; Foster City, 1993; Menlo Park, 1994; San Carlos, 2008; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

San Carlos Airport ALUCP - 130753

Exhibit 4-2

Future Conditions (2035) Aircraft Noise Contours





SOURCE: ESRI, 2014; ESA Airports, 2014

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

**TABLE 4-4  
SAFETY COMPATIBILITY CRITERIA**

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

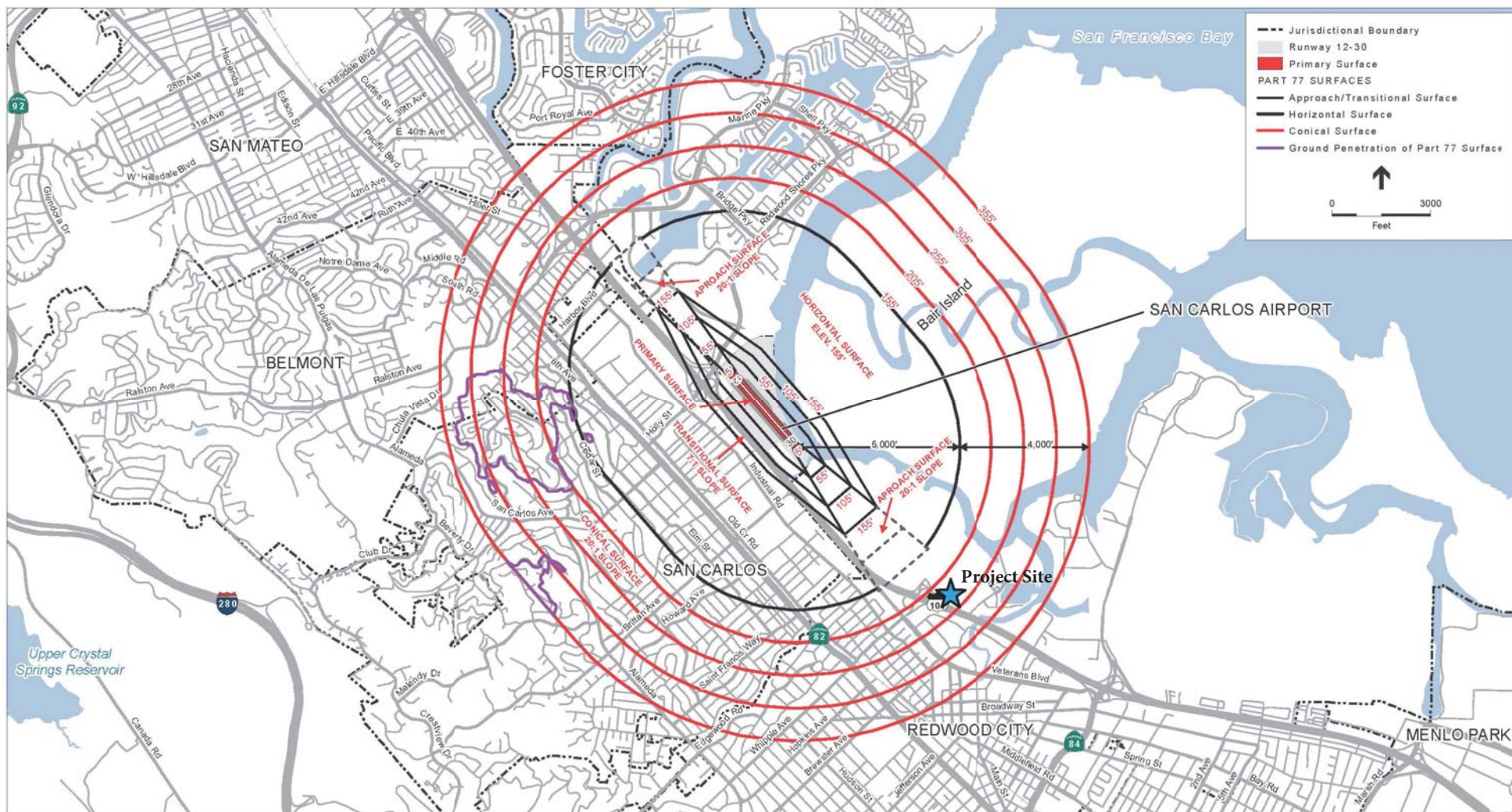


**TABLE 4-4 (Continued)**  
**SAFETY COMPATIBILITY CRITERIA**

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

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

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



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.

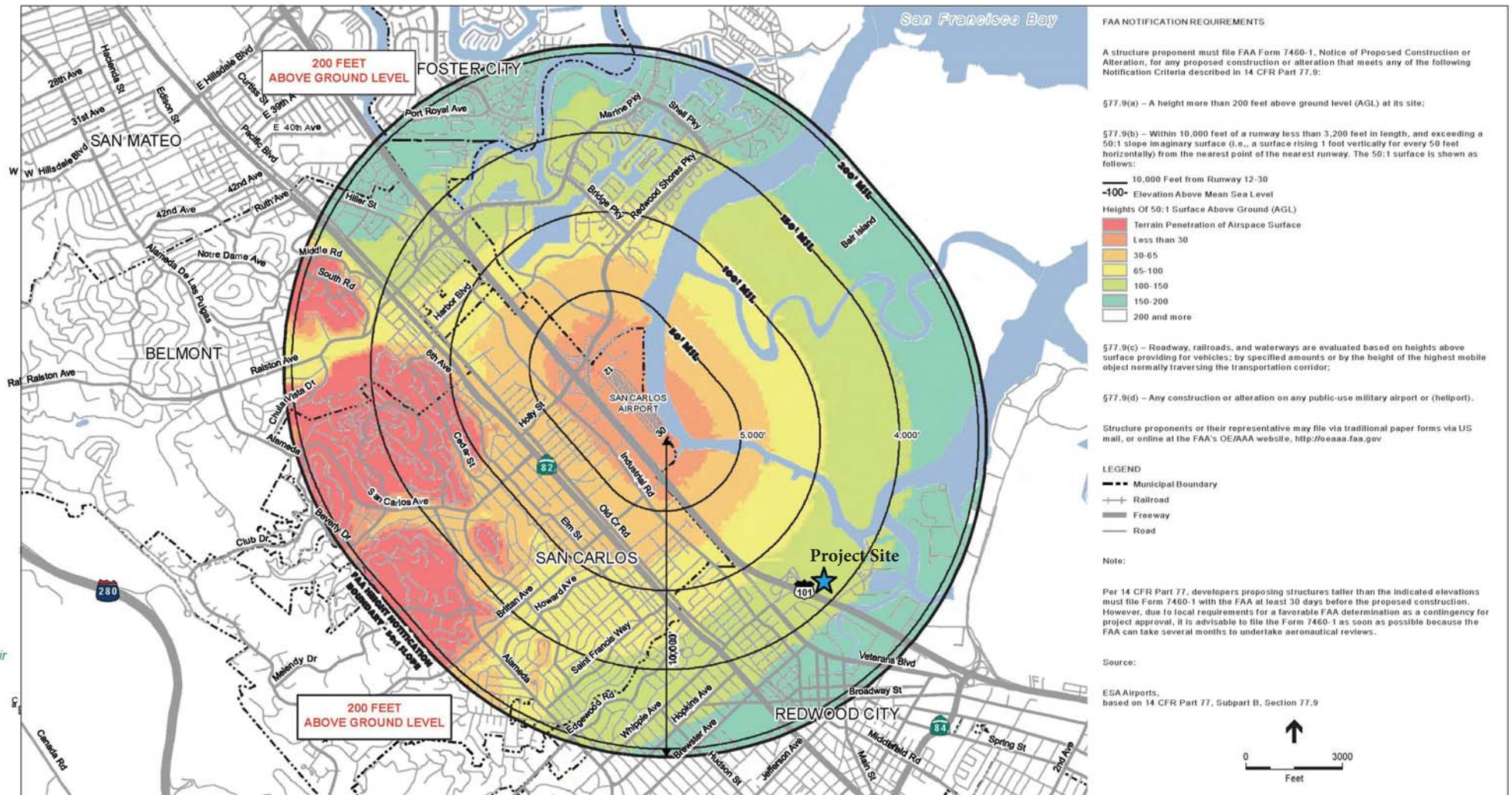
NOTE 2: Locations where the ground/terrain penetrates the FAR Part 77 airspace surfaces are approximate and were developed using ground elevation contours provided by the San Mateo County Planning and Building Department, 2014.

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

San Carlos Airport ALUCP - 130753

**Exhibit 4-4a**  
FAA Notification Form 7460-1 Filing Requirements



## C/CAG AGENDA REPORT

Date: April 27, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Proposed mixed-use development comprised of affordable housing, office and childcare at 1125 Arguello Street, Redwood City.

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

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### RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed mixed-use development comprised of affordable housing, office and childcare at 1125 Arguello Street, Redwood City, is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following condition:

- *The City of Redwood City shall require that the project sponsor comply with the Overflight Notification Requirements outlined in Overflight Policy 2 of the San Carlos ALUCP, as amended in October 2022. Final project approval shall include a condition to incorporate a recorded ‘Overflight Notification’ on the residential parcels as a condition of approval in order to provide a permanent form of overflight notification to future property owners. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)*

### BACKGROUND/PROJECT DESCRIPTION

The proposal includes redevelopment of a 3.5-acre site at the southwest corner of Whipple Ave. and Arguello St. in Redwood City. The proposed mixed-use project is comprised of the following: a three-story, 33-unit, multi-family affordable housing component; two connected four-story office buildings totaling approx. 300,000 sf with 3 levels of subterranean parking; and a single-story, 4,132 sf childcare building with related outdoor play area intended to accommodate 30 children.

The subject project is located within Airport Influence Area B (AIA B), the “Project Referral” area, for San Carlos Airport. California Public Utilities Code Section 21676(b) states that a local agency General Plan, Zoning Ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan (ALUCP). Additionally, per ALUCP Policy GP-10.1, since Redwood City has not amended its Zoning Ordinance to reflect the policies and requirements of the current ALUCP all proposed development projects within AIA B are subject to ALUC review. In accordance with these

requirements, Redwood City has referred the subject development project for a determination of consistency with the San Carlos ALUCP.

## DISCUSSION

### ALUCP Consistency Evaluation

The San Carlos ALUCP contains policies and criteria to address four issues: (a) aircraft noise impacts; (b) safety compatibility criteria; (c) airspace protection; and (d) overflight notification. The following sections describe the degree to which the project is compatible with each.

#### *(a) Aircraft Noise Impacts*

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

As shown on Attachment 2., the subject property lies outside the bounds of the 60dB CNEL contour, and therefore the project is consistent with the ALUCP noise policies and criteria.

#### *(b) Safety Compatibility*

The San Carlos ALUCP includes six safety zones and related land use compatibility policies and criteria. As shown on San Carlos ALUCP Exh. 4-3, **Attachment 3**, the project site is located within Safety Zone 6, the traffic pattern zone.

According to the Safety Compatibility Criteria listed in Table 4-4 of the ALUCP, residential and office use are compatible uses within Safety Zone 6, so those portions of the project are consistent with the safety policies of the ALUCP.

Commercial daycare is identified in Table 4-4 as a conditionally compatible use. Safety Policy 4 applies to review of “Land Uses of Particular Concern” – relevant discussion is cited below:

#### **“Safety Compatibility Policy 4 - Land Uses of Particular Concern**

Land uses which pose the greatest concern are those in which the occupants have reduced effective mobility or are unable to respond in emergency situations. Children’s schools, day care centers, hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped shall be prohibited within Zones 1 through 5. High capacity and medium capacity indoor assembly rooms shall be prohibited in Zones 1 through 5.

- a. For the purposes of these criteria, children’s schools include all grades through grade 12.
- b. Day care centers and family day care homes are defined by state law. Non-commercial daycare centers ancillary to a place of business are permitted in Zones 2 through 5 provided that the overall use of the property meets the intensity criteria indicated in Table 4-4.

Family day care homes are permitted in any location where residential development is permitted and the intensity of the day care home is  $\leq 14$  people. Commercial day care centers are conditionally compatible in Zone 6.

...

- h. Generally no limit is placed on the intensity of new nonresidential uses within Safety Zone 6. Exceptions to these criteria should be considered on a case-by-case basis by the C/CAG Board when it performs consistency reviews for development proposals that involve schools, day care centers, hospitals, indoor assembly facilities, outdoor assembly facilities, and correctional facilities. Large indoor or outdoor assembly facilities (greater than 1,000 people) should be avoided in Safety Zone 6.”

As noted above, while daycare uses are listed as conditional in the San Carlos ALUCP within Safety Zone 6, the plan does not provide guidance as to what factors to consider in determining consistency, nor does it detail the types of conditions that should be imposed. As a result, to assist in this determination, staff requested our on-call ALUC consultants review the 2011 California Airport Land Use Planning Handbook as well as ALUCPs from comparable airports to provide additional guidance.

A review of seven ALUCPs revealed that there is not a consistent approach to how childcare uses are addressed within Safety Zone 6 – some plans identify childcare as a compatible use in Safety Zone 6; some find the use incompatible but provide an opportunity for increases to existing facilities (up to 50 additional children); and others identify them as conditionally compatible subject to intensity limits ranging from 300-450 people per acre. In addition, some ALUCPs exempt “ancillary uses” – those that occupy less than 10% of the total floor area – from the intensity calculations.

The consultant’s review also noted the following: “The 2011 Handbook specifically recommends limiting “large day care centers” in Safety Zone 6 and a maximum intensity of 200 to 300 people per acre when occurring in a suburban setting. However, if the airport environs are more urbanized, then no maximum intensity is recommended as a condition. Safety Zone 6 typically encompasses the area underlying a general aviation airport’s traffic pattern, generally away from the runway ends and extended runway centerline where aircraft accidents tend to be concentrated. The risks associated with potential aviation accidents are considered relatively low in these areas, and the more densely developed the airport environs, the lower a community’s potential occurrences of available sites outside the traffic pattern. For this reason, the most restrictive conditions on childcare facilities may not be appropriate for the San Carlos Airport environs.”

Given this overall guidance, the following analysis of the proposed childcare facility is provided:

The facility would occupy a total of 6,982 sq. (4,132 sf bldg. + 2,850 sf play area), resulting in an intensity of 187 children/acre, which is below the threshold identified in the 2011 Handbook for even a suburban setting.

$$43,560/6,982 = 6.2389$$

$$30 \text{ (children)} \times 6.2389 = 187 \text{ children/acre}$$



Additionally, this is a small facility in an urban environment on the outer edge of the safety zone boundary. Accordingly, it is recommended that the childcare portion of the project be found consistent with the Safety Policies and criteria of the San Carlos ALUCP and with guidance found in the 2011 California Airport Land Use Handbook.

**(c)     *Airspace Protection Policy Consistency***

The San Carlos ALUCP incorporates the provisions in Title 14 of the Code of Federal Regulations Part 77 (14 CFR Part 77), “Objects Affecting Navigable Airspace,” as amended, to establish height restrictions and federal notification requirements related to proposed development within the 14 CFR Part 77 airspace boundaries for San Carlos Airport.

In order to be deemed consistent with the ALUCP, the maximum height of a new building must be the lower or (1) the height of the controlling airspace protection surface shown on Exhibit 4-4, “by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

As proposed, the 4-story office buildings, which are the tallest structures, would be 88 feet above mean sea level (AMSL) to the top of mechanical penthouse. As shown on San Carlos ALUCP Exhibit 4-4, **Attachment 4**, the Part 77 Airspace Protection Surface lies at approximately 205-255 ft AMSL, so the proposed project would be well below this surface. In addition, as shown on San Carlos ALUCP Exhibit 4-4a, **Attachment 5**, the proposed project is below the FAA notification heights of 100-150 ft. Therefore, the proposed project is consistent with the Airspace Protection policies of the ALUCP.

**(d)     *Overflight Compatibility Consistency***

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) incorporate a recorded overflight notification requirement as a condition of approval.

The Project Area is located within both the Airport Influence Area (AIA) A & B boundaries for San Carlos Airport, so is subject to the requirements of both Overflight Policies. As indicated in the Application Materials, the project will be required to provide “Notice of Airport in Vicinity” to future residents, consistent with Overflight Policy 1. However, compliance with Overflight Policy 2 is not addressed. Accordingly, the following condition is recommended to address this requirement:

- The City of Redwood City shall require that the project sponsor comply with the Overflight Notification Requirements outlined in Overflight Policy 2 of the San Carlos ALUCP, as amended in October 2022. Final project approval shall include a condition to

incorporate a recorded ‘Overflight Notification’ on the residential parcels as a condition of approval in order to provide a permanent form of overflight notification to future property owners. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)

#### **ATTACHMENTS**

1. ALUCP application, together with related project description and exhibits.
2. San Carlos ALUCP Exh. 4-2 – Future Conditions (2035) Aircraft Noise Contours
3. San Carlos ALUCP Exh. 4-3 – Safety Zones.
4. San Carlos ALUCP Exh. 4-4 – Airspace Protection Surfaces
5. San Carlos ALUCP Exh. 4-4b – FAA Notification Reqs.



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: 1111-1227 Arguello Street Mixed-Use Project

Address: 1111-1227 Arguello Street

APN: 052-252-090, 052-252-080, 052-252-060, 052-252-040, 052-252-030, 052-252-020

City: Redwood City

State: California

ZIP Code: 94063

Staff Contact: Darryl Boyd

Phone: 650-780-7264

Email: dboyd@redwoodcity.org

PROJECT DESCRIPTION

The applicant is proposing to construct a mixed-use development. The proposed project consists of three major components, 1) a 57,252 square foot multi-family residential building, 2) approximately 300,000 square feet of office space, and 3) a 4,132 square foot childcare facility for approximately 30 children. The proposed residential building would be 100 percent affordable housing and include 33 multi-family for sale units. The office buildings would be four stories and approximately 60 feet in height. The residential building would be four stories (three residential over at grade parking) and approximately 46 feet in height.

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>





# 1111-1227 ARGUELLO STREET

## PLANNING APPLICATION

APRIL 12, 2022





VIEW FROM THE CORNER OF ARGUELLO STREET AND WHIPPLE AVENUE

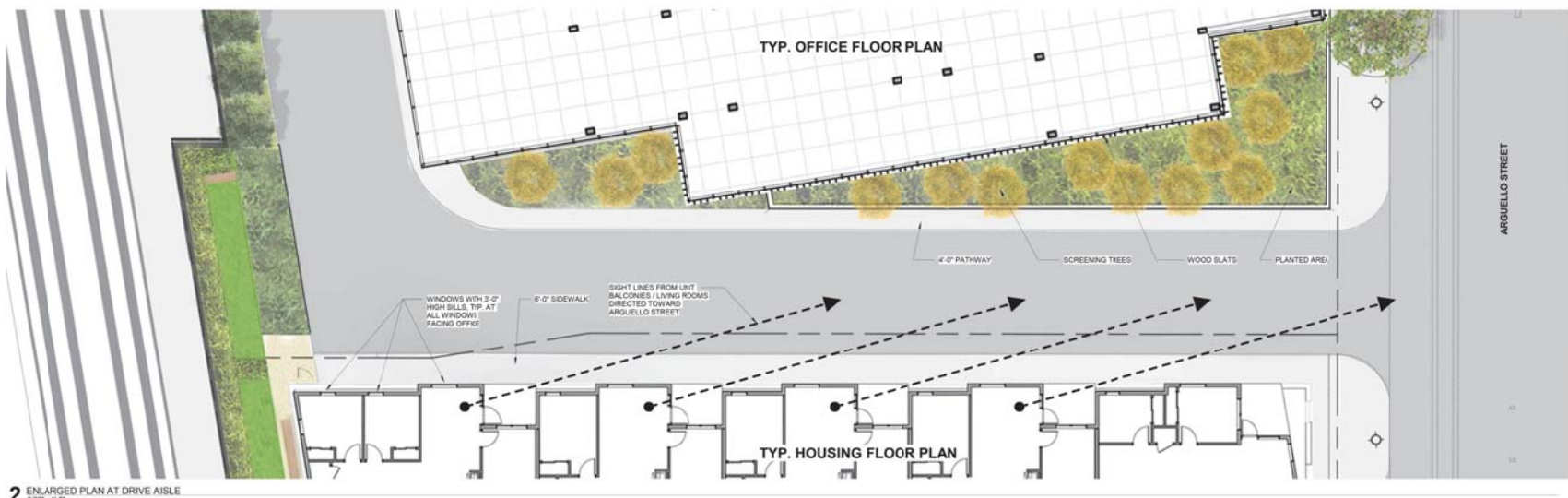
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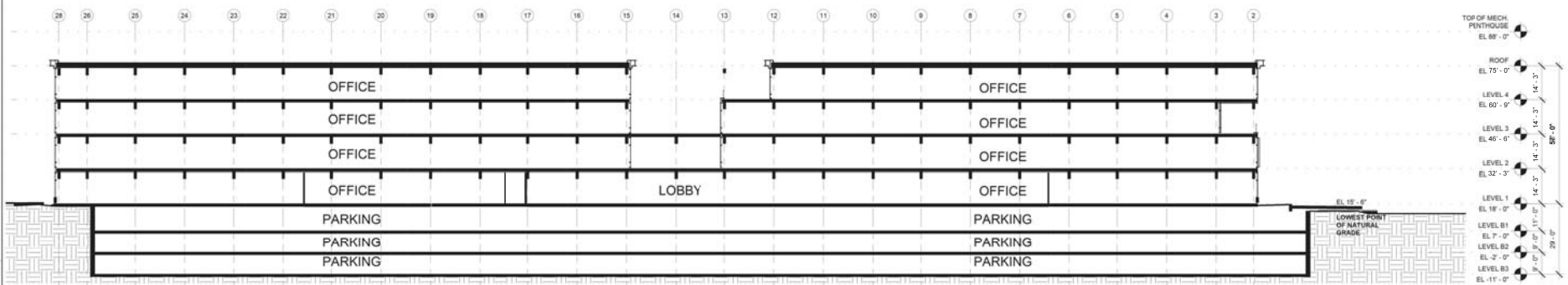




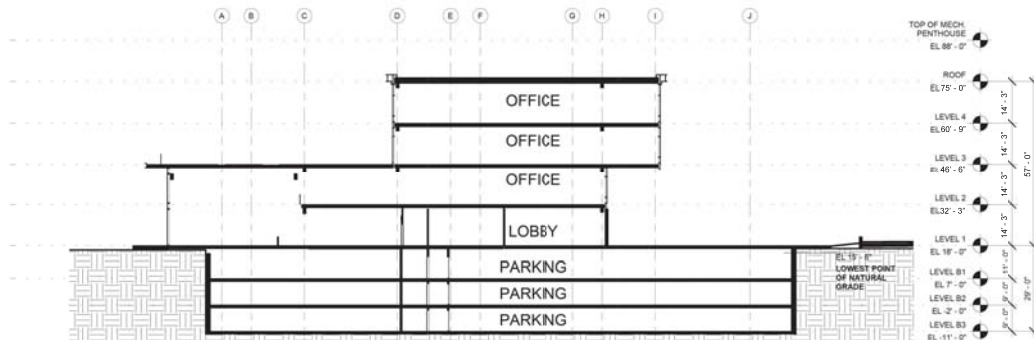




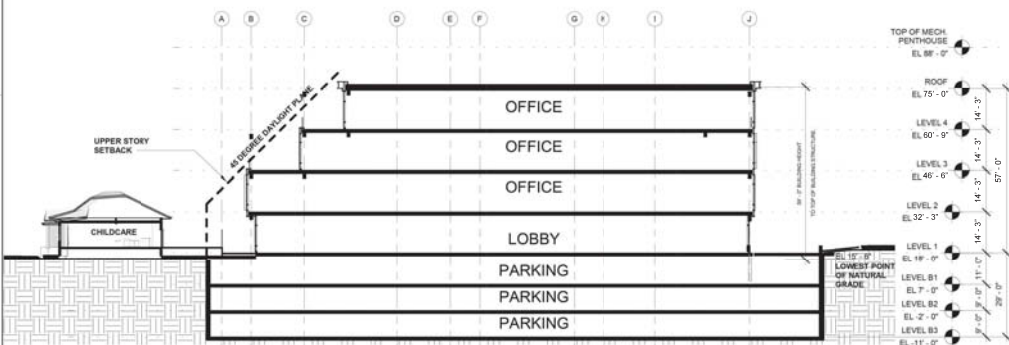




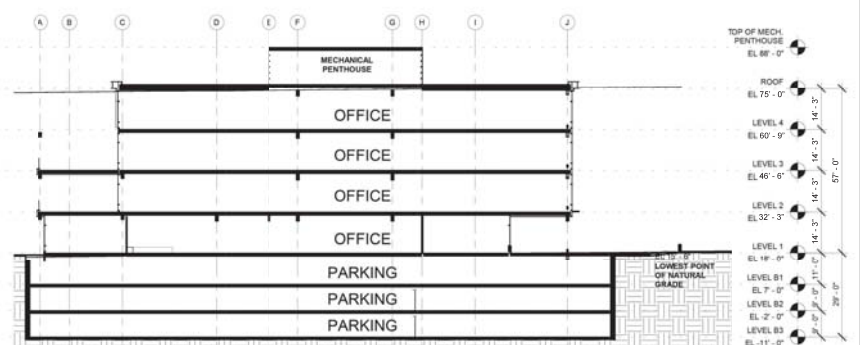
1 Longitudinal Section North  
1" = 20'-0"



2 Transverse Section  
1" = 20'-0"



3 Transverse Section West  
1" = 20'-0"



4 Transverse Section Middle  
1" = 20'-0"

BM 360175-20913-00 House Office Project 20913-00 House Plot\_A4\_2019.rvt  
2/25/2022 4:36:53 PM



**BUILDING TRANSPARENCY FACING STREETS COMPLIANCE**

**§5.6.B.3. RESIDENTIAL GROUND-FLOOR USES, WINDOWS AND OPENINGS.**  
 FACING STREETS SHALL CONSTITUTE A MINIMUM OF FORTY (40) PERCENT  
 OF STREET-FACING BUILDING FACES.

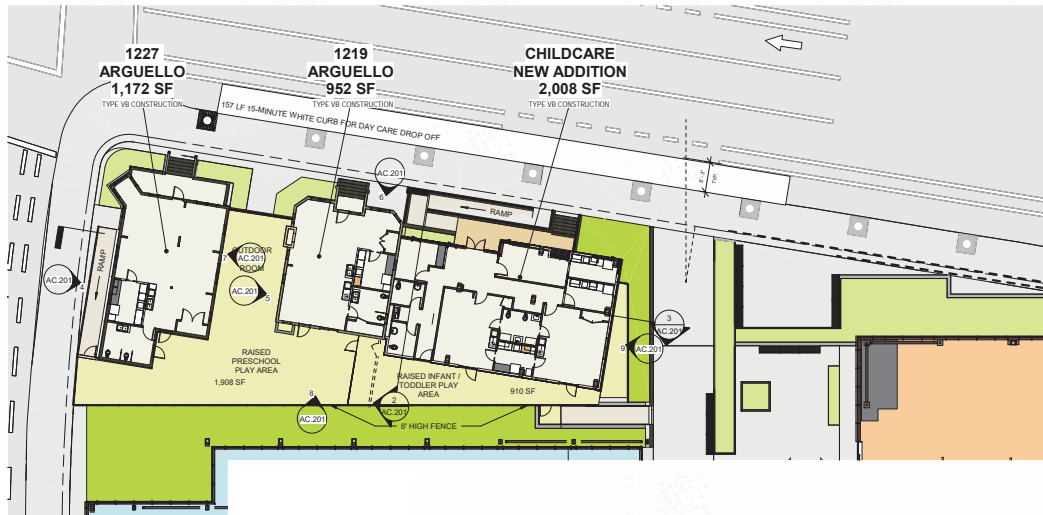
GROUND FLOOR STREET-FACING FACADE AREA: 1,365 SQUARE FEET  
 WINDOWS/OPENINGS REQUIRED: 40% OF 1,365 = 546 SQUARE FEET  
 WINDOWS/OPENINGS PROVIDED: 725 SQUARE FEET (COMPLIES)

**§5.6.B.4. RESIDENTIAL UPPER-FLOOR USES, WINDOWS AND OPENINGS.**  
 FACING STREETS SHALL CONSTITUTE A MINIMUM OF TWENTY (20) PERCENT  
 OF STREET-FACING BUILDING FACES.

LEVEL 2 STREET-FACING FACADE AREA: 1,081 SQUARE FEET  
 WINDOWS/OPENINGS REQUIRED: 20% OF 1,081 = 216 SQUARE FEET  
 WINDOWS/OPENINGS PROVIDED: 282 SQUARE FEET (COMPLIES)

LEVEL 3/4 STREET-FACING FACADE AREA: 1,083 SQUARE FEET  
 WINDOWS/OPENINGS REQUIRED: 20% OF 1,083 = 216 SQUARE FEET  
 WINDOWS/OPENINGS PROVIDED: 310 SQUARE FEET (COMPLIES)





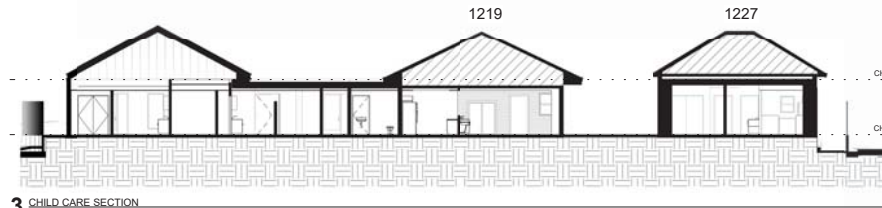
**CHILDCARE SUMMARY - PROPOSED PRELIMINARY PROGRAM**

PROGRAM ELEMENT	GSSF	NSF	# OF CHILDREN
CHILDCARE NEW ADDITION			
INFANT CLASSROOM	470	245	6 CHILDREN 41 SF/CHILD
TODDLER CLASSROOM	485	345	6 CHILDREN 57.5 SF/CHILD
SUPPORT SPACES	620		
INTERIOR CIRCULATION	331		
1219 ARGUELLO			
YOUNG PRESCHOOL CLASSROOM	1071	670	12 CHILDREN 55 SF/CHILD
1227 ARGUELLO			
PRESCHOOL CLASSROOM	1286	825	14 CHILDREN 59 SF/CHILD
TOTAL INDOOR AREA	4258		
PLAY AREA	2850		75 SF/CHILD
16 EMPLOYEES ARE ESTIMATED FOR THE DAYCARE CENTER - EMPLOYEE PARKING WILL BE PROVIDED FOR THEM IN THE UNDERGROUND PARKING GARAGE BELOW THE OFFICE			

**1 LEVEL 1 - CHILD CARE**  
1/16" = 1'-0"



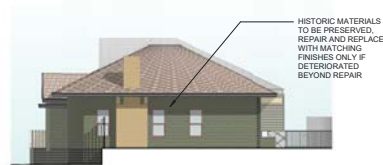
**2 1219 ELEVATION - SOUTH**  
3/32" = 1'-0"



**3 CHILDCARE SECTION**  
3/32" = 1'-0"



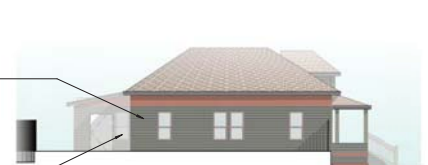
**4 1227 ELEVATION - NORTH**  
3/32" = 1'-0"



**5 1219 ELEVATION - NORTH**  
3/32" = 1'-0"



**6 CHILDCARE ELEVATION - EAST**  
3/32" = 1'-0"



**7 CHILDCARE ELEVATION - SOUTH**  
3/32" = 1'-0"

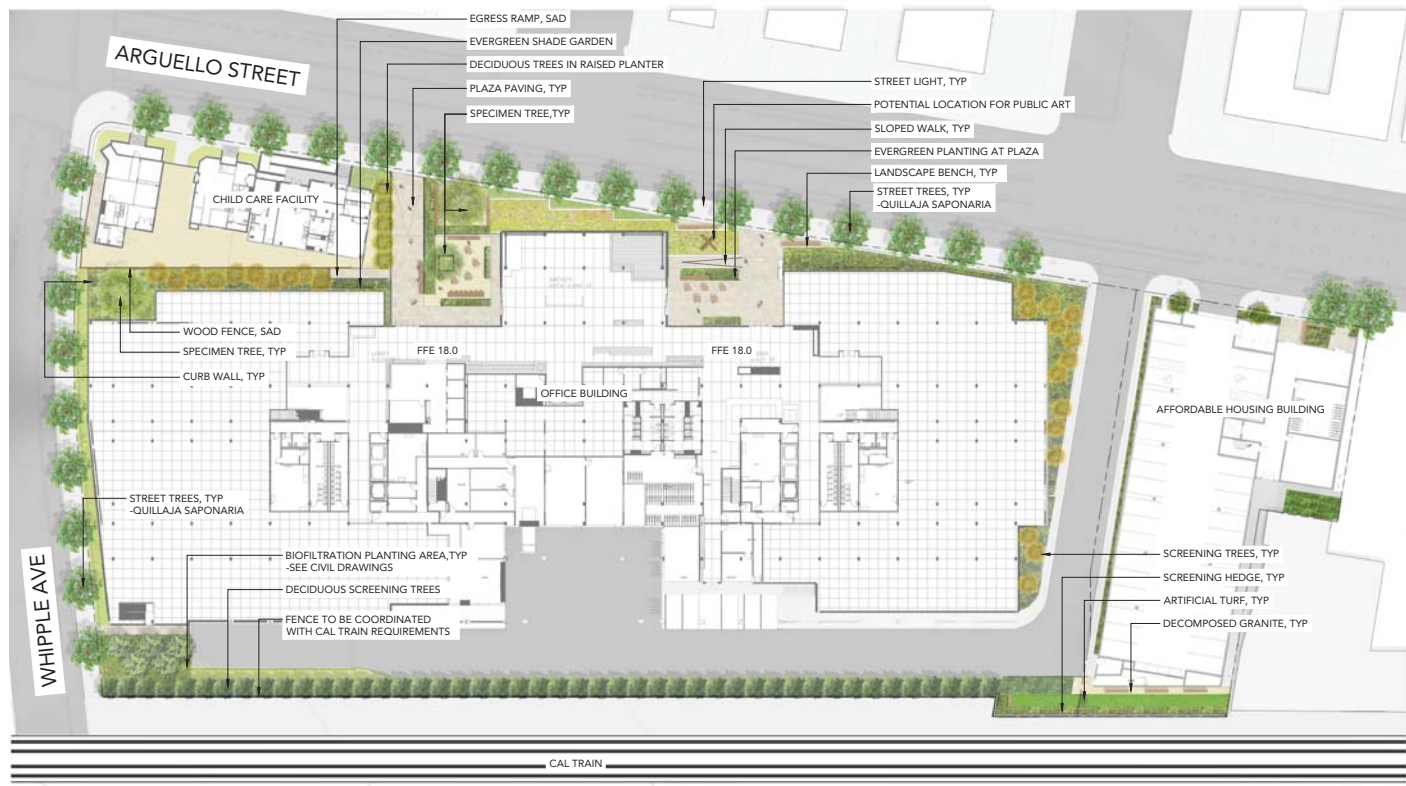


**8 CHILDCARE ELEVATION - WEST**  
3/32" = 1'-0"



**9 CHILDCARE ELEVATION - SOUTH**  
3/32" = 1'-0"





## MATERIALS LEGEND

-  PLAZA PAVING
-  DECOMPOSED GRANITE
-  LANDSCAPE BENCH
-  WOOD FENCE AT CHILD CARE
-  METAL FENCE AT CAL TRAIN
-  PLANTING AREAS, SEE PLANTING LEGEND
-  BIOFILTRATION AREAS, SEE PLANTING LEGEND, SEE CIVIL DRAWINGS
-  ARTIFICIAL TURF

TOTAL NUMBER OF PROPOSED TREES: 99

### LANDSCAPE BENCHES



### PLAZA PAVING



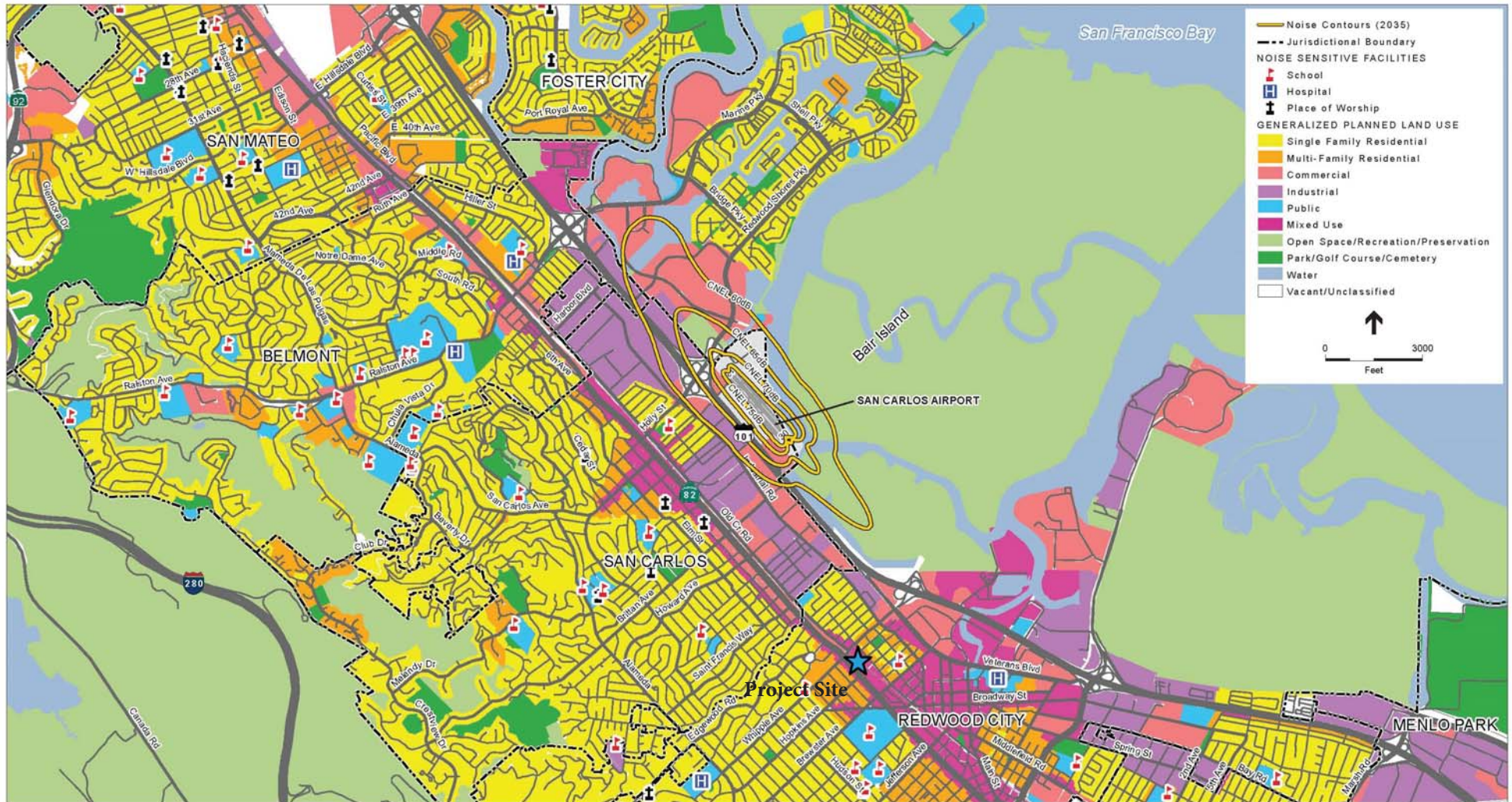
### FENCE



1" = 30' - 0"







SOURCE: Belmont, 1982; San Mateo County, 1996; 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

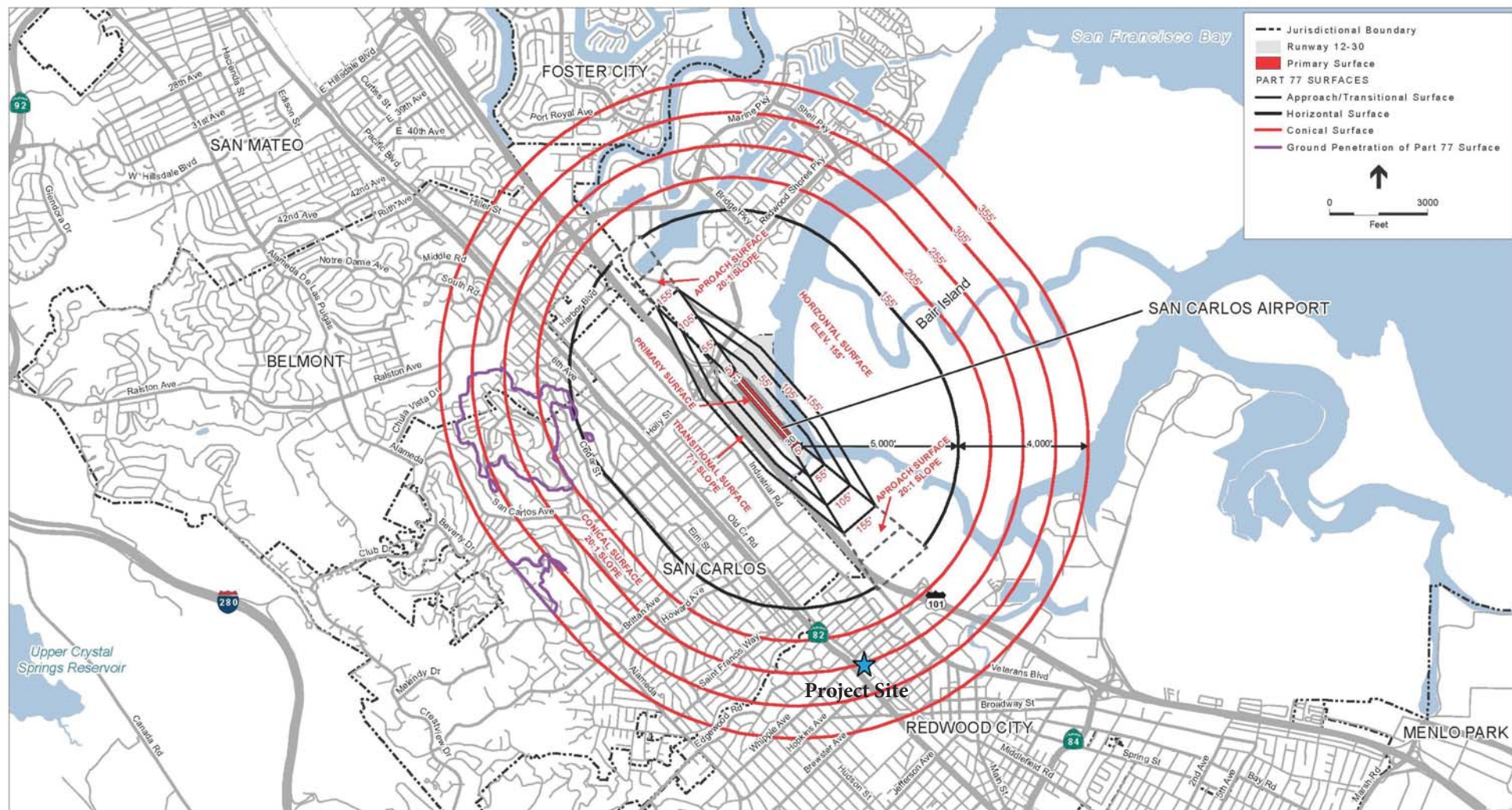




SOURCE: ESRI, 2014; ESA Airports, 2014

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





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.

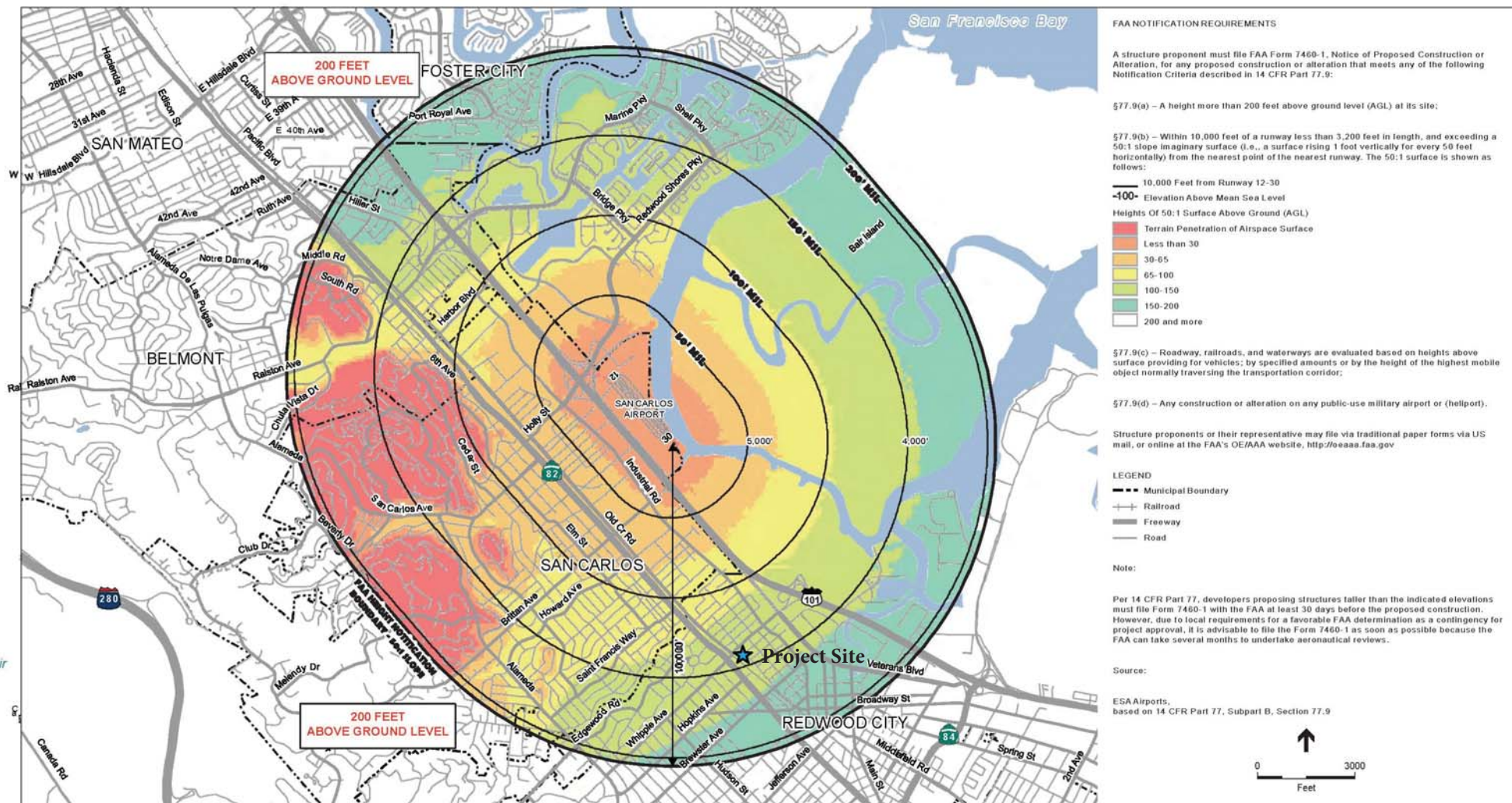
NOTE 2: Locations where the ground/terrain penetrates the FAR Part 77 airspace surfaces are approximate and were developed using ground elevation contours provided by the San Mateo County Planning and Building Department, 2014.

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

San Carlos Airport ALUCP - 130753

**Exhibit 4-4a**  
FAA Notification Form 7460-1 Filing Requirements

## C/CAG AGENDA REPORT

Date: April 27, 2023

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Review of General Plan Land Use Map, Municipal Code and Zoning Code Amendments implementing the Redwood City Housing Element.

(For further information please contact Susy Kalkin at [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org))

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### 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 proposed General Plan Land Use Map, Municipal Code and Zoning Code Amendments implementing the Redwood City Housing Element are consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following conditions:

- Amend Article 32.10 B. Airport Noise Evaluation and Mitigation to identify the potential requirement for an aviation easement for noise sensitive uses within the CNEL 60+ dB aircraft noise contour, consistent with San Carlos ALUCP Table 4-3.
- Amend the following Use Tables to add a footnote stating the following: “In accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law”:
  - Table 4.2 – add to Child Care Center; Skilled Nursing; Assembly and Meeting Facilities; and School.
  - Table 53-1 – add to Child Care Center; Assembly/Meeting Facilities; and Schools – Public and Private
  - Table 54-1 – add to Child Care Center; Assembly/Meeting Facilities; Schools – Public and Private; and Residential Care Facilities, Senior
  - Table 57-2 – add to Child Care Center; Assembly; and School

### BACKGROUND

#### Project Description

Earlier this year the City of Redwood City referred its 2023-2031 Housing Element for an ALUCP consistency determination. They have now prepared amendments to both their Municipal and Zoning Codes in order to implement various plans and policies outlined in the Housing Element and have submitted them 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 addition, minor amendments to the General Plan Land Use Map

## CCAG AGENDA REPORT

Airport Land Use Committee

RE: Redwood City GP & Zoning Amendments – Housing Element Implementation

Date: April 27, 2023

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are included which affect one parcel within Airport Influence Area B (AIA B). These amendments are subject to Airport Land Use Committee / Board review, pursuant to California Public Utilities Code (PUC) Section 21676(b). It is noted that this is not a comprehensive update to the Zoning Ordinance, but rather a focused update to address Housing Element implementation.

The full range of proposed amendments is included in **Attachments 2-4**, including the full text of amendments to both the municipal code and zoning code; citywide zoning map changes; and citywide general plan land use map changes. These amendments cover a wide range of topics, many of which are not relevant to ALUCP compatibility, including sites that are outside of AIA B. Accordingly, this report will focus only on those text amendments that relate to ALUC concerns as well as the proposed parcel rezonings and land use change within AIA B. For ease of review, the ALUC relevant material has been excerpted from the full amendment documents and included in the application materials as **Attachments 1a, 1b, and 1c**.

The proposed rezonings reflect the sites identified in the Housing Element (previously evaluated by the ALUC) for increased residential densities – rezoning is the follow-up step necessary to implement the policy laid out in the Housing Element. The zoning text amendments also generally reflect policy guidance included in the Housing Element. Of particular note in the proposed amendments is a new section that is being added to the Redwood City Zoning Ordinance entitled, “Airport Land Use Compatibility Plan Consistency”, which references the provisions of the San Carlos ALUCP, and requires all applicable projects comply with the relevant Noise, Safety, Airspace Protection and Overflight policies.

## DISCUSSION

### 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.

In accordance with the guidance provided in the ALUCP, local agencies must establish procedures in their zoning ordinances to implement and ensure compliance with the compatibility policies and address any direct conflicts between the zoning ordinance (heights, permitted uses, etc.) and the ALUCP.

The following sections address how the subject amendments address each of the land use compatibility factors.

#### (a) Noise Compatibility

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.



## CCAG AGENDA REPORT

Airport Land Use Committee

RE: Redwood City GP & Zoning Amendments – Housing Element Implementation

Date: April 27, 2023

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### Rezoning and Land Use Map Changes

**Attachment 1a** shows the proposed rezoned parcels in relation to the CNEL 60, 65, 70 and 75 dB aircraft noise exposure contours for San Carlos Airport, and **Attachment 1b** depicts the single parcel being redesignated from High Density Residential to Mixed Use Neighborhood, and none of these sites lies within the CNEL 60 dB contour. Therefore, the rezonings and land use map change are consistent with the Noise Compatibility Policies of the ALUCP.

### Text Amendments

The following ALUCP Noise Policy consistency requirement is included in the proposed text amendments:

**Airport Noise Evaluation and Mitigation.** All projects shall comply with the Noise Compatibility Policies of the ALUCP. Uses shall be reviewed per the Noise/Land Use Compatibility Criteria listed in Table 4-3 of the ALUCP. Uses listed as “conditionally compatible” shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the ALUCP or Redwood City General Plan, whichever is more restrictive. Unless otherwise precluded by State law, projects shall also be consistent with ALUCP Noise Policy 3 - Residential Land Uses.

It is recommended that this language be amended to clarify that new noise sensitive uses located within the CNEL 60 dB and greater aircraft noise contours are also subject to the aviation easement requirements outlined in Table 4-3.

Subject to this condition, the proposed amendments are compatible with the Noise Compatibility Policies of the San Carlos ALUCP.

#### **(b) Safety Compatibility**

The San Carlos ALUCP includes safety zones and related land use compatibility policies and criteria. **Attachment 1a** shows the parcels proposed for rezoning in relation to the Safety Zones. While many of the parcels proposed for rezoning are located within Safety Zone 6, none is located in Safety Zones 1-5. The single parcel subject to a General Plan Land Use designation change is not located within a Safety Compatibility Zone.

ALUCP Table 4-4 identifies the Safety Compatibility Criteria for the various Safety Zones, noting uses that are compatible, conditionally compatible, or incompatible.

The following text is included in the proposed zoning amendments to address ALUCP Safety Policy consistency:

**Safety Compatibility Evaluation.** All uses must comply with Safety Compatibility Policies of the ALUCP. Project applicants shall be required to evaluate potential safety issues if the

## CCAG AGENDA REPORT

Airport Land Use Committee

RE: Redwood City GP & Zoning Amendments – Housing Element Implementation

Date: April 27, 2023

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property is located within any of the Safety Compatibility Zones established in the ALUCP and depicted in Exhibit 4-3 of the ALUCP. All projects located within a Safety Compatibility Zone shall be required to determine if the proposed land use is compatible with the Safety Compatibility Land Use Criteria as noted in ALUCP Safety Compatibility Policy 1 - Evaluating Safety Compatibility for New Development and listed in Table 4-4 of the ALUCP.

The rezoned parcels are located within the following Zone Districts:

R-2 Residential Duplex  
R-4 Multi-Family Medium Density  
R-5 Multi-Family High Density  
MUC Mixed Use Corridor  
MUN Mixed Use Neighborhood  
MUW Mixed Use Waterfront

The Redwood City Zoning Ordinance includes use tables for each zone district. As shown on **Attachment 1d**, the Use Regulations for Residential Zoning Districts, including R-2, R-4 and R-5, identify uses that are permitted, conditionally permitted, and prohibited uses. It also includes a footnote on Residential Care Facilities, noting they need to comply with the Safety Compatibility policies of the San Carlos ALUCP. Staff recommends that this use table be amended to include the same referenced footnote on additional uses that are conditionally compatible within Safety Zone 6, and that the corresponding use tables for the Mixed Use Districts be similarly amended as follows:

- Amend the following Use Tables to include a footnote stating the following: “In accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law”
  - Table 4.2 – add to Child Care Center; Skilled Nursing; Assembly and Meeting Facilities; and School.
  - Table 53-1 – add to Child Care Center; Assembly/Meeting Facilities; and Schools – Public and Private
  - Table 54-1 – add to Child Care Center; Assembly/Meeting Facilities; Schools – Public and Private; and Residential Care Facilities, Senior
  - Table 57-2 – add to Child Care Center; Assembly; and School

Subject to this condition, the proposed land use map amendment, rezonings and zoning text amendment would be consistent with the Safety Compatibility policies and criteria of the San Carlos ALUCP.

### **(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.

## CCAG AGENDA REPORT

Airport Land Use Committee

RE: Redwood City GP & Zoning Amendments – Housing Element Implementation

Date: April 27, 2023

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As outlined in **Attachment 1c**, text is included in the proposed zoning amendments to address ALUCP Airspace Policy consistency, summarized below:

**Airspace Protection Evaluation.** All projects shall comply with Airspace Protection Policies of the ALUCP.

- Requires project applicants to file Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA for any proposed new structure and/or alterations to existing structures that would exceed the FAA notification heights, consistent with Airspace Protection Policies 2 & 3.
- Restricts maximum height of a new buildings/structures to (1) the height of the controlling airspace protection surface s or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA, consistent with Airspace Protection Policies 4 & 5.
- Other Flight Hazards. Consistent with Airspace Protection Policy 6, for projects located within AIA B, calls for evaluation of land use characteristics to assure they are not hazards to air navigation, including sources of glare; distracting lights; sources of dust, smoke, steam, electric or electronic interference; wildlife attractants (especially flocks of birds), etc.

Compliance with these zoning provisions will ensure future compatibility with the Airspace Protection Policies of the San Carlos ALUCP.

### (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.

The proposed zoning text amendments include both of these policy provisions and therefore the amendments are consistent with the Overflight Compatibility policies of the San Carlos ALUCP.

## ATTACHMENTS

### 1. Application Materials

- a. Proposed Parcel Rezoning Map with AIA B, Noise Contours and Safety Zones
- b. Proposed General Plan Land Use Amendment Map excerpt
- c. Proposed Zoning Amendments - ALUC Related Excerpts
- d. Proposed Residential Zone Use Tables



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Airport Land Use Committee

RE: Redwood City GP & Zoning Amendments – Housing Element Implementation

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*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

2. Proposed Zoning and Municipal Code Amendments
3. Proposed Citywide Zoning Amendment Maps
4. Proposed Citywide General Plan Land Use Amendment Maps



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: Zoning, Municipal Code, & General Plan Land Use amendments associated with the updated Redwood City Housing Element			
Address: 1017 Middlefield Road		APN:	
City: Redwood City	State: California	ZIP Code: 94063	
Staff Contact: John M. Francis	Phone: (650) 780-7236	Email: jfrancis@redwoodcity.org	

PROJECT DESCRIPTION

Zoning Ordinance, Municipal Code, and General Plan Land Use Map amendments associated with the recently updated Housing Element of the Redwood City General Plan. All proposed amendments were studied in the program EIR for the Housing Element.

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



**City of Redwood City Housing Element 6th Cycle (2023 to 2031),  
Proposed Rezoning to Implement the Housing Element  
San Carlos ALUCP Consistency Exhibit**

**Areas within Airport Influence Area B (AIA-B)  
with Proposed Rezoning**

**Legend**

- AIA-B (San Carlos Airport Plan)
- City Limits, City of Redwood City
- 2035 Noise Contours (San Carlos Airport Plan)

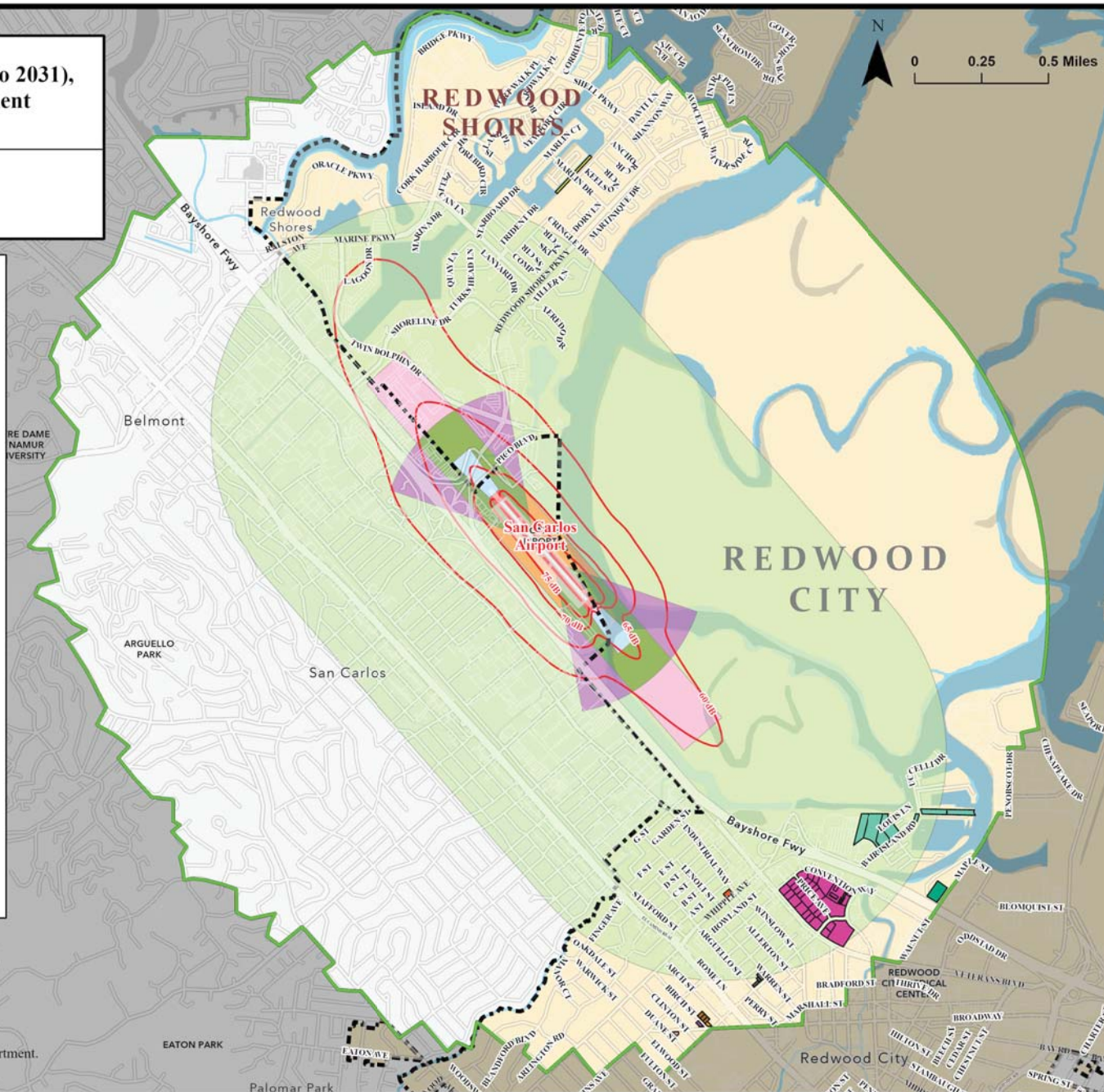
**San Carlos Airport Safety Zones**

- Primary Surface
- Runway 12-30
- Zone 1 - Runway Protection Zone
- Zone 2 - Inner Approach Departure Zone
- Zone 3 - Inner Turning Zone
- Zone 4 - Outer Approach/Departure Zone
- Zone 5 - Sideline Zone
- Zone 6 - Traffic Pattern Zone

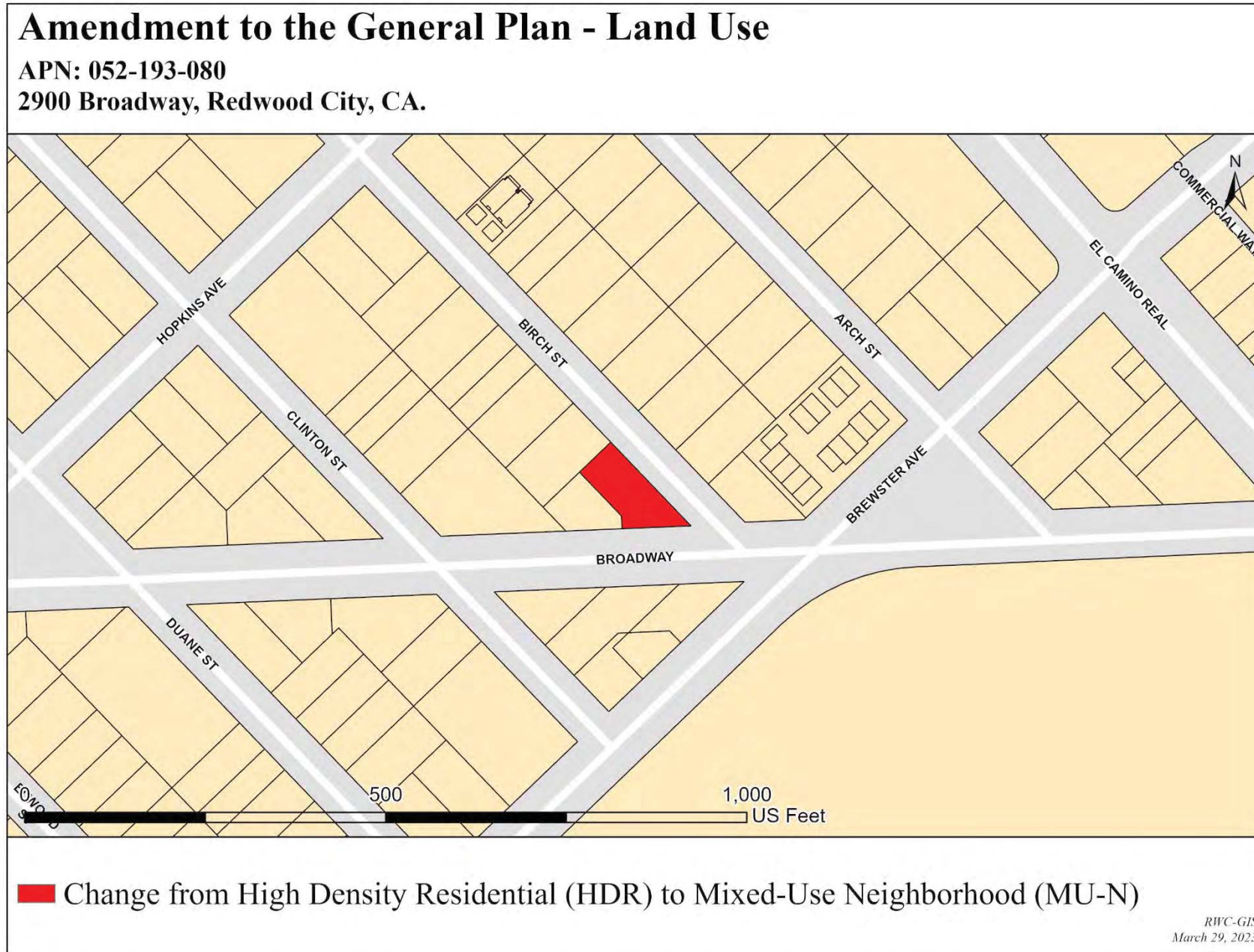
**Areas within AIA-B with Proposed Rezoning**

- Change from CO (Commercial Office) to MUC-VB (Mixed-Use Corridor - Veterans Boulevard): 49 parcel/s
- Change from PO (Professional Office) to MUN (Mixed-Use Neighborhood): 1 parcel/s
- Change from CG (General Commercial) to MUW (Mixed-Use Waterfront): 8 parcel/s
- Change from TP (Tidal Plain) to MUW (Mixed-Use Waterfront): 2 parcel/s
- Change from TP (Tidal Plain) to R-2 (Residential - Duplex): 2 parcel/s
- Change from CG (General Commercial) to R-4 (Multi-family - Medium Density): 1 parcel/s
- Change from PO (Professional Office) to R-4 (Multi-family - Medium Density): 1 parcel/s
- Change from CN (Neighborhood Commercial) to R-5 (Multi-family - High Density): 3 parcel/s
- Change from PO (Professional Office) to R-5 (Multi-family - High Density): 1 parcel/s
- Change from PO (Professional Office) to R-5 (Multi-family - High Density, Office): 3 parcel/s

Map Created: April 11, 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.









# City of Redwood City Housing Element 6th Cycle (2023 to 2031), Proposed Rezoning to Implement the Housing Element San Carlos ALUCP Consistency Exhibit

## Areas within Airport Influence Area B (AIA-B) with Proposed Rezoning

### Legend

- AIA-B (San Carlos Airport Plan)
- City Limits, City of Redwood City
- 2035 Noise Contours (San Carlos Airport Plan)

### San Carlos Airport Safety Zones

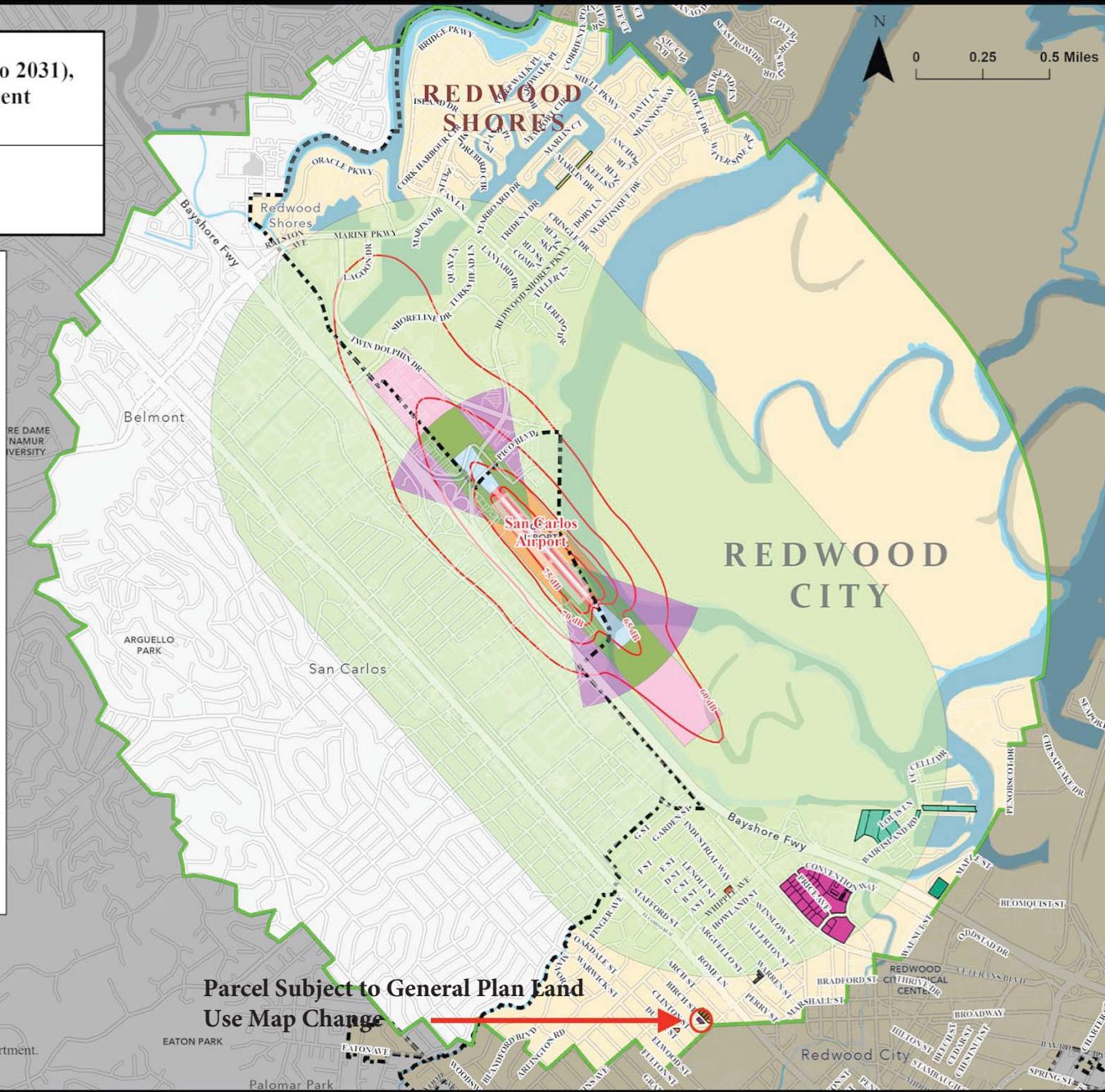
- Primary Surface
- Runway 12-30
- Zone 1 - Runway Protection Zone
- Zone 2 - Inner Approach Departure Zone
- Zone 3 - Inner Turning Zone
- Zone 4 - Outer Approach/Departure Zone
- Zone 5 - Sideline Zone
- Zone 6 - Traffic Pattern Zone

### Areas within AIA-B with Proposed Rezoning

- Change from CO (Commercial Office) to MUC-VB (Mixed-Use Corridor - Veterans Boulevard): 49 parcel/s
- Change from PO (Professional Office) to MUN (Mixed-Use Neighborhood): 1 parcel/s
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- Change from TP (Tidal Plain) to MUW (Mixed-Use Waterfront): 2 parcel/s
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- Change from CG (General Commercial) to R-4 (Multi-family - Medium Density): 1 parcel/s
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- Change from CN (Neighborhood Commercial) to R-5 (Multi-family - High Density): 3 parcel/s
- Change from PO (Professional Office) to R-5 (Multi-family - High Density): 1 parcel/s
- Change from PO (Professional Office) to R-5 (Multi-family - High Density, Office): 3 parcel/s

**Parcel Subject to General Plan Land  
Use Map Change**

Map Created: April 11, 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.



*Excerpts related to ALUCP Consistency*

**DRAFT MUNICAL AND ZONING CODE AMENDMENTS  
IMPLEMENTING THE REDWOOD CITY HOUSING ELEMENT  
APRIL 10, 2023 –**

**EXHIBIT B  
ZONING ORDINANCE AMENDMENTS**

[Amendments to Article 2, 4, 5, 6, 8, 9, 10, 15, 25, 30, 31, 32, 33, 41, 42, 44, 45, 53, 54, 55.]

**Article 4 – USE REGULATIONS (RESIDENTIAL ZONING DISTRICTS)**

[new article from previously reserved article]

**4.1 Purpose**

This article specifies permitted, conditionally permitted, and prohibited uses in residential zoning districts within the City.

**4.2 Use Regulations in Residential Zoning Districts**

- A. Districts Defined. Residential Zoning Districts consist of RH, R-1, R-2, R-3, R-4, R-5, and MH. Individual development standards and further regulations are found in individual Articles for each zoning district.
- B. Land Uses. Table 4.2 (Use Regulations for Residential Zoning Districts) indicate the uses permitted (P), permitted with a conditional use permit (C), and not permitted (-). Any use not explicitly addressed in Table 4.2 is prohibited unless deemed by the Zoning Administrator to be a similar and compatible use which meets the purpose and intent of the Zoning District.
- C. Applicable Regulations. The last column of the table (Specific Use Regulations) references specific requirements for the use, though other provisions in the Zoning Ordinance may also apply.
- D. Accessory Uses.
  1. Legal Dwelling Unit. The following accessory uses may be permitted in conjunction with a legal dwelling unit in Residential Zoning Districts:
    - a. Accessory Dwelling Units (Article 37)
    - b. Family Child Care Homes (Article 39)
    - c. Home Occupations (Section 31.12)
    - d. Short-Term Rentals (Section 31.3)
    - e. Accessory Structures, Fences, and Other Improvements (Article 36 Exterior Site Improvements)
  2. Incidental to Civic Uses. The following accessory uses are permitted in conjunction with uses listed under “Civic Uses” in Table 4.2
    - a. Retail and service
    - b. Restaurant
    - c. Office uses



[EDITORS NOTE: Red underline shows a change/interpretation from the current zoning ordinance. Used for brand new use categories or change in regulations, either previously silent or creating a different policy choice.]

**E. Table 4.2 Uses Allowed in Residential Zoning Districts**

*P - Permitted by Right*

*C - Requires a Use Permit*

*- Prohibited*

	<u>RH</u>	<u>R-1</u>	<u>R-2</u>	<u>R-3</u>	<u>R-4</u>	<u>R-5</u>	<u>MH</u>	<u>Subject to Additional Regulations in</u>
<b>Residential and Specialty Housing</b>								
<u>Single Family Dwelling</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	
<u>SB 9 Projects</u>	<u>P</u>	<u>P</u>						<u>Section 5.10 - SB 9 Project</u>
<u>Two-Family Dwelling</u>	-	-	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	
<u>Multi-Family Dwelling<sup>1</sup></u>	-	-	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	
<u>Live/Work</u>	-	-	-	-	-	<u>C</u>	-	<u>Section 31.4 (Live/Work)</u>
<u>Mobile Home Parks</u>	-	-	-	-	-	-	P	
<b>Care Facilities</b>								
<u>Adult Day Programs</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	-	
<u>Child Care Center</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>Article 39 (Child Care Facilities)</u>
<u>Senior Residential Care Facility<sup>2</sup></u>	<u>C</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	<u>See Section 31.2 (Building Intensity Limits for Residential Care Facilities and Skilled Nursing Facilities)</u>
<u>General Residential Care Facility<sup>2</sup></u>	<u>C</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	<u>See Section 31.2 (Building Intensity Limits for Residential Care Facilities and Skilled Nursing Facilities)</u>

	<u>RH</u>	<u>R-1</u>	<u>R-2</u>	<u>R-3</u>	<u>R-4</u>	<u>R-5</u>	<u>MH</u>	<u>Subject to Additional Regulations in</u>
<u>Residential Care Facility, Small</u> <sup>2</sup>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	=	
<u>Skilled Nursing</u>	=	=	=	=	<u>C</u>	<u>C</u>	=	<u>See Section 31.2 (Building Intensity Limits for Residential Care Facilities and Skilled Nursing Facilities)</u>
<u>Civic</u>								
<u>Assembly and Meeting Facilities</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	
<u>School</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	
<u>Public Uses</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	

Footnotes:

1. Includes Supportive Housing and Transitional Housing
2. In accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law

[Article 2, Sections 5.1, 5.2, and 5.7 are amended and Section 5.10 is added as follows]

## **ARTICLE 5 RH (RESIDENTIAL—HILLSIDE) AND R-1 (RESIDENTIAL—SINGLE-FAMILY) DISTRICTS**

### **5.1 Purpose.**

This article sets forth two zoning districts for low density single-family residential living that promotes primarily detached single-family homes and related uses, including accessory dwelling units, and implements the requirements of Government Code Section 65852.21.

[Subsections A and B are unchanged]

- A. RH District—This district is located in the hillside areas and promotes a semi-rural environment with sloped lots and curvilinear streets.
- B. R-1 District—This district is located predominantly in the western portion of the city with both sloped and flat lots and promotes a low-density residential living environment.

### **5.2 Use Regulations ~~Uses Allowed by District.~~**

See Article 4.2 (Use Regulations in Residential Zoning Districts) for Use Regulations in the R-1 Zoning District.

### 5.3 Lot Area.

- A. Minimum Area. The minimum lot area requirement is 10,000 square feet for the RH Zoning District and 6,000 square feet for the R-1 Zoning District, with exceptions to these requirements described in subsections B, C, and D.
- B. Greater Minimums with a Numerical Suffix. Greater minimum lot areas may be established by adding a numerical suffix to the district designation in conjunction with the zoning of any property. The number is part of the District designation and establishes the minimum lot area in thousands of square feet (for example, RH-20 establishes a minimum lot area of 20,000 square feet).
- C. Supplementary Lot Area Requirements for Sloping Sites. Additional requirements for lot subdivisions in sloping areas are located in Section 32.2 (Supplementary Lot Area Requirements for Sloping Sites).
- D. Minimum Site Size for Public or Quasi-Public Uses. The minimum lot size for public or quasi-public buildings is 40,000 square feet. The lot shall have a minimum average width of 100 feet.

[Sections 5.4 - 5.6 are unchanged]

[Adding Section 5.10]

### **5.10 – SB 9 Projects**

This section is intended to implement the provisions of Government Code Section 65852.21 to allow SB 9 Projects in single-family residential zones.

#### **A. Number of Dwelling Unit.**

- 1. A lot that was not previously issued a parcel map for an urban lot split as defined in Section 30.30 of the Municipal Code may develop an SB 9 Project and, in addition, may apply for development of Accessory Dwelling Units as authorized under Article 37.
- 2. A lot created through a parcel map for an urban lot split as defined in Section 30.30 of the Municipal Code may develop up to two dwelling units on the lot. The units may include an SB 9 Project, Junior Accessory Dwelling Unit(s), and Accessory Dwelling Unit(s) as authorized under Article 37, or some combination thereof that does not result in more than two dwelling units on the lot.

#### **B. Development Standards**

Except as otherwise provided, SB 9 Projects shall comply with the objective zoning standards, objective subdivision standards and objective design review standards of the underlying zoning district unless the standard would have the effect of physically precluding the construction of up to two units or that would physically preclude either of the two units from being at least 800 square feet in floor area. The City shall waive or modify any standard if that standard would have the effect of physically precluding the construction of two units of at least 800 square feet each; any modifications of development standards shall be the minimum modification necessary to avoid physically precluding the construction of two units of 800 square feet each. The following exceptions to the requirements of the underlying zoning district apply:



1. **Height.** The maximum building height for SB 9 Projects is consistent with the underlying zoning district requirements, except where SB 9 Projects structures which encroach within the rear setback area ,as identified in Section 5.7, shall not exceed twenty (20) feet when that portion of the SB 9 Project has a flat roof, or twenty-four (24) feet with a pitched roof (with the additional four (4) feet solely devoted to roof pitch).

## **Article 6 - R-2 (RESIDENTIAL—DUPLEX) DISTRICT**

### **6.1 - Purpose.**

This district is intended for small and medium scale residential densities as permitted in the General Plan . Dwelling types include small lot single-unit development, bungalow courts, front or rear loaded townhomes, multi-unit buildings, and accessory dwelling units. This district also allows for complementary uses such as childcare, other care facilities, park and recreation facilities, and civic and institutional uses such as schools and places for community assembly.

### **6.2 – Use Regulations Permitted Uses.**

See Article 4.2 (Use Regulations in Residential Zoning Districts) for Use Regulations in the R-2 Zoning District.

### **6.35 - Height Regulations.**

A.—The maximum building height for all structures is twenty-eight (28) feet. No more than two and one-half (2.5) stories are ~~is~~ permitted.

## **Article 8 - R-3 (MULTI-FAMILY—LOW DENSITY) DISTRICT**

### **8.1 - Purpose.**

~~To stabilize and maintain the residential character of the district for low density apartment living with substantial space for cooperatively used facilities and open spaces.~~

This district is intended for medium scale residential densities, as permitted in the General Plan . Dwelling types include small lot single-unit development, bungalow courts, front or rear loaded townhomes, multi-unit buildings, and accessory dwelling units. This district also allows for complementary uses such as child care, other care facilities, park and recreation facilities, and civic and institutional uses such as schools and places for community assembly.

### **8.2 – Use Regulations**

See Article 4.2 (Use Regulations in Residential Zoning Districts) for use regulations in the R-3 Zoning District.

### **8.5-8.3 - Height Regulations.**

The maximum building height for all structures is thirty-five (35) feet, except single-family homes and duplexes which have a maximum building height of twenty-eight (28) feet.

## **Article 9 - R-4 (MULTI-FAMILY—MEDIUM DENSITY) DISTRICT**

### **9.1 - Purpose.**

This district is intended for medium to large scale residential densities, as permitted in the General Plan. Dwelling types include a range of types from small lot single-unit development in older neighborhoods to large apartment buildings. This district also allows for complementary uses such as childcare, other care facilities, park and recreation facilities, complementary smaller commercial uses and civic and institutional uses such as schools and places for community assembly.

### **9.2 - Use Regulations**

See Article 4.2 (Use Regulations in Residential Zoning Districts) for Use Regulations in the R-4 Zoning District.

### **9.59.3 - Height Regulations.**

The maximum building height for all structures is 45 feet, except single-family homes and duplexes which have a maximum building height of 28 feet.

## **Article 10 - R-5 (MULTI-FAMILY—HIGH DENSITY) DISTRICT**

### **10.1 - Purpose.**

This district is intended for medium to large scale residential densities, as permitted in the General Plan. Dwelling types include small lot single-unit development, bungalow courts, front or rear loaded townhomes, multi-unit buildings, high density apartments, and accessory dwelling units. This district also allows for complementary uses such as child care, other care facilities, park and recreation facilities, complementary smaller commercial uses, and civic and institutional uses such as schools and places for community assembly.

### **10.2 - Use Regulations**

See Article 4.2 (Use Regulations in Residential Zoning Districts) for Use Regulations in the R-5 Zoning District.

### **10.510.3 - Height Regulations.**

The maximum building height for all single family homes and duplexes is 28 feet. The maximum building height for structures of all other types of uses is 75 feet, except as follows:

- A. On any parcel having an average width of at least one hundred (100) feet and an area of at least twenty thousand (20,000) square feet, the maximum height shall be one hundred (100) feet.
- B. On any parcel having an average width of at least one hundred fifty (150) feet and an area of at least forty thousand (40,000) square feet, there shall be no maximum height limit.

[Article 15, Section 15.2.D is amended as follows]

#### **Article 15 - CG (GENERAL COMMERCIAL) DISTRICT**

##### **15.2 - Permitted Uses.**

The following uses are permitted in the CG District if conducted entirely within a building, unless otherwise required by State law:

- A. Hotels, motels, nursing homes, ~~rest homes~~, nursery schools and day care centers;

[subsections 15.1 & 15.3 – 15.13 are unchanged.]

#### **Article 25 - COMBINING DISTRICTS**

[Article 25, Section 25.3 and 25.7 is amended as follows]

##### **25.3 - T (Transient Residential Units) Combining District.**

The letter "T" may be added as a suffix to any district designation in conjunction with the zoning of any property. In such event, the following additional uses may be permitted in that district subject to first securing a use permit therefore:

- A. Motels, and mobile home parks ~~and trailer parks~~;
- B. Nursing homes, ~~rest homes~~, and hospitals;
- C. Clubs, lodges, and fraternities.

##### **25.7 - R (Residential) Combining District.**

- A. The letter "R" may be used as a suffix to any ~~CG~~ zoning district which allows for residential uses or has been designated for a "mixed use" (i.e., Combined Residential and Commercial use) in the General Plan for the City of Redwood City.
- B. The R Combining District allows residential uses consistent with the requirements of the R-5 Zoning District.



## Article 31 – SPECIAL USES

[Subsections 31.2 and 31.10 are amended as follows]

**31.2 – Building Intensity Limits for Residential Care Facilities and Skilled Nursing Facilities.** Nursing homes; ~~Rest Homes~~; Residential Care Facilities, Senior; Residential Care Facilities, General; and Skilled Nursing Facilities shall be considered commercial for the purposes of determining building intensity and subject to applicable FAR limits. The maximum number of beds or suites shall not be restricted with residential density maximums. All other development standards shall apply. New Residential Care Facilities and Senior Care Facilities shall be consistent with applicable policies of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (ALUCP) and State law, see Section 32.10 (Airport Land Use Compatibility Plan Consistency).

## Article 32 – SUPPLEMENTARY PROVISIONS

[Subsections 1- 8 unchanged]

[Subsections 9 & 10 are amended as follows]

### **Article 32.10 - Airport Land Use Compatibility Plan Consistency**

This section establishes standards and requirements related to consistency with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (ALUCP). The following requirements and criteria shall be incorporated into all applicable projects.

- A. **Airport Real Estate Disclosure Notices.** All new development is required to comply with the real estate disclosure requirements of State law (California Business and Professions Code Section 11010(b)(13)). The following statement must be included in the notice of intention to offer the property for sale or lease:

*"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."*

- B. **Airport Noise Evaluation and Mitigation.** All projects shall comply with the Noise Compatibility Policies of the ALUCP. Uses shall be reviewed per the Noise/Land Use Compatibility Criteria listed in Table 4-3 of the ALUCP. Uses listed as "conditionally compatible" shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the ALUCP or Redwood City General Plan, whichever is more restrictive. Unless otherwise

precluded by State law, projects shall also be consistent with ALUCP Noise Policy 3 - Residential Land Uses.

C. **Overflight Notification Requirement.** All new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 shall incorporate a recorded overflight notification requirement as a condition of approval in order to provide a permanent form of overflight notification to all future property owners, consistent with ALUCP Overflight Policy 2 - Overflight Notification Zone 2.

D. **Safety Compatibility Evaluation.** All uses must comply with Safety Compatibility Policies of the ALUCP. Project applicants shall be required to evaluate potential safety issues if the property is located within any of the Safety Compatibility Zones established in the ALUCP and depicted in Exhibit 4-3 of the ALUCP. All projects located within a Safety Compatibility Zone shall be required to determine if the proposed land use is compatible with the Safety Compatibility Land Use Criteria as noted in ALUCP Safety Compatibility Policy 1 - Evaluating Safety Compatibility for New Development and listed in Table 4-4 of the ALUCP.

E. **Airspace Protection Evaluation.** All projects shall comply with Airspace Protection Policies of the ALUCP.

1. **Notice of Proposed Construction or Alteration.** Project applicants shall be required to file Form 7460-1, Notice of Proposed Construction or Alteration, with the Federal Aviation Administration (FAA) for any proposed new structure and/or alterations to existing structures (including ancillary antennae, mechanical equipment, and other appurtenances) that would exceed the FAA notification heights as depicted in ALUCP Exhibit 4-4a. Any project that would exceed the FAA notification heights shall submit a copy of the findings of the FAA's aeronautical study, or evidence demonstrating exemption from having to file FAA Form 7460-1, as part of the development permit application.

2. **Maximum Compatible Building Height.** The maximum height of a new buildings/structures must be the lower of (1) the height of the controlling airspace protection surface shown on Exhibit 4-4 of the ALUCP, or (2) the maximum height determined not to be a "hazard to air navigation" by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

3. **Other Flight Hazards.** Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per ALUCP Airspace Protection Policy 6 - Other Flight Hazards are Incompatible, need to be

evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:

- a. Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in making approaches to San Carlos Airport.
- b. Distracting lights that could be mistaken by pilots on approach to San Carlos Airport for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting.
- c. Sources of dust, smoke, water vapor, or steam that may impair the vision of pilots making approaches to San Carlos Airport.
- d. Sources of steam or other emissions that may cause thermal plumes or other forms of unstable air that generate turbulence within the flight path.
- e. Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.
- f. Features that create an increased attraction for wildlife as identified in FAA rules, regulations, and guidelines including, but not limited to, FAA Order 5200.5A, Waste Disposal Sites On or Near Airports, and Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports. Land uses with the possibility of attracting hazardous wildlife include landfills and certain recreational or agricultural uses that attract 48 through large flocks of birds. Exceptions to this policy are acceptable for wetlands or other environmental mitigation projects required by ordinance, statute, court order, or Record of Decision issued by a federal agency under the National Environmental Policy Act.

## Article 53 - MIXED-USE CORRIDOR ZONING DISTRICT

[Article 53, Section 53.7 is amended as follows]

[Subsection 53.1 – 53.6 unchanged]

### 53.7 Height, Density, and Intensity Regulations.

#### A. Height, Density, and Intensity Regulations by Sub-District.

##### 1.General Development Standards by Sub-District.

Table 53-3: Height, Density, and Intensity Development Standards						
Development Standards	MUC-ECR	MUC-VB	MUC-RC	MUC-SB	MUC-GB	Specific Regulations
Maximum Height - Residential Use (Max)	4 stories/50 ft.	4 stories/50 ft.	4 stories/50 ft.	4 stories/50 ft.	4 stories/50 ft.	
Maximum Height - Commercial Use (Max)	4 stories/60 ft.	4 stories/60 ft.	4 stories/60 ft.	4 stories/60 ft.	4 stories/60 ft.	
Maximum Height with Bonus Height (Max)	6 stories/85 ft.	6 stories/85 ft.	6 stories/85 ft.	6 stories/85 ft.	6 stories/85 ft.	53.7.B.3
Minimum Height - All Uses	2 stories/20 ft.	2 stories/20 ft.	2 stories/20 ft.	2 stories/20 ft.	2 stories/20 ft.	53.7.B.2
Maximum Density - Residential Only	60 du/ac	60 du/ac	60 du/ac	60 du/ac	60 du/ac	
Maximum Density - Mixed-Use	60 du/ac	60 du/ac	60 du/ac	60 du/ac	60 du/ac	
Maximum FAR - Commercial Only	0.5	0.5	0.5	0.5	0.5	
Maximum FAR - Mixed-Use	1.0	1.0	1.0	1.0	1.0	FAR applicable to commercial use only.

[Subsections 53.7.A.2 and 53.7.A.3 and 53.7.B are unchanged]

[Subsection 53.8 is unchanged]



## Article 54 - MUN (MIXED-USE NEIGHBORHOOD) DISTRICT

[Article 54, Section 54.7 is amended as follows]

[Subsections 54.1 – 55.6 unchanged]

### 54.7 Height, Density, and Intensity Regulations.

**A. General Height, Density, and Intensity Development Standards.** Table 54-3 prescribes the height, density, and intensity development standards for the MUN Zoning District.

Structures must comply with both the maximum height in stories and in feet as identified in Table 54-3. Additional regulations are denoted in the right hand column.

Table 54-3 Height, Density, and Intensity Development Standards	MUN	Specific Regulations
Development Standards	MUN	Specific Regulations
Maximum Height - Residential Only	<del>3 stories / 40 ft.</del> <u>60 ft.</u>	
Maximum Height - Commercial Only	<del>2 stories / 35 ft.</del>	
Maximum Height - Mixed-Use*	<del>4 stories / 50 ft.</del> <u>60 ft.</u>	Section 54.7.B, D
Minimum Height - All Uses	<del>2 stories / 20 ft.</del>	Section 54.7.C
Maximum Density - Residential Only	<del>60</del> <u>40</u> du/ac	
Maximum Density - Mixed-Use	<del>60</del> <u>40</u> du/ac	
Maximum FAR - Commercial Only	0.6	
Maximum FAR - Mixed-Use*	0.8	FAR applicable to commercial use only. Section 54.7.E
Maximum FAR - Mixed-Use/Public Amenity Bonus FAR*	1.0	FAR applicable to commercial use only. Section 54.7.E
After approval, a mixed-use building shall not be converted to an entirely residential or entirely commercial use.		

[Subsection B, C, D are unchanged]

[Subsection 54.8 is unchanged]

## Article 55 - MUT (MIXED-USE TRANSITIONAL) DISTRICT

[Article 55, Section 55.3 is amended as follows]

[Subsection 55.1 – 55.2 unchanged]

### 55.3 Development Standards.

Required development standards are included in Table 55.3 (Development Standards).

**Table 55.3 Development Standards**

Mixed Use Transitional		Standards: Required	Standards: Community Benefits (CB)	Additional Regulations
Floor Area Ratio (FAR)		2.0 max.	—	Floor area is calculated for commercial uses only and is exclusive of residential square footage.
Density		20-40 du/acre max.	60-40 du/acre max.	Mixed-Use developments shall be subject to both maximum density and maximum FAR requirements, each calculated separately.
Height	Residential	60 ft. max.	60 ft. max.	CB standards are in 10 ft. increments.
	Residential, Commercial & Mixed-Use	40 ft. max	50 ft. - 60 ft. max.	

**A. Table 4.2 Uses Allowed in Residential Zoning Districts**

*P - Permitted by Right*

*C - Requires a Use Permit*

*- Prohibited*

	<u>RH</u>	<u>R-1</u>	<u>R-2</u>	<u>R-3</u>	<u>R-4</u>	<u>R-5</u>	<u>MH</u>	<u>Subject to Additional Regulations in</u>
<b><u>Residential and Specialty Housing</u></b>								
<u>Single Family Dwelling</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	
<u>SB 9 Projects</u>	<u>P</u>	<u>P</u>						<u>Section 5.10 - SB 9 Project</u>
<u>Two-Family Dwelling</u>	-	-	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	
<u>Multi-Family Dwelling<sup>1</sup></u>	-	-	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	
<u>Live/Work</u>	-	-	-	-	-	<u>C</u>	-	<u>Section 31.4 (Live/Work)</u>
<u>Mobile Home Parks</u>	-	-	-	-	-	-	P	
<b><u>Care Facilities</u></b>								
<u>Adult Day Programs</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	-	
<u>Child Care Center</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>Article 39 (Child Care Facilities)</u>
<u>Senior Residential Care Facility<sup>2</sup></u>	<u>C</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	<u>See Section 31.2 (Building Intensity Limits for Residential Care Facilities and Skilled Nursing Facilities)</u>
<u>General Residential Care Facility<sup>2</sup></u>	<u>C</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	<u>See Section 31.2 (Building Intensity Limits for Residential Care Facilities and Skilled Nursing Facilities)</u>
<u>Residential Care Facility, Small<sup>2</sup></u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	

	<u>RH</u>	<u>R-1</u>	<u>R-2</u>	<u>R-3</u>	<u>R-4</u>	<u>R-5</u>	<u>MH</u>	<u>Subject to Additional Regulations in</u>
<u>Skilled Nursing</u>	-	-	-	-	<u>C</u>	<u>C</u>	-	<u>See Section 31.2 (Building Intensity Limits for Residential Care Facilities and Skilled Nursing Facilities)</u>
<u>Civic</u>								
<u>Assembly and Meeting Facilities</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	
<u>School</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	
<u>Public Uses</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	

Footnotes:

1. Includes Supportive Housing and Transitional Housing
2. In accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law



**A. Table 4.2 Uses Allowed in Residential Zoning Districts***P - Permitted by Right**C - Requires a Use Permit**- Prohibited*

	<u>RH</u>	<u>R-1</u>	<u>R-2</u>	<u>R-3</u>	<u>R-4</u>	<u>R-5</u>	<u>MH</u>	<u>Subject to Additional Regulations in</u>
<b><u>Residential and Specialty Housing</u></b>								
<u>Single Family Dwelling</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	
<u>SB 9 Projects</u>	<u>P</u>	<u>P</u>						<u>Section 5.10 - SB 9 Project</u>
<u>Two-Family Dwelling</u>	-	-	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	
<u>Multi-Family Dwelling<sup>1</sup></u>	-	-	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	
<u>Live/Work</u>	-	-	-	-	-	<u>C</u>	-	<u>Section 31.4 (Live/Work)</u>
<u>Mobile Home Parks</u>	-	-	-	-	-	-	P	
<b><u>Care Facilities</u></b>								
<u>Adult Day Programs</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	-	
<u>Child Care Center</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>Article 39 (Child Care Facilities)</u>
<u>Senior Residential Care Facility<sup>2</sup></u>	<u>C</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	<u>See Section 31.2 (Building Intensity Limits for Residential Care Facilities and Skilled Nursing Facilities)</u>
<u>General Residential Care Facility<sup>2</sup></u>	<u>C</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	<u>See Section 31.2 (Building Intensity Limits for Residential Care Facilities and Skilled Nursing Facilities)</u>
<u>Residential Care Facility, Small<sup>2</sup></u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	-	

	<u><b>RH</b></u>	<u><b>R-1</b></u>	<u><b>R-2</b></u>	<u><b>R-3</b></u>	<u><b>R-4</b></u>	<u><b>R-5</b></u>	<u><b>MH</b></u>	<u><b>Subject to Additional Regulations in</b></u>
<u><b>Skilled Nursing</b></u>	-	-	-	-	<u>C</u>	<u>C</u>	-	<u>See Section 31.2 (Building Intensity Limits for Residential Care Facilities and Skilled Nursing Facilities)</u>
<u><b>Civic</b></u>								
<u><b>Assembly and Meeting Facilities</b></u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	
<u><b>School</b></u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	
<u><b>Public Uses</b></u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	

Footnotes:

1. Includes Supportive Housing and Transitional Housing
2. In accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law