

City of San Carlos
Community Development
Planning Division

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AIRPORT LAND USE COMPATABILITY PLAN (ALUCP) CHECKLIST

IMPORTANT! Before starting or investing in plans, property owners and design professionals should review the Airport Land Use Compatibility Plan (ALUCP) for the Environs of the San Carlos Airport (2015) and amendment (2022), ALUCP application form, and this checklist. This will help verify if the potential project complies with the criteria for compatibility and compliance with the ALUCP.

PURPOSE

This checklist provides information on common factors considered in an ALUCP¹ Conformance Review. This checklist is not an exhaustive list of all ALUCP requirements. The project applicant is responsible for reviewing the ALUCP. A significant area of San Carlos is impacted by ALUCP regulations. Property owners and design professionals should carefully review these requirements. **Note:** The ALUCP and this checklist provide regulations above and beyond the San Carlos Municipal Code.

BACKGROUND AND ADDITIONAL INFORMATION

California law requires that, after an airport land use commission has adopted an ALUCP, affected local government agencies, such as the City of San Carlos, must update their general plans, specific plans, and land use regulations to be consistent with the ALUCP and establish procedures that implement and ensure compliance with the compatibility policies (California Government Code, Section 65302.3.).

The 2015 ALUCP for the Environs of the San Carlos Airport addresses four key compatibility factors (safety, noise, air space protection, and overflight) and provides a set of policies that protect the health and safety of people who live and work in the vicinity of the airport, while ensuring smooth operation of air traffic. Several Policies were revised in the 2022 Amendment. Relevant standards are discussed primarily in *Chapter 4: Compatibility Factor Maps and Policies* of the ALUCP.

Please refer also to the following key documents and sections of the San Carlos Municipal Code:

- [Airport Land Use Compatibility Plan](#), October 2015
- [Amendments to the ALUCP: Overflight Notification and Avigation Easement Policies](#), October 2022
- San Carlos Zoning Ordinance: [Section 18.21.150: Airport Land Use Compatibility Plan Review Requirements](#)

Note: Low intensity proposed projects or uses that are not expected to conflict with any ALUCP requirement may be exempt from this checklist at the discretion of the Director.

¹ The 2015 ALUCP, 2022 Amendment, and related information can be found at <https://ccag.ca.gov/programs/airport-land-use/>



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The criteria below are applied when applicable to applications for development, alteration, or change of use. The ALUCP provides additional detail on applicability. Provide a response for all applicable criteria and provide a page or sheet number where applicable.

Submittal Instructions

All applicable items, as determined by City staff, are required at the time of submittal. All application materials must be uploaded to Box.com link per the [Planning Application Submission Instructions](#) handout. No materials will be accepted in person. Only PDF files will be accepted. Incomplete submittals will not be accepted.

Part 1: AIRPORT INFLUENCE AREA		RESPONSE
i.	The applicant understands the entire City of San Carlos is an Airport Influence Area (Y or N)	
ii.	The proposed project complies with Airport Influence Area Policies 1-2. Note: Airport Influence Area Policies include:	
iii.	1 – Real Estate Disclosure Area: a real estate disclosure is required when any parcel in the city is offered for sale. (Y or N)	
iv.	2 – Policy/Project Referral Area (land use policy actions in Area B require review by C/CCAG) (Y or N)	

Part 2: OVERFLIGHT NOTIFICATION ZONE		RESPONSE
v.	The applicant understands the entire City of San Carlos is an Overflight Notification Zone (Y or N)	
vi.	The proposed project complies with Overflight Policies 1-2 Note: Overflight Policies include:	
vii.	1 – Real Estate Transfer Disclosure (Y or N)	
viii.	2 – Overflight Easement Review Area. 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. An example of the Overflight Notification to be used to fulfill this condition is included in ALUCP Appendix E, Exhibit E-4. (Y or N)	



Part 3: NOISE (Complete all that apply)	RESPONSE
A. Noise Policy 1 – Noise Impact Area	
i. Does the project site falls under Noise Contour CNEL 60 dB and above as defined in Exhibit 4-2? (Y or N)	
ii. If so, what noise contour is the site in?	
B. Noise Policy 2 – Airport Noise/Land Use Compatibility Criteria	
i. What is the proposed use(s)?	
ii. Has the applicant reviewed Exhibit 4-2 and Table 4-3 been reviewed (Y or N)	
iii. Indicate whether the proposed use(s) is: <i>compatible</i> , <i>conditionally compatible</i> , or <i>incompatible</i> . These uses are described in ALUCP Tables 4-3 and 4-4, a copy of which is included in the attachment to this checklist.	
C. Noise Policy 3 – Residential Land Uses (For Residential Only)	
i. Does the proposed project comply with all of the following conditions: And	
ii. (a) is within noise levels between CNEL 60-64 dB,	
iii. (b) the lot was zoned exclusively for residential use as of the effective date of this ALUCP ().	
iv. (c) the residential land use will be sound-insulated to achieve an indoor noise level of CNEL 45 dB or lower. (Y or N)	
v.	
D. Noise Policy 4 - Interior Noise Levels	
i. Does this project comply with the following regulation? <i>The interior noise level will be CNEL 45 dB maximum in the following areas: Living and sleeping areas of single- or multi-family residences; Hotels and motels; Hospitals and nursing homes; Religious facilities, cemetery chapels, and mortuaries; and Schools, libraries, and museums.</i> (Y/N)	
E. Noise Policy 5 – Application of Noise Contours to Individual Project Sites to Determine Compatibility	
i. Does this project comply with the following regulation? <i>The maximum aircraft-related, interior noise level which shall be considered acceptable for the following land uses is CNEL 50 dB in: Office environments; Eating and drinking establishments; and Other</i>	



<i>commercial facilities.</i> (Y/N)	
ii. If this project requires a general plan or zoning ordinance amendment, proposed structures will be designed to comply with these criteria shall be submitted to the San Mateo County Airport Land Use Commission (the C/CAG Board) under the following circumstances: 1. Any single- or multi-family residence within the CNEL 60 dB contour, as identified on Exhibit 4-2. 2. Any hospital or nursing home, religious facility, school, library, or other noise sensitive nonresidential use within the CNEL 60 dB contour, as identified on Exhibit 4-2. 3. Any hotel, motel, or transient lodging within the CNEL 65dB contour, as identified on Exhibit 4-2. Does this project comply? (Y/N)	
F. Noise Policy 7 – Noise Easement Review Area (2022 Amendment)	
i. The applicant has read and understand Noise Policy 7 – Noise Easement Review Area and Understand an avigation easement may be required. (Y or N)	

Part 4: SAFETY, PROTECTION, & OTHER (Complete all that apply)	RESPONSE
A. Safety Zones	
i. Does the proposed project falls within any of the safety zones as depicted on Exhibit 4 -3 (Y or N)	
ii. If so, specify which safety zone(s) is the project in	
B. Safety Compatibility Policies 1 through 11	
i. The proposed project complies with Safety Compatibility Policies 1-11. (Y or N)	
ii. <i>Note: Safety Compatibility Policies include:</i> 1 – <i>Evaluating Safety Compatibility for New Development</i> 2 – <i>Residential Development Criteria</i> 3 – <i>Non-Residential Development Criteria</i> 4 – <i>Land Uses of Particular Concern</i> 5 – <i>Mixed-Use Development</i> 6 – <i>Criteria for Clustering of Development</i> 7 – <i>Open Land</i> 8 – <i>Infill Criteria</i> 9 – <i>Hazardous Uses</i> 10 – <i>Project Sites Lying Partially within a Safety Zone or within two or more Safety Zones</i> 11 – <i>Special Provisions for Safety Zone 1</i>	



C. Airspace Protection and Avigation Easements	
<p><i>Land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards are of particular concern and described in detail in section 4.2.3 Airspace Protection beginning on page 4-28 of the ALUCP.</i></p> <p>i. Does the site fall under the Airport Protection Surfaces as defined in Exhibit 4-4 and 4-4a?</p>	
<p>ii. The proposed project complies with Airspace Protection Policies 1-7 (Y or N)</p> <p><i>Note: Airspace Protection Policies include:</i></p> <ul style="list-style-type: none"> 1 – Airspace Protection Compatibility for New Development 2 – Requirements for FAA Notification of Proposed Construction 3 – Compliance with Findings of FAA Aeronautical Studies 4 – Airspace Obstruction Criteria 5 – Maximum Compatible Building Height 6 – Other Flight Hazards are Incompatible 7 – Airspace Protection Avigation Easement (See 2022 Amendments) 	
<p>iii. Does the project require a request for the grant of an avigation easement from the County of San Mateo?</p>	
<p>iv. Use the space below to describe why or why not a request for the grant of an avigation easement is required in relation to each of Avigation Easement criteria described in the 2022 Amendment to the ALUCP:</p>	
<p>v. Is FAA Notification Form 7460-1 required?</p>	
<p>vi. Use the space below to describe why or why not FAA notification through Form 7460-1 is required in relation to each of the airspace protection surfaces described in the ALUCP:</p>	
<p>vii. Has an FAA Notification Form 7460-1 been submitted?</p>	
<p>viii. Has notice been given to the ALUC?</p>	



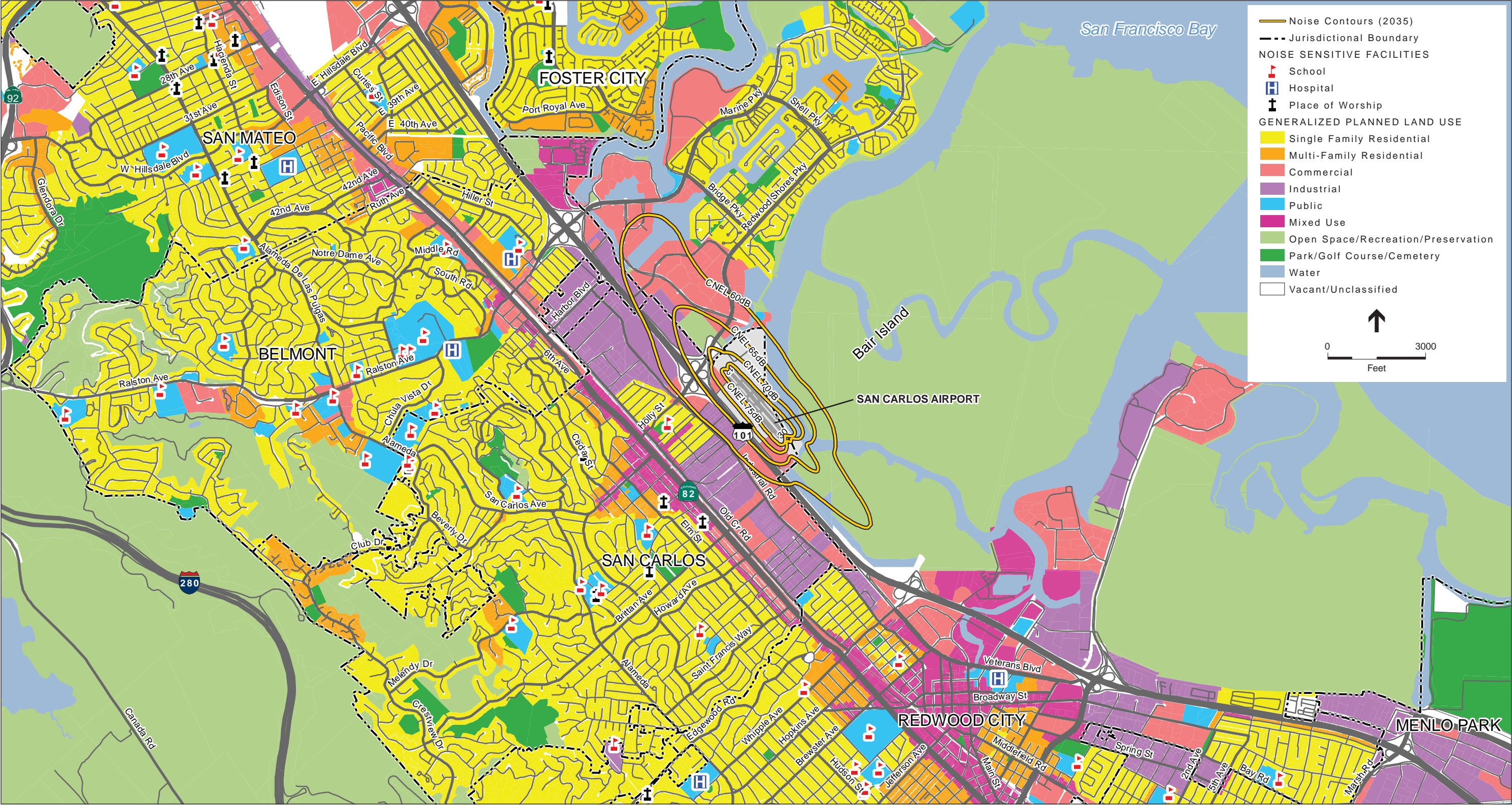
D. Use Compatibility	
i. Indicate whether the proposed use(s) is: <i>compatible, conditionally compatible, or incompatible</i> . These uses are described in ALUCP Tables 4-3 and 4-4, a copy of which is included in the attachment to this checklist.	

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AIRPORT LAND USE COMPATABILITY PLAN (ALUCP) CHECKLIST
ATTACHMENT A: Excerpts from the 2015 Airport Land Use Compatibility Plan for the Environs of San Carlos Airport and 2022 Amendment.

Provided for information purposes only.

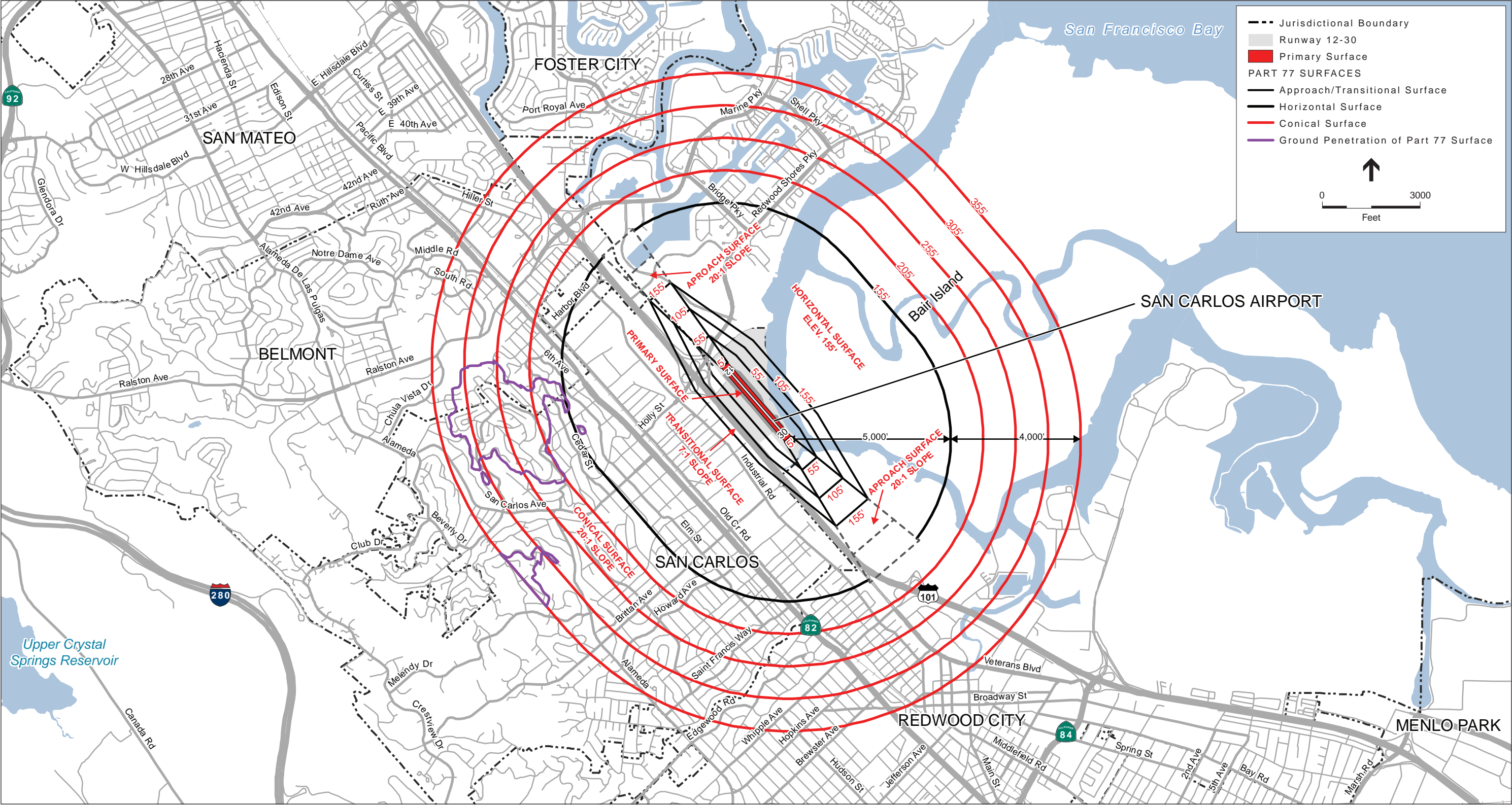
For current plan documents see:
<https://ccag.ca.gov/programs/airport-land-use/>



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



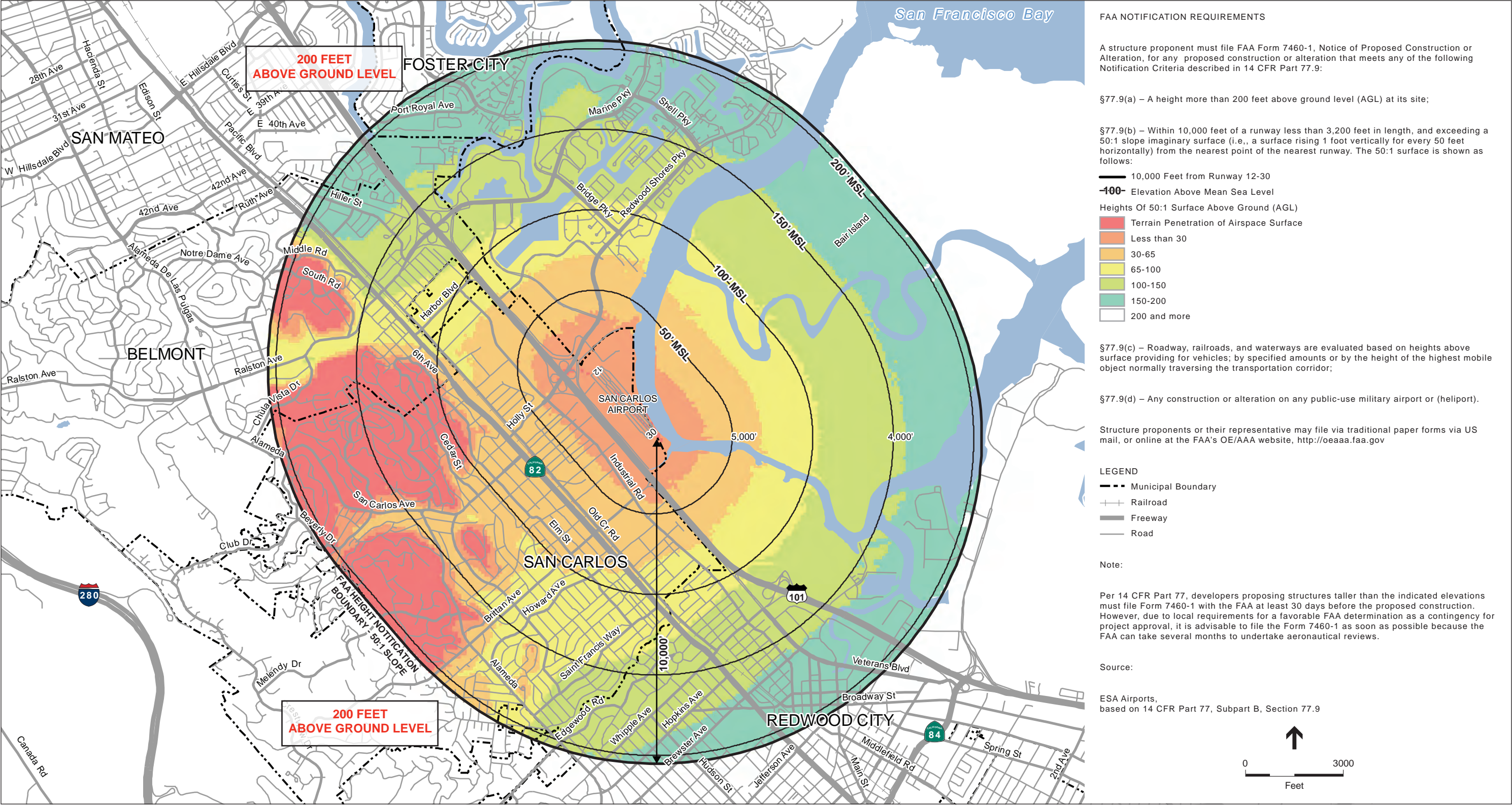
SOURCE: ESRI, 2014; ESA Airports, 2014



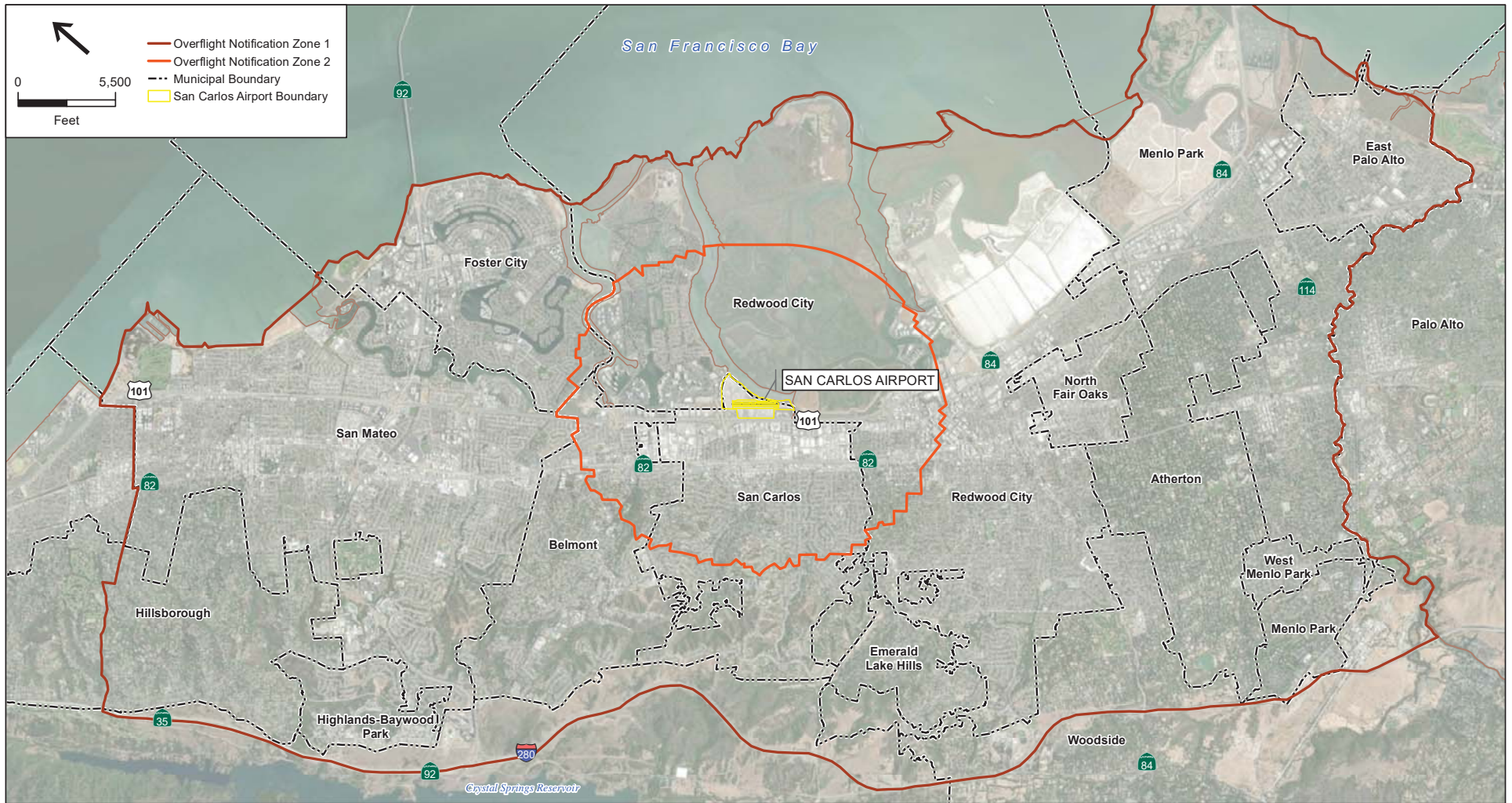
SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

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.



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

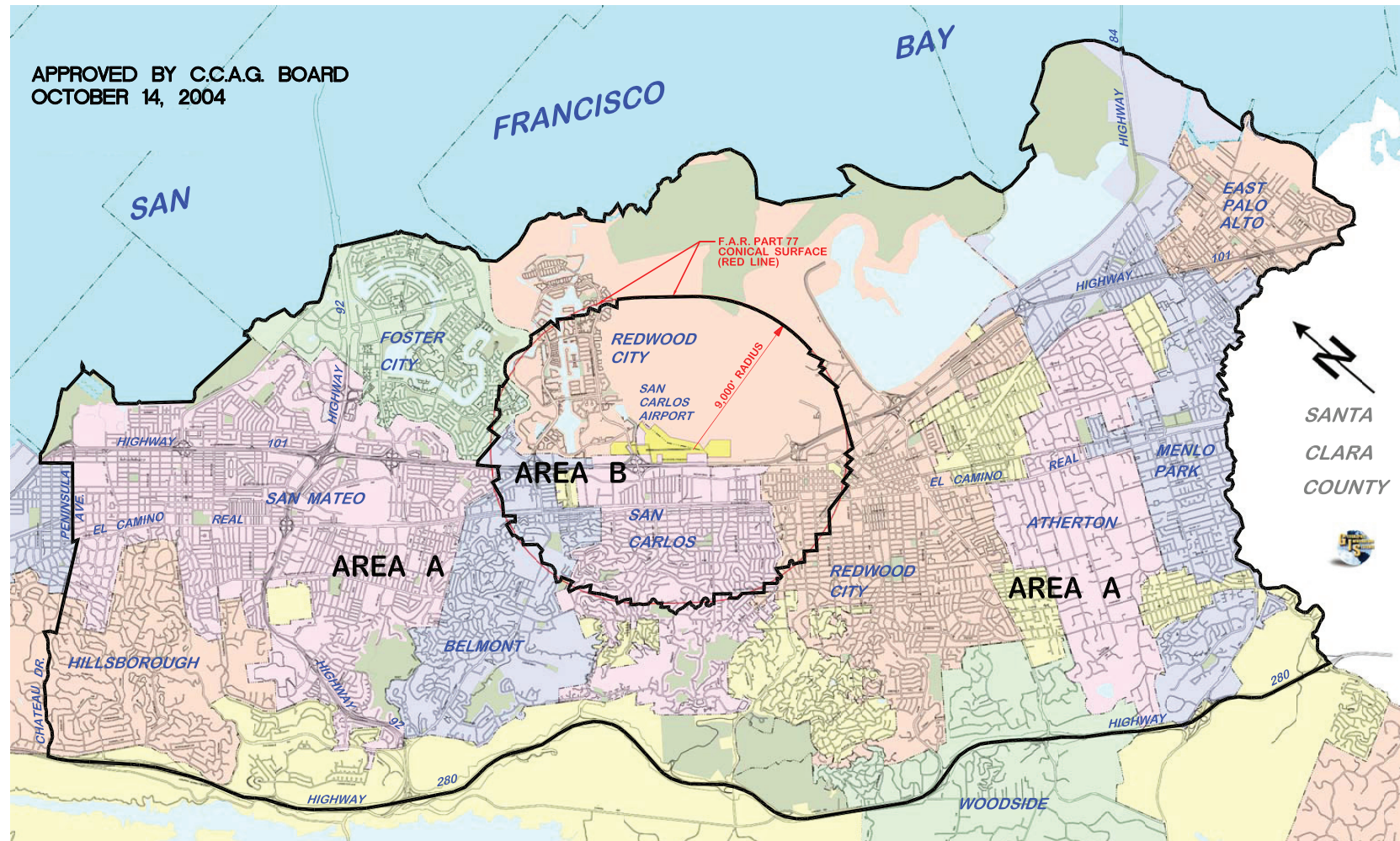


SOURCE: Aerial - Maxar, 2019; CCAG; ESA Airports, 2021

San Carlos Airport ALUCP . 130753

Exhibit 4-6

Overflight Notification Zone – San Carlos Airport



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

**AREA A: PROPOSED REVISED AIRPORT INFLUENCE AREA
(AIA) BOUNDARY (real estate disclosure only)**

**AREA B: PROPOSED CCAG/ALUC REVIEW AREA BOUNDARY*
(real estate disclosure and formal CCAG/ALUC review)**

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

Noise from the testing of aircraft engines on airport property is not deemed an activity inherent in the operation of an airport, and it is not an airport-related impact addressed by this ALUCP. Noise from these sources should be addressed by the noise policies of local agencies in the same manner as noise from other industrial sources.

**TABLE 4-3
NOISE COMPATIBILITY CRITERIA**

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

**TABLE 4-3
NOISE COMPATIBILITY CRITERIA**

Land Use Category	Community Noise Equivalent Level (dBA)			
	<60	60-64	65-69	70-75
Refining, manufacturing and storage of chemicals, petroleum and related products; manufacturing and assembly of electronic components	Y	Y	Y	Y
Salvage yards; natural resource extraction and processing; public works yards; solid waste facilities; outdoor storage; automobile dismantling	Y	Y	Y	Y
Utilities, road, rail rights-of-way; communication and other utilities; automobile parking	Y	Y	Y	Y
Agriculture and Animal-Related				
Nature preserves; wildlife preserves	Y	Y	Y	Y
Agriculture-related activities (except livestock); greenhouses; fishing	Y	C(1)	C(5)	C(5)
Horse stables; livestock breeding or farming	Y	Y	C(5)	C(5)
Zoos	Y	C(4)	N	N
Interactive Nature Exhibits	Y	C(4)	N	N

Notes:

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

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

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

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

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

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

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

Source: ESA Airports, September 2014.

**TABLE 4-4
SAFETY COMPATIBILITY CRITERIA**

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

TABLE 4-4 (Continued)
SAFETY COMPATIBILITY CRITERIA

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

TABLE 4-4 (Continued)
SAFETY COMPATIBILITY CRITERIA

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