



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

APPLICANT INFORMATION

Agency: City of San Carlos, Community Development Department

Project Name: Zoning Ordinance Update

Address: 610 Elm Street

APN: N/A

City: San Carlos

State: California

ZIP Code: 94070

Staff Contact: Akanksha Chopra

Phone: (650) 802-4350

Email: achopra@cityofsancarlos.org

PROJECT DESCRIPTION

Zoning ordinance update. Please see attached memorandum for additional information.

REQUIRED PROJECT INFORMATION

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

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

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

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

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

Additional information For Development Projects:

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

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

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

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



Memorandum

Subject: City of San Carlos ALUCP Determination of Compliance for Zoning Ordinance
Date: August 21, 2023
To: San Mateo County Airport Land Use Commission C/CAG ALUC; c/o Susy Kalkin
From: City of San Carlos Community Development Department; c/o Akanksha Chopra

I. Overview

The City of San Carlos (City) is proposing amendments to its Zoning Ordinance to bring it into compliance with the County of San Mateo's Comprehensive Airport Land Use Compatibility Plan (ALUCP) for the Environs of San Carlos Airport. In 2022, as part of its Housing Element update process, the City had submitted its Zoning Ordinance amendments to Airport Land Use Committee (ALUC) staff for review for compliance with ALUCP. The City received feedback in January, 2023 that recommended amending the zoning ordinance to have procedures that implement and ensure compliance with the ALUCP policies through describing compatibility criteria to be applied to development applications (safety, structure heights, overflight notification requirements, etc.) and describing how the local agency will ensure compliance during review and approval of development project.

In consideration of these, the City has proposed the attached revised Zoning Ordinance amendments (*Attachment A*) that establishes procedures that ensure compliance with ALUCP standards and requirements, and describes applicable compatibility criteria. Further, to facilitate the process for review of development applications for ALUCP Compliance, the City has initiated internal measures that will help build the City's capacity and streamline processes for review of development applications for compliance with ALUCP. These include creation of a new ALUCP Compliance Checklist

(Attachment B), GIS layers on the City's online maps related to key ALUCP exhibits and training of City's staff to review and assist development applicants in understanding and implementing ALUCP standards and requirements.

To address the compatibility issues regarding Noise, Safety, and Airspace Protection—as well as Disclosures, Overflight Notification, and Avigation Easements—The Zoning Ordinance is proposed to be updated as follows:

- Amend the Performance Standards Chapter (18.21) dedicated to Airport Land Use Compatibility Plan Consistency (18.21.150). This section will establish standards and requirements with a section devoted to each of the compatibility issues noted above, provide real estate disclosure language to be used, and indicate the relevant sections of the ALUCP that a property owner, applicant, or reviewer should be familiar with. Please note that this section directs applicants to key policy elements of ALUCP (namely safety, noise, overflight, etc.) instead of referencing specific section numbers for each of policies from ALUCP in Zoning Ordinance. This will help applicants directly refer ALUCP when preparing development applications, while also keep the City's Zoning Ordinance in compliance with ALUCP in an instance when minor amendments are made to ALUCP in the future.
- Amends the General Site Regulations Chapter (18.15) to require conformance with Airport Land Use Compatibility Plan Consistency (18.21.150)
- Amends the Zoning Clearance Chapter (18.28) to require conformance with Airport Land Use Compatibility Plan Consistency (18.21.150)

The City of San Carlos ALUCP Compliance Checklist and Checklist Addenda (Checklist) will include guidance for property owners, applicants, and reviewers regarding relevant ALUCP and FAA requirements and processes. It will be used both by property owners and applicants to develop a proposal conforming with the ALUCP, and as reference guide for staff reviewers. When applicable, applicants will be required to complete the checklist as part of any application for Zoning Clearance. It also includes weblinks to the 2015 ALUCP and 2022 Amendment, as well as the San Carlos Zoning Ordinance. The GIS layers on the City's online platform will provide property owners, applicants, and reviewers with detailed information on any parcel in the City regarding applicable safety zones, noise contours, airspace protection surfaces, FAA notification, overflight, and airport influence areas. Included as attachments are the proposed changes to the San Carlos Zoning Ordinance and draft Airport Land Use Compatibility Plan Checklist and Checklist Addenda. *Note: The draft Checklist (attachment B) is shared for informational purposes only to C/CAG to illustrate City's new internal review practice for checking ALUCP compliance and not for review as part of zoning ordinance updates.*

II. Noise

The Zoning Ordinance amendment would establish a section requiring review of all projects subject to the ALUCP to be reviewed for consistency with uses listed as conditionally compatible in the ALUCP and the noise standards and policies set by the ALUCP. For proposed language see section 18.21.150.C

The Checklist specifically names each of the ALUCP noise policies 1-5 and 7, provides references to the relevant sections, figures, tables, and exhibits within the ALUCP and requires the applicant to indicate if in their evaluation the project is in conformance with the standards and criteria indicated in the ALUCP Noise Policies. Checklist Addenda include Exhibit 4-2 Future Conditions (2035) Aircraft Noise Contours and Table 4-3 Noise Compatibility Criteria. The GIS layer on the City's GIS platform will provide property owners, applicants, and reviewers detailed information on any parcel in the City regarding applicable noise contours.

III. Safety

The Zoning Ordinance amendment would establish a section requiring review of all projects subject to the ALUCP to be reviewed for consistency the safety standards and policies set by the ALUCP. For proposed language see section 18.21.150.A.

The Checklist specifically names each of the ALUCP safety policies 1 to 11, provides references to the relevant sections, figures, tables, and exhibits within the ALUCP and requires the applicant to indicate if in their evaluation the project is in conformance with the standards indicated in the ALUCP safety Policies. Checklist Addenda include Exhibit 4-3 San Carlos Airport Safety Zones and Table 4-4 Safety Compatibility Criteria. The GIS layer on City's GIS platform will provide property owners, applicants, and reviewers detailed information on any parcel in the City regarding applicable safety zones.

IV. Airspace Protection

The Zoning Ordinance amendment would establish a section requiring review of all projects subject to the ALUCP to be reviewed for the applicable standards and policies set by the ALUCP. For proposed language see section

18.21.150.B, subsections B. Airspace Protection Evaluation and G. FAA Requirements.

The Checklist specifically names each of the ALUCP airspace protection policies 1 to 7 and provides references to the relevant exhibits within the ALUCP. To address allowable heights in relation to protected airspace the checklist requires the applicant to indicate if in their evaluation the project is in conformance with the standards indicated in the ALUCP Airspace Protection Policies. Checklist Addenda include Exhibit 4-4 San Carlos Airport Part 77 Airspace Protection Surfaces and Exhibit 4-4a FAA Notification Form 7460-1 Filing Requirements. Requirements around FAA form 7460-1, allowable heights in relation to the protected airspace, and land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards are specifically indicated on the checklist. The GIS layer on the City's GIS platform will provide property owners, applicants, and reviewers detailed information on any parcel in the City regarding applicable safety zones.

V. Real Estate Disclosure Requirements

The Zoning Ordinance amendment would establish a section requiring review of all projects subject to the ALUCP to be reviewed for the Overflight, Avigation Easements, and Real Estate Disclosure standards set by the ALUCP. For proposed language see section 18.21.150, subsections D. Airport Real Estate Disclosure Notices, E. Overflight Notification Requirement, and F. Avigation Easements.

To address avigation easements the checklist requires the applicant to indicate if in their evaluation the project is in conformance with the Airspace Protection Policy 7 indicated in the 2022 ALUCP Amendment. The GIS layers described above will be helpful in evaluating some of the standards regarding avigation easement requirements.

VI. Environmental Documentation

N/A

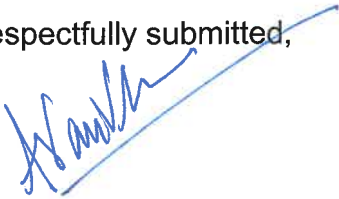
VII. Attachments

Attachment A: Proposed changes to the San Carlos Zoning Ordinance.

Attachment B: Airport Land Use Compatibility Plan Checklist and Checklist Addenda

Please feel free to reach out to me if you have any questions.

Respectfully submitted,



Akanksha Chopra

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PROPOSED AMENDMENTS TO THE CITY OF SAN CARLOS ZONING ORDINANCE FOR ALUC REVIEW

VERSION AUGUST 21, 2023

18.15 GENERAL SITE REGULATIONS

Amendments to 18.15 (Establish Section 18.15.140)

18.15.140 Airport Land Use Compatibility Plan Consistency. Where required, conformance with applicable Airport Land Use Compatibility Plan standards, as described in Section 18.21.150 Airport Land Use Compatibility Plan Consistency is required.

18.21 PERFORMANCE STANDARDS

Amendments to 18.21.050

18.21.050: Noise:

C. Acoustic Study. The Director may require an acoustic study for any proposed project that could cause any of the following:

~~1. Locate new residential uses within the fifty-five CNEL impact area of the San Carlos Airport;~~

1. Create an inconsistency with the noise requirements of the San Carlos Airport as defined in Section 18.21.150 Airport Land Use Compatibility Plan Consistency;

a. Where applicable, noise attenuation measures may be required.

2. Cause noise levels to exceed the limits in Table 18.21.050-A;

3. Create a noise exposure that would require an acoustic study and noise attenuation measures listed in Table 18.21.050-B, Noise Exposure—Land Use Requirements and Limitations; or

4. Cause the Ldn at noise-sensitive uses to increase three dBA or more.

F. Airport Land Use Compatibility Plan Consistency. Where required, conformance with applicable Airport Land Use Compatibility Plan standards, as described in Section 18.21.150 Airport Land Use Compatibility Plan Consistency, is required.

Amendments to 18.21.150

~~18.21.150 Airspace protection.~~

~~The following applies within airport influence area (AIA) B as adopted by the San Mateo County Airport Land Use Commission and subsequent revisions thereto, for the environs of San Carlos Airport.~~

~~A.— Federal Airspace Protection Surfaces. Maximum height of structures shall not penetrate the civil airport imaginary surfaces as defined by the Federal Aviation Administration in (FAA) Title 14 CFR Part 77, Surfaces.~~

~~B.— Flight Hazards. Proposed land use actions that include land uses that may cause visual, electronic, or wildlife hazards may be permitted only if the uses are consistent with FAA rules and regulations. Proof of consistency with FAA rules and regulations must be provided to the Airport Land Use Commission by the sponsor of the proposed land use action. Specific characteristics that may create hazards to aircraft in flight and which shall be prohibited include:~~

- ~~1.— Sources of glare, such as highly reflective buildings or building features, or bright light, including searchlights or laser displays, which would interfere with the vision of pilots;~~
- ~~2.— Distracting lights that could be mistaken for airport identification lighting, runway edge lighting, runway end identification lighting, or runway approach lighting;~~
- ~~3.— Sources of dust, smoke, water vapor, or steam that may impair visibility;~~
- ~~4.— Sources of electrical interference with aircraft communications or navigation equipment;~~
- ~~5.— Any use that creates an increased attraction for wildlife, particularly large flocks of birds, that is inconsistent with FAA rules and regulations. (Ord. 1438 § 4 (Exh. A (part)), 2011)~~

18.21.150 San Carlos Airport Land Use Compatibility Plan Consistency.

This section establishes standards and requirements related to consistency within the County of San Mateo's Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (ALUCP). The ALUCP outlines the following requirements and criteria for proposed development projects, alterations, or change of use that are subject to the ALUCP:

A. Safety Compatibility Evaluation. All proposed development projects, alterations, or change of use subject to the ALUCP will be reviewed for consistency with the County of San Mateo's 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.

B. Airspace Protection Evaluation. All proposed development projects, alterations, or change of use subject to the ALUCP will be reviewed for consistency with Airspace Protection Policies of the ALUCP. These include Notice of Proposed Construction or Alteration, Maximum Compatible Building Height and Other Flight Hazards.

C. Airport Noise Evaluation and Mitigation. All proposed development projects, alterations, or change of use subject to the ALUCP will be reviewed for consistency with the noise policies of the ALUCP. Uses listed as “conditionally compatible” in the ALUCP will be required to mitigate impacts to comply with the interior noise standards established in the ALUCP or General Plan, whichever is more restrictive.

D. Airport Real Estate Disclosure Notices. Proximity to the airport could affect allowable development and uses. All proposed developments, alteration, or change of use that are subject to the ALUCP are required to comply with the real estate disclosure requirements of State law (California Business and Professions Code Section 11010(b)(13)). The following statement by the seller 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.”

E. 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 Policies.

F. Avigation Easements. Unless otherwise precluded by State law, some projects may require the grant of an avigation easement by and to the County of San Mateo as a condition of approval prior the City of San Carlos’ issuance of a building permit(s) for any proposed buildings or structures, pursuant to the ALUCP Overflight Policies.

G. Federal Aviation Administration (FAA) Requirements. Proof of consistency with FAA rules and regulations must be provided through one of the following ways:

1. A Federal Aviation Administration Review Not Required Form must be signed prior to issuance of building permit.

2. Receive a determination of No Hazard by the FAA after submittal of FAA Form 7460-1 Notice of Proposed Construction. Instructions and additional information on Form 7460 can found within the ALUCP and on the FAA's Website.

H. Local Agency Override of an Airport Land Use Commission Determination. A process under which the City Council may overrule certain Airport Land Use Commission disapprovals under certain circumstances is established in Sections 21675.1(d), 21676(b) and 21676(c) of the Public Utilities Code and outlined in the ALUCP.

I. Required Disclosures. In the event of local override action of an Airport Land Use Commission determination, disclosures may be required from property owners as a condition of approval for any use listed as conditional in the ALUCP Noise or Safety Compatibility Zone that corresponds with the site of the proposed project, including childcare, congregate care facilities, etc. Property owners are encouraged to provide appropriate notices to their tenants.

18.28 ZONING CLEARANCE

Amendments to 18.28.030

18.28.030 Review and decision. Before the City may issue any business license, building permit, subdivision approval, or lot line adjustment, the Director shall review the application to determine whether the use, building, or change in lot configuration complies with all provisions of this title or any design review, use permit or variance approval and that all conditions of such permits and approvals have been satisfied.

A. Application. Applications and fees for a zoning clearance shall be submitted in accordance with the provisions set forth in Section 18.27.020, Application forms and fees. The Director may request that the zoning clearance application be accompanied by a written narrative, plans and other related materials necessary to show that the proposed development, alteration, or use of the site complies with all provisions of this title and the requirements and conditions of any applicable use permit or variance approval.

B. Determination. If the Director determines that the proposed use or building is allowed as a matter of right by this title, and conforms to all the applicable development and use standards, the Director shall issue a zoning clearance. An approved zoning clearance may include attachments of other written or graphic information, including but not limited to statements, numeric data, site plans, floor plans and building elevations and sections, as a record of the proposal's conformity with the applicable regulations of this title.

C. Airport Land Use Compatibility Plan Consistency . When applicable, Zoning clearance for any proposed development, alteration or change of use that is subject to the ALUCP shall

include applicability determination of Section 18.21.150 Airport Land Use Compatibility Plan Consistency. for review procedures required by San Mateo County's Airport Land Use Compatibility Plan. Where required, the applicant shall seek a consistency determination with Section 18.21.150.

GD. Exceptions. No zoning clearance shall be required for the continuation of previously approved or permitted uses and structures, or uses and structures that are not subject to any building or zoning regulations. (Ord. 1438 § 4 (Exh. A (part)), 2011)

City of San Carlos
Community Development
Planning Division

**WORKING DRAFT: This Document Has
Not Been Published for Public Use**



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San Carlos, CA 94070
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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/>



AIRPORT LAND USE COMPATABILITY PLAN (ALUCP) CHECKLIST

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> | |



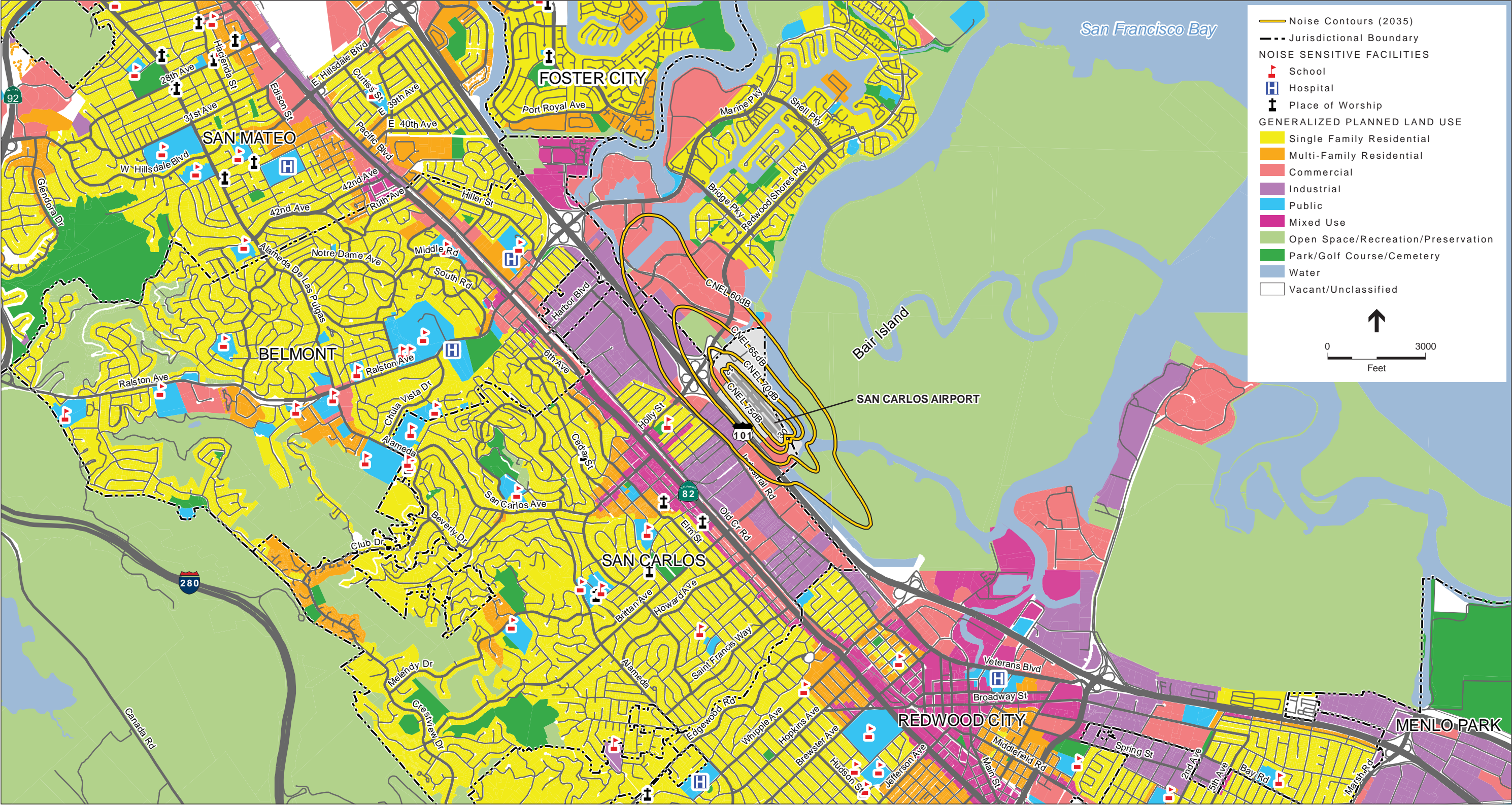
| D. Use Compatibility | |
|---|--|
| i. Indicate whether the proposed use(s) is: <i>compatible, conditionally compatible, or incompatible</i> . These uses are described in ALUCP Tables 4-3 and 4-4, a copy of which is included in the attachment to this checklist. | |

WORKING DRAFT: This Document Has
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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.

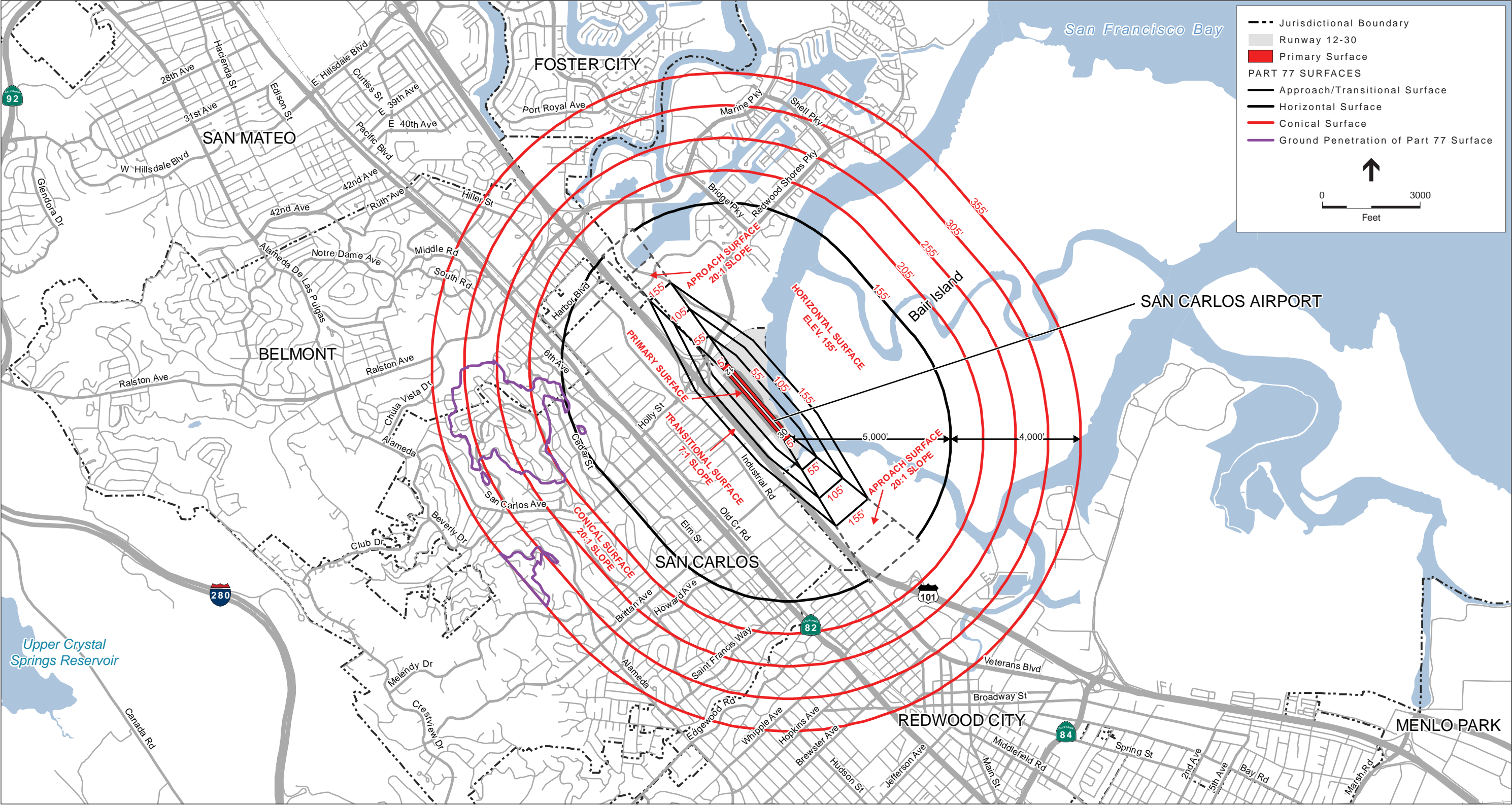
For current plan documents see:
<https://ccag.ca.gov/programs/airport-land-use/>



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

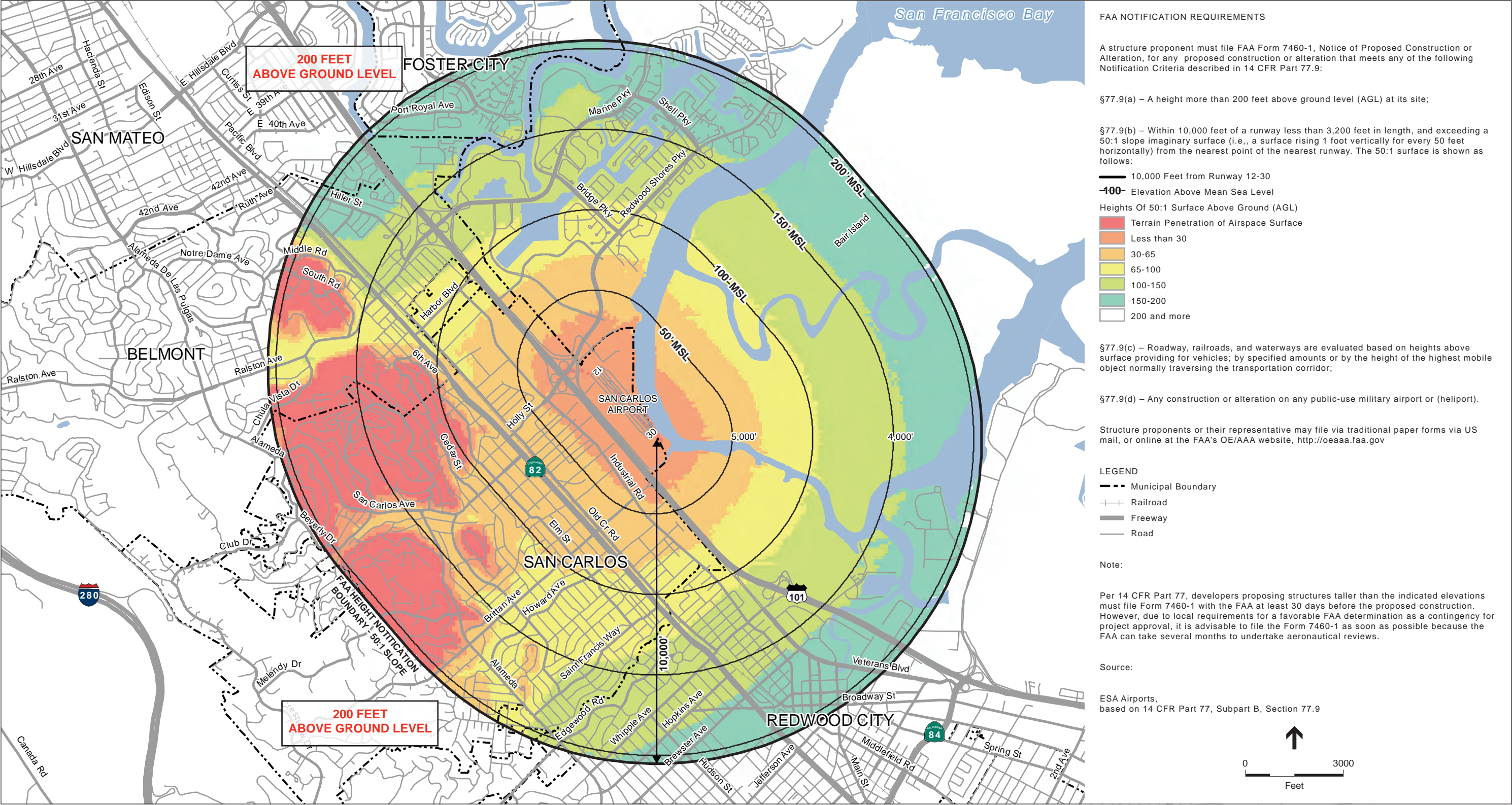
NOTE 1: All elevations on this exhibit are expressed in feet above mean sea level (MSL). The elevation of San Carlos Airport is 5 feet MSL.

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.

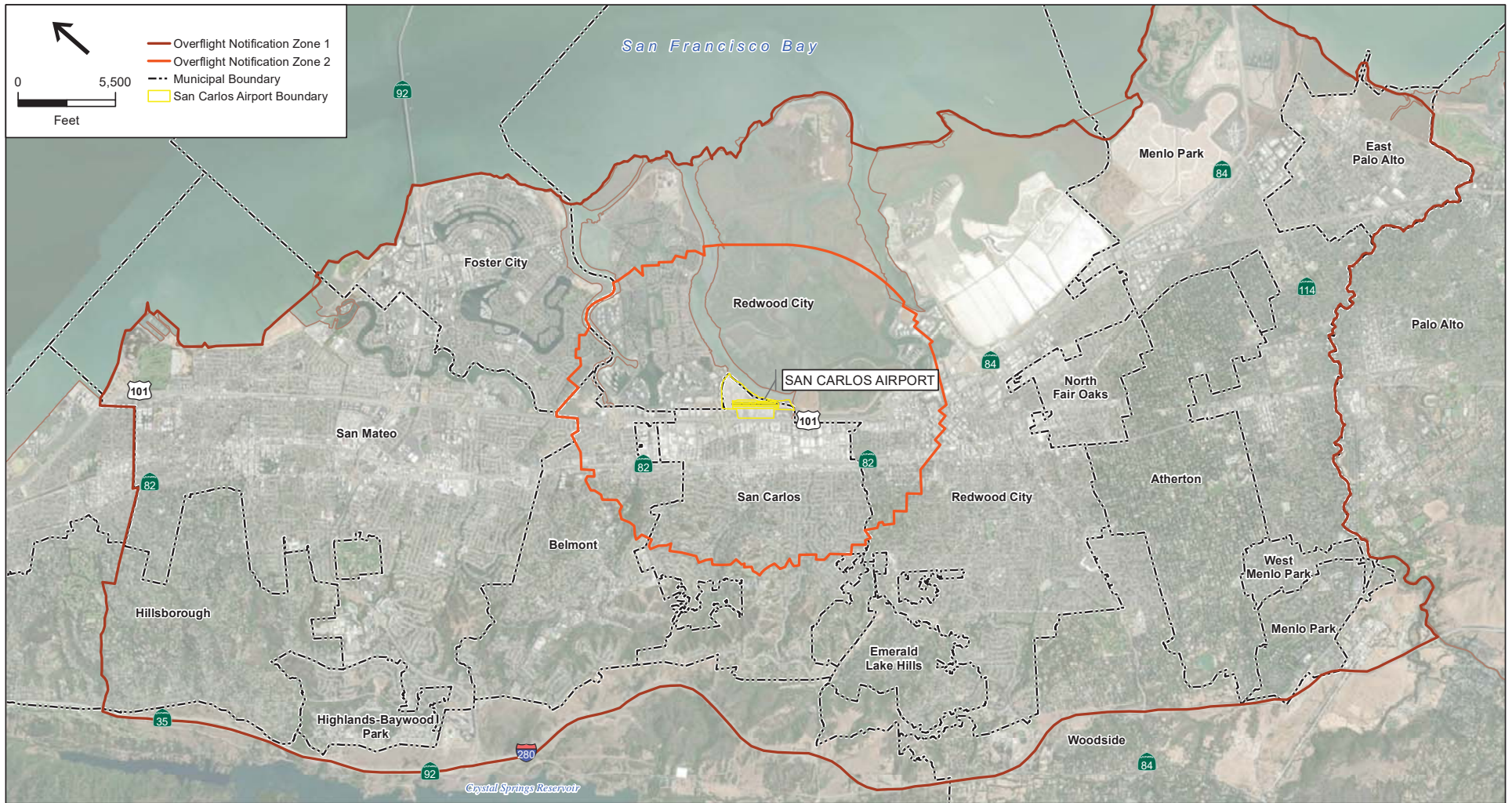
San Carlos Airport ALUCP . 130753

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

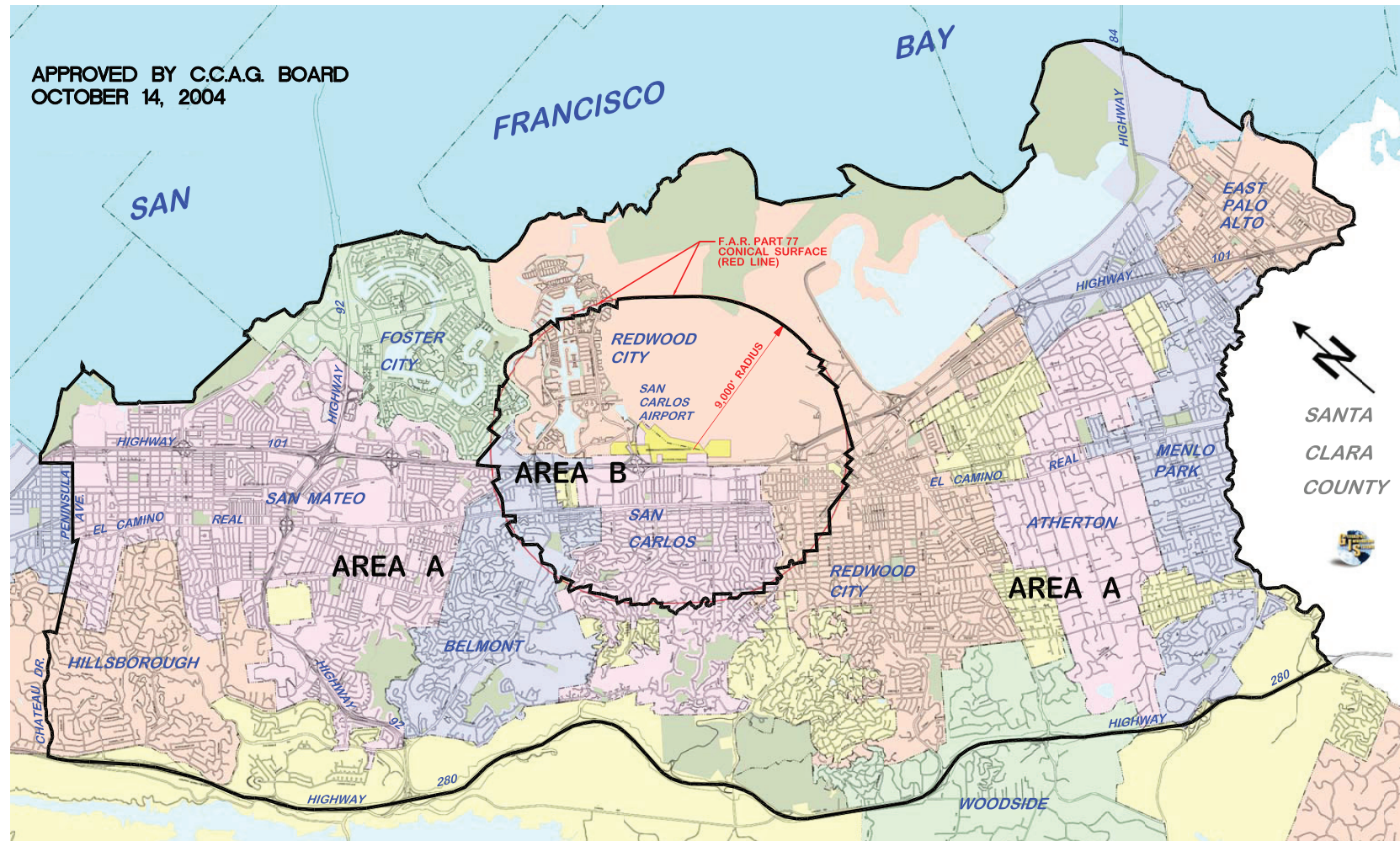


SOURCE: Aerial - Maxar, 2019; CCAG; ESA Airports, 2021

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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. | | | | | | |