

# 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, May 23, 2024	<b>Join by Zoom Webinar:</b> <a href="https://us02web.zoom.us/j/81335481228?pwd=eEQ2cmI4VzUrRHk0Nk4ybKZ4cWtDUT09">https://us02web.zoom.us/j/81335481228?pwd=eEQ2cmI4VzUrRHk0Nk4ybKZ4cWtDUT09</a>
<b>Time:</b> 4:30 p.m.	<b>Webinar ID:</b> 813 3548 1228
<b>Location:</b> Burlingame Community Center 850 Burlingame Avenue Burlingame, CA	<b>Passcode:</b> 839437
	<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 for the April 24, 2024 meeting.  | Action<br>(O'Connell)                  | Page 1 |
| 4. Receive a presentation on the C/CAG Strategic Plan development process and participate in a discussion on the proposed Agency mission, vision, core values, goals, objectives, and performance measures. | Information<br>(Charpentier)           | Page 5 |

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|--|--------------------|---------|
| 5. San Carlos Airport Land Use Compatibility Plan Consistency Review – Review of amendments to the Redwood City Zoning Code including general updates, and measures to implement programs in the Housing Element and El Camino Real Corridor Plan. | Action<br>(Kalkin) | Page 18 |
| 6. San Carlos Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Proposed childcare center within an existing building at 1776 Laurel Street, San Carlos.  | Action<br>(Kalkin) | Page 36 |
| 7. Member Comments/Announcements   | Information        |         |
| 8. Items from Staff  | Information        |         |
| 9. Adjournment – <i>Next regular meeting – June 27, 2024</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) .

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

**PUBLIC RECORDS:** Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG’s website at: <http://www.ccag.ca.gov>. Please note that C/CAG’s office is temporarily closed to the public; please contact Mima Guilles at (650) 599-1406 to arrange for inspection of public records.

**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. If calling in via phone, press \*9 to raise your hand and when called upon press \*6 to unmute.
5. When called, please limit your remarks to the two-minute time limit.

**Airport Land Use Committee (ALUC)**  
**Meeting Minutes**  
**April 25, 2024**

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

Chair O’Connell called the meeting to order at 4:45 pm (due to technical issues). The attendance sheet is attached.

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

**3. Minutes of the March 28, 2024 Meeting**

Motion: Chair O’Connell moved, and Member Nicolas seconded, approval of the March 28, 2024 minutes. Motion carried (10-0-0) by the following voice vote: AYE - Members Brownrigg, DiGiovanni, Sullivan, Cahalan, Hamilton, Mueller, Nicolas, Ford, Yakabe, and Chair O’Connell. NO – none. ABSTAIN – none.

**4. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Glenview Highlands, a 58-unit, 3-story townhome development at 850 Glenview Drive, San Bruno.**

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

There were no comments or questions from the Committee.

Motion: Member Hamilton moved, and Member DiGiovanni seconded, approval of the staff recommendation. Motion carried (10-0-0) by the following voice vote: AYE - Members Brownrigg, DiGiovanni, Sullivan, Cahalan, Hamilton, Mueller, Nicolas, Ford, Yakabe, and Chair O’Connell. NO – none. ABSTAIN – none.

**5. San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – An amendment to the Millbrae General Plan to modify allowable uses within the General Commercial Land Use Designation to add life science and related biotechnology-type uses, including Biosafety Levels 1 or 2, on properties located east of US 101.**

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

Chair O’Connell asked to verify that any subsequent biotech use within the safety zone would require approval of a conditional use permit to ensure that the conditions for extra exiting and determination of no feasible alternate sites would be addressed. Staff confirmed this is included in the recommendation.

Member Ford did not support the recommendation, believing that additional exiting would not be adequate when the use is identified as a use to avoid. Member Cahalan noted that only half of the area subject to the amendment lies within Safety Zone 3, so there remains the

ability to site various uses accordingly, which could potentially avoid such use within the safety zone.

Chair O'Connell noted her appreciation that Millbrae had modified its earlier proposal to remove the clear inconsistencies.

Member Ford quoted from the SFO comment letter which states that the revised language to allow biosafety level 2 within safety zone 3 continues to be incompatible with the SFO ALUCP. Staff responded that the use is not listed as incompatible, but rather as a use to avoid unless no feasible alternative exists, and if approved, the ALUCP requires that enhanced building exiting be provided.

Motion: Member Hamilton moved, and Member Cahalan seconded, approval of the staff recommendation. Motion carried (9-1-0) by the following voice vote: AYE - Members Brownrigg, DiGiovanni, Sullivan, Cahalan, Hamilton, Mueller, Nicolas, Yakabe, and Chair O'Connell. NO – Member Ford. ABSTAIN – none.

#### **6. Request for appointment of three ALUC members to an ad hoc working group related to childcare within San Carlos Airport Safety Zone 6.**

Susy Kalkin, C/CAG staff, presented the staff report, clarifying that staff was recommending the Chair appoint two members (rather than three) to an ad hoc working group.

Chair O'Connell asked about the potential timeframe/time commitment. Staff noted that in discussions with the consultant the expectation is that no more than 2-3 meetings would be needed to formulate a preliminary recommendation before returning to the full Committee for its consideration.

Executive Director Charpentier noted that provision of childcare is of increasing importance to local jurisdictions, and this effort is intended to assist by providing clarity to the policy.

Member Brownrigg strongly suggested that the focus be on trying to adopt as liberal an interpretation of the requirements as possible to best facilitate opportunities for childcare given the desperate shortage of childcare slots in San Mateo County.

Chair O'Connell appointed herself and Member Ford to the ad hoc committee.

#### **7. Member Comments/Announcements**

Member Cahalan mentioned that at the last SFO Roundtable meeting a member of Caltrans Division of Aeronautics gave a presentation on Advanced Air Mobility (AAM) and also provided a status report on the Caltrans Airport/Land Use handbook update. She suggested the ALUC have a more detailed presentation on the handbook update in the near future.

#### **8. Items from Staff**

C/CAG Executive Director Charpentier apologized for the technology glitches at the start of the meeting and noted that staff will be deploying new laptops in the future with the hope of preventing recurring issues. He further advised of C/CAG committee vacancies, including

RMCP, CMEC, BPAC and Finance and encouraged members to consider applying for one or more.

## **9. Adjournment**

The meeting was adjourned at 5:24 pm.

DRAFT

## 2024 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Feb	Mar	Apr						
Terry O'Connell	City of Brisbane	X	X	X						
Ricardo Ortiz	City of Burlingame			Y						
Pamela DiGiovanni	City of Daly City	X	X	X						
Patrick Sullivan	City of Foster City	X	X <sup>arrived 4:35</sup>	X						
Robert Brownstone	City of Half Moon Bay									
Angelina Cahalan	City of Millbrae	X	X	X						
Christopher Sturken	City of Redwood City	X	X <sup>arrived 4:39</sup>							
Tom Hamilton	City of San Bruno	X	X	X						
Pranita Venkatesh	City of San Carlos									
Ray Mueller	County of San Mateo & Aviation Rep.			X						
Flor Nicolas	City of South San Francisco	X	X	X						
Carol Ford	Aviation Rep.	X	X	X						
Chistopher Yakabe	Half Moon Bay Pilots Assn.		Y	X						

X - Committee Member Attended

Y - Designated Alternate Attended

Staff and guests in attendance for the April 25, 2024, meeting: Susy Kalkin and Sean Charpentier, C/CAG staff; Andrew Mogensen and Nestor Guevara, Millbrae staff; Michael Laughlin and Eliseo Amaya, San Bruno staff; and Darian Dennler, City Ventures.

## C/CAG AGENDA REPORT

Date: May 23, 2024

To: Airport Land Use Committee

From: Sean Charpentier, Executive Director

Subject: Receive a presentation on the C/CAG Strategic Plan development process and participate in a discussion on the proposed Agency mission, vision, core values, goals, objectives, and performance measures.

(For further information or response to questions, contact Sean Charpentier at [scharpentier@smcgov.org](mailto:scharpentier@smcgov.org))

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### RECOMMENDATION

That the Airport Land Use Committee receive a presentation on the C/CAG Strategic Plan development process and participate in a discussion on the proposed Agency mission, vision, core values, goals, objectives, and performance measures.

### FISCAL IMPACT

The total not to exceed amount for the development of C/CAG's first strategic plan is \$130,623.

### SOURCE OF FUNDS

The adopted Fiscal Year 2023/2024 Budget includes funding for an agency strategic plan. This project is funded through a combination of general operation funds, Congestion Relief Program funds, and contributions from the Stormwater and Energy programs.

### BACKGROUND

With the successful completion of the Agency's Equity Assessment and Framework, and the significant policy and regulatory changes effecting the transportation, energy and stormwater fields, C/CAG started the process to develop its first Strategic Plan to cover the next three to five years. Through a competitive procurement process, MIG Inc. (MIG) was selected to perform this work.

The Consultant will provide information on the strategic plan development process, and facilitate a discussion on the proposed mission, vision, core values, goals, objectives, and performance measures.

Attachment 1 showcases the draft Strategic Plan framework.

### EQUITY IMPACTS AND CONSIDERATIONS

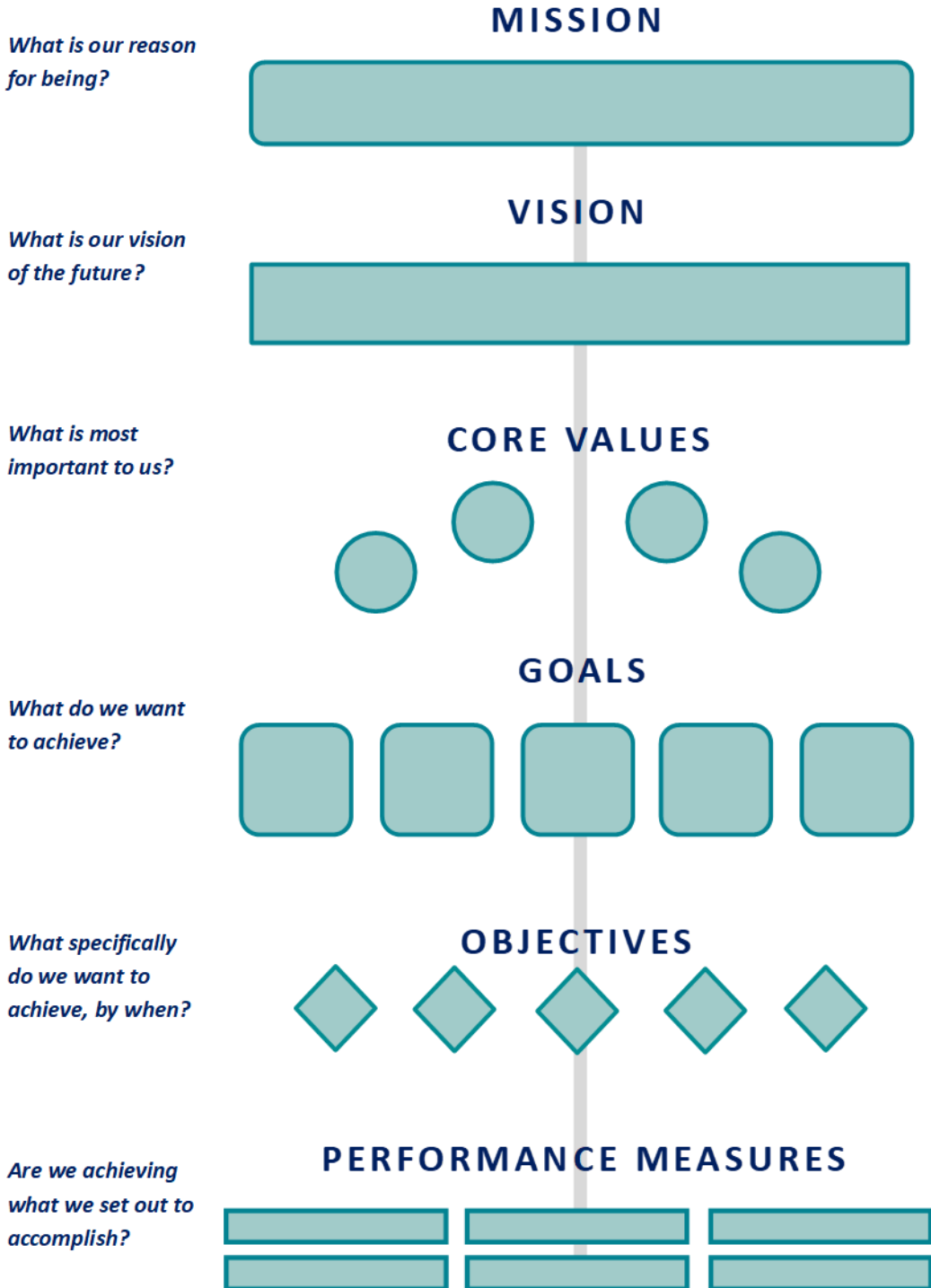
This item improves the administration/operations of C/CAG. C/CAG is currently implementing its Equity Assessment. The strategic planning process may identify additional desired equity outcomes or strategies.



**ATTACHMENT**

1. Draft C/CAG Strategic Plan Framework

# C/CAG STRATEGIC PLAN FRAMEWORK



## MISSION

C/CAG provides a collaborative forum for all jurisdictions in San Mateo County to pursue our shared goals for an equitable, accessible, and robust multi-modal transportation network and a climate resilient future.

## VISION

C/CAG is a leader in innovative and sustainable mobility, climate-resilient infrastructure, clean energy, and balanced land use, while achieving equitable outcomes and improved quality of life for San Mateo County's diverse communities.

## CORE VALUES

- **Collaboration** – We work together to improve quality of life in San Mateo County.
- **Transparency** – We are open and accessible in all our communications and actions.
- **Equity** – We take concrete steps to address the needs of underserved communities.
- **Sustainability** – We commit to meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- **Innovation** – We are driven by continuous improvement.

## GOALS

1. **Transportation** – Plan, fund, implement, and maintain a robust multimodal transportation system that is safe, connected, equitable, accessible, and environmentally sustainable.
2. **Stormwater Management** – Manage stormwater as a resource, meet Regional Stormwater Permit requirements, and reduce climate risk through promotion of green infrastructure and a watershed management approach.
3. **Energy, Environment, and Climate** – Enhance community resilience to climate change throughout San Mateo County.
4. **Land Use and Airport Compatibility** – Meet the County's housing and economic development goals while addressing airport safety impacts.
5. **Finance and Administration** – Secure adequate funding and maintain effective organizational systems to support C/CAG's mission.

## GOAL 1 – TRANSPORTATION

Plan, fund, implement, and maintain a robust multimodal transportation system that is safe, connected, equitable, accessible, and environmentally sustainable.

## GOAL 1 ONGOING RESPONSIBILITIES

- **Planning**

- Support regional transportation planning efforts.
- Coordinate with the San Mateo County Office of Education on Safe Routes to Schools planning and activities.

- **Operations**

- Manage countywide Transportation Demand Management policy.
- Oversee the Smart Corridor program and its ongoing maintenance activities.
- Manage the San Mateo County Express Lane Program in partnership with the San Mateo County Transportation Authority.
- Implement asset management tools and practices to extend asset lifespan and minimize lifecycle costs.
- Support implementation of Local Roadway Safety Plan (LRSP) priority countermeasures for every jurisdiction.

- **Funding**

- Obtain and distribute regional, state, and federal funding for C/CAG priority programs and projects.
- Assist local jurisdictions with the delivery and administration of regional, state, and federally funded projects.
- Provide planning and capital funding for active transportation and sustainable streets projects.

## GOAL 1 – SPECIFIC OBJECTIVES

### **Short Term (0 - 2 years)**

- 1.1 Support the MTC RTP Plan Bay Area 2050 Update (date TBD).
- 1.2 Collaborate with the TA to craft an Automated Vehicle Strategic Plan (2024).
- 1.3 Facilitate the Transportation Development Act Article 3 FY24-25 Call for Projects (date TBD).
- 1.4 Complete Congestion Management Plan Update (2025 and biannually thereafter).
- 1.5 Complete County Transportation Plan Update, including setting targets to increase bicycle and pedestrian mode shares (by 2026).
- 1.6 Construct 92/101 Area Improvements project (2026).
- 1.7 Complete construction of a Smart Corridor system in SSF, Brisbane, Daly City, and Colma (by 2027).
- 1.8 Complete biannual STIP Programming (2026 and biannually thereafter).
- 1.9 Conduct a call for project for Cycle 7 of Lifeline Transportation Funds (2024 and biannually thereafter).
- 1.10 Conduct a call for project for the Measure M Countywide Transportation Innovative Grant (2025 and every 3 years thereafter).
- 1.11 Participate in guideline development for One Bay Area Grant Cycle 4 process (date TBD).
- 1.12 Complete the preliminary design and receive environmental clearance for a managed lane on US 101 from I-380 to County Line with San Francisco (2025).
- 1.13 Complete San Mateo Countywide Local Roadway Safety Plan (2025 and every 5 years thereafter).
- 1.14 Update the San Bruno/South San Francisco Community Based Transportation Plan (by 2026).

### **Medium Term (2 - 5 years)**

- 1.15 Update the Countywide Bicycle and Pedestrian plan (complete by 2027).
- 1.16 Develop a Measure M Implementation Plan that covers FY26/27 to FY30/31 (complete by 2027).
- 1.17 Revise the Congestion Relief Program Strategic Plan (complete by 2027).
- 1.18 Develop a Countywide Adaptive Traffic Signal Synchronization Plan (2027).
- 1.19 Implement a successful micro-mobility (bikeshare/scooter share) pilot program in the recommended geographic areas, leading to a countywide program (2025).
- 1.20 Strengthen and update County Transportation Demand Management policy, including supporting strategies for the Coastside (date TBD).
- 1.21 Plan and design 3.7 miles of buffered bike lanes along El Camino Real in San Bruno and Millbrae (date TBD).
- 1.22 Continue planning and design of the US 101/SR92 Interchange Direct Connector Project and SM101 Managed Lanes North of I-380 project (2028).
- 1.23 Leverage Smart Corridor infrastructure to increase the utilization for Transit Signal Prioritization, Emergency Vehicle Preemption, adaptive traffic signal synchronization technologies (date TBD).
- 1.24 Continue planning and design of the US 101/SR92 Interchange Direct Connector Project and SM101 Managed Lanes North of I-380 project (2028).

### **Long Term (5+ years)**

- 1.25 Construct the selected project alternative for US 101/SR92 Interchange Direct Connector Project and SM101 Managed Lanes North of I-380 project (date TBD).

## GOAL 1 – PERFORMANCE MEASURES

- Mode shift (proportion of trips made by transit, shuttles, high occupancy vehicles, biking, and walking).
- Miles of new/upgraded bicycle and pedestrian facilities.
- Implementation of the countywide CMP TDM policy.
- Reduction of traffic-related injuries and fatalities.
- Percent of grant funds allocated to Equity Priority Communities/Equity Focus Areas.

DRAFT

## GOAL 2 – STORMWATER MANAGEMENT

Manage stormwater as a resource, meet Regional Stormwater Permit requirements, and reduce climate risk through promotion of green infrastructure and an integrated watershed management approach.

## GOAL 2 – ONGOING RESPONSIBILITIES

- **Planning**
  - Adapt our street network to better address rainfall and heat related climate change impacts.
  - Plan and implement multi-benefit green infrastructure at the parcel, street, and regional scales under a “OneWatershed” framework.
- **Operations**
  - Manage Regional Stormwater Permit for all permittees (22) in San Mateo County, including 5-year term contracts with consultants and coordinating annual compliance.
  - Explore Risk-based Integrated Water Management.
- **Funding**
  - Secure dedicated stormwater funding for water quality compliance and infrastructure implementation.
  - Fund multi-benefit watershed-scale green infrastructure.

## GOAL 2 – SPECIFIC OBJECTIVES

### ***Short Term (0 - 2 years)***

- 2.1 Explore options to provide operational support to Orange Memorial Park project in South San Francisco (2026).
- 2.2 Implement the recent \$2.4M Federal Earmark for a regional stormwater capture project in San Bruno and seek additional funding for regional multi-benefit projects at Red Morton Park in Redwood City, and Twin Pines project in Belmont (2026 and ongoing).
- 2.3 Clarify roles of C/CAG, One Shoreline, and the Resource Conservation District of San Mateo with respect to stormwater management (2025).
- 2.4 Establish Pilot Bulk Rain Barrel Rebate program as ongoing program in conjunction with BAWSCA (2026).

### ***Medium Term (2 - 5 years)***

- 2.5 Complete institutional framework and program components for OneWatershed Climate Resilience Infrastructure Program (2029).
- 2.6 Identify and initiate design on 3-5 new regional multi benefit OneWatershed projects (2029).
- 2.7 Implement the Phase II Green Infrastructure Tracking & Mapping Tool (2029).
- 2.8 Invest in green infrastructure at 12 school sites (2029).
- 2.9 Obtain sustainable funding for stormwater management at countywide scale (2029).

**Long Term (5+ years)**

- 2.10 Implement 5-10 high priority opportunities in Sustainable Streets Master Plan (2030).
- 2.11 Establish goals for increasing groundwater recharge through green infrastructure projects (2030).
- 2.12 Explore opportunities to further advance OneWatershed integration with wastewater and water supply systems (date TBD).
- 2.13 Develop a fully operational OneWatershed Climate Resilience Infrastructure Program with funding and institutional structures (date TBD).

## **GOAL 2 – PERFORMANCE MEASURES**

- Municipal Regional Stormwater Permit Compliance.
- Volume of stormwater captured for beneficial use.
- Completion of regional multi benefit OneWatershed projects.
- Initiation of new OneWatershed projects.
- Percentage of San Mateo County jurisdictions with completed stormwater plans.



## GOAL 3 – ENERGY, ENVIRONMENT, AND CLIMATE

Enhance community resilience to climate change throughout San Mateo County.

### GOAL 3 – ONGOING RESPONSIBILITIES

- **Planning**

- Support partner organization efforts to improve climate resiliency and climate change impacts.
- Modernize and best utilize the energy grid in the building and transportation electrification transition.
- Support streamlining of permitting and site upgrade processes at agencies, including utilities.
- Support State-level efforts to transition away from fossil fuels.
- Support Bay Area Water Supply and Conservation Agency planning efforts to conserve sources of potable water.
- Support cities' use of Regionally Integrated Climate Action Planning Suite (RICAPS) program resources and technical assistance.
- Initiate carbon neutrality planning.
- Integrate multiple mitigation and adaptation planning approaches where feasible.
- Explore alternative energy sources such as green hydrogen.

- **Operations**

- Promote conservation and expansion of potable water resources through conservation and use of recycled water.
- Promote the installation of battery charging infrastructure.
- Provide access to energy efficiency and building and transportation electrification programs for government, residents, and businesses.
- Assist with local efforts to convert the public fleet to zero emission vehicles.

- **Funding**

- Maintain, extend, or expand funding of the C/CAG - PG&E Local Government Partnership.
- Seek additional funding for RICAPS and Countywide Carbon Neutrality interim goal planning and implementation.
- Partner with organizations with available funding for efforts.
- Secure ongoing funding.

## GOAL 3 – SPECIFIC OBJECTIVES

### ***Short Term (0 - 2 years)***

- 3.1 Collaborate with and clarify roles of C/CAG with respect to the roles performed by other agencies (2026 and ongoing).
- 3.2 Implement the San Mateo County Energy Watch program and secure funding for next program cycle (January 2026).
- 3.3 Continue development for Carbon Neutrality Planning (2026).
- 3.4 Complete VMT/GHG Model Mitigation Program project (2025).

### ***Medium Term (2 - 5 years)***

- 3.5 Assist local jurisdictions in developing and implementing Climate Action or Carbon Neutrality Plans through the Regional Climate Action Planning Suite program (date TBD).
- 3.6 Secure funding to implement the Laundry to Landscape Program (date TBD).
- 3.7 Implement the Carbon Neutrality Plan (date TBD).
- 3.8 Explore opportunities to increase tree canopy (date TBD).
- 3.9 Support and track implementation of VMT/GHG-reducing projects or programs (date TBD).

### ***Long Term (5+ years)***

- 3.10 Support cities to meet State Carbon Neutrality goals (date TBD).
- 3.11 Explore opportunities to promote microgrids to build readiness for the future (date TBD).

## GOAL 3 – PERFORMANCE MEASURES

- Completion and implementation of a Countywide Carbon Neutrality Plan.
- Reduction of greenhouse emissions and/or vehicle miles traveled.
- Number of building energy efficiency projects referred to and completed by third-party contractors.
- Level of carbon sequestration.

## GOAL 4 – LAND USE AND AIRPORT COMPATIBILITY

Meet the County’s housing and economic development goals while addressing airport safety impacts.

## GOAL 4 – ONGOING RESPONSIBILITIES

- **Planning**
  - Assist member jurisdictions with meeting their Regional Housing Needs Allocation requirements.
  - Facilitate compliance with MTC’s Transit Oriented Communities requirements.
  - Manage Airport Land Use Compatibility Plans.
- **Operations**
  - Facilitate Airport Land Use Commission meetings.
  - Manage Airport Land Use Commission project review.
- **Funding**
  - Continue to support 21-Elements effort.
  - Advocate and secure funding for updating Airport Land Use Compatibility Plans.
  - Advocate for State and Regional funding to assist local jurisdictions with Regional Housing Needs Allocations and meeting the MTC’s Transit Oriented Communities requirements.

## GOAL 4 – SPECIFIC OBJECTIVES

### ***Short Term (0 - 2 years)***

- 4.1 Address minor amendments in the San Carlos the Airport Land Use Compatibility Plan (ALUCP) with respect to childcare facilities in Zone 6 (date TBD).
- 4.2 Support cities with Transit-Oriented Communities compliance (date TBD).
- 4.3 Support cities with securing HCD Pro Housing Designation (date TBD).

### ***Medium Term (2 - 5 years)***

- 4.4 Update ALUCPs within three years of final Caltrans Aviation Handbook update (date TBD).
- 4.5 Support cities with their Housing Elements (date TBD).

### ***Long Term (5+ years)***

## GOAL 4 – PERFORMANCE MEASURES

- Housing element certification.
- Number of member agencies that have secured HCD’s Pro Housing determination.

## GOAL 5 – FINANCE AND ADMINISTRATION

Secure adequate funding and maintain effective organizational systems to support C/CAG’s mission.

## GOAL 5 – ONGOING RESPONSIBILITIES

- Secure administrative and finance staff support.
- Advocate for federal, state, and regional funding for San Mateo County.
- Track and influence State and Regional legislation that may impact C/CAG goals.
- Facilitate Board committees.
- Increase visibility of C/CAG’s accomplishments and contributions.
- Enhance employee training and development.

## GOAL 5 – SPECIFIC OBJECTIVES

### ***Short Term (0 - 2 years)***

- 5.1 Implement financial planning and forecasting processes to support long-term sustainability (2025).
- 5.2 Create an online data dashboard to showcase C/CAG’s accomplishments (2025).
- 5.3 Develop and implement an onboarding process for new staff and Board members (by 2025).
- 5.4 Create and maintain committee guidebook that includes procedures, work plans, and key documents (date TBD).
- 5.5 Create and implement a community outreach public awareness strategy (2026).
- 5.6 Update C/CAG website and include new performance tracking capabilities (2026).

### ***Medium Term (2 - 5 years)***

- 5.1 Substantially complete implementation of Equity Action Plan and begin update of it (2027).
- 5.2 Streamline internal processes, such as contract management and grant compliance (date TBD).

### ***Long Term (5+ years)***

- 5.3 Secure a sustaining, dedicated funding source for C/CAG (date TBD).

## GOAL 5 – PERFORMANCE MEASURES

- Achievement of one or more C/CAG dedicated funding source(s).
- Completion and implementation of the Equity Action Plan.
- Receipt of federal funding.

## C/CAG AGENDA REPORT

Date: May 23, 2024

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Review of amendments to the Redwood City Zoning Code including general updates, and measures to implement programs in the Housing Element and El Camino Real Corridor Plan.

(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 amendments to the Redwood City Zoning Code including general updates, and measures to implement programs in the Housing Element and El Camino Real Corridor Plan 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 condition:

- Prior to adoption, the Use Table for the CN (Neighborhood Commercial) District, Article 13.2, shall be amended to note that child care and assembly/meeting facilities uses need to be reviewed for ALUCP consistency.

### BACKGROUND/ PROJECT DESCRIPTION

The City of Redwood City has prepared amendments to its Zoning Code in order to: 1) clean up sections that have become outdated over time and/or internally inconsistent; 2) implement required programs in the City's Housing Element; and 3) implement policies identified in the City's El Camino Real Corridor Plan. In accordance with California Public Utilities Code (PUC) Section 21676(b), Redwood City has submitted these amendments to the ALUC for a determination of consistency with relevant airport / land use compatibility criteria in the San Carlos ALUCP pursuant to.

The proposed amendments are included in **Attachment 3**, and cover a wide range of topics, many of which are not relevant to ALUCP compatibility. Accordingly, this report will focus only on those text amendments that relate to ALUC concerns. For ease of review, a summary table is provided in the application materials as **Attachment 1a** that clarifies these factors.

The amendments build on previous Zoning Ordinance revisions that Redwood City adopted last year, including a new section in the Code entitled, “Airport Land Use Compatibility Plan Consistency”, which references the provisions of the San Carlos ALUCP, and requires all applicable

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projects comply with the relevant Noise, Safety, Airspace Protection and Overflight policies (see **Attachment 2**. The current amendments reflect continued efforts to incorporate additional guidance into Redwood City’s standards to ensure compliance with ALUCP requirements and focus on highlighting the specific uses in the ALUCP that are conditionally consistent within particular noise contours and/or aircraft safety zones and directing that such uses be reviewed by Redwood City for ALUCP consistency.

### 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. As shown in **Attachment 2**, Redwood City’s Zoning Ordinance currently addresses ALUCP noise policy requirements as follows:

**“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...”

**Attachment 1b** shows the San Carlos ALUCP noise contours in relation to the Redwood City Zoning Districts. Only two zone districts are located within the noise impact area – CP (Commercial Park) and IR (Industrial Restricted). In accordance with the San Carlos ALUCP Table 4-3, Noise Compatibility Criteria, various uses are identified as either consistent, conditionally consistent, or not consistent, and the proposed amendments include footnotes on these various uses in these zone districts to reference the need for future project applications to be reviewed for consistency with the

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ALUCP requirements. Therefore, the proposed amendments are consistent with the Noise Compatibility Policies of the ALUCP.

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

The San Carlos ALUCP includes safety zones and related land use compatibility policies and criteria. 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 currently included in the Redwood City Zoning Ordinance 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 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.”

**Attachment 1c** depicts the San Carlos ALUCP Safety Zones in relation to the Redwood City Zoning Map. As shown, portions of many different zone districts are situated within a safety zone. The proposed amendments generally include footnotes throughout these zone districts to highlight the various uses that need to be reviewed for ALUCP compatibility. However, one small zone district was not included in these revisions, so the following condition is recommended:

- Prior to adoption, the Use Table for the CN (Neighborhood Commercial) District, Article 13.2, shall be amended to note that child care and assembly/meeting facilities uses need to be reviewed for ALUCP consistency.

Subject to this condition, the amendments 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.

As outlined in **Attachment 2**, the Redwood City Zoning Ordinance currently includes text to address ALUCP Airspace Policy consistency, summarized below:

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**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 existing zoning text includes both of these policy provisions and references are included in the amendments. Adherence to these requirements will ensure future projects are consistent with the Overflight Compatibility policies of the San Carlos ALUCP.

## ATTACHMENTS

1. Application Materials
  - a. Analysis Table – ALUCP Consistency
  - b. San Carlos Airport Noise Contour/Redwood City Zoning Exhibit
  - c. San Carlos Airport Safety Zones/Redwood City Zoning Exhibit
2. Redwood City Zoning Code Article 32.10 – Airport Land Use Compatibility Plan Consistency (adopted 7/24/23)



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

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

3. Proposed Zoning Amendments



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

APPLICANT INFORMATION

Agency: City of Redwood City, Community Development & Transportation Department			
Project Name: Zoning Ordinance Clean-Up/Maintenance, Housing Element Implementation, and El Camino Real Corridor Plan Implementation			
Address: N/A		APN: N/A	
City: Redwood City	State: CA	ZIP Code:	
Staff Contact: John M. Francis	Phone: (650) 780-7236	Email: jfrancis@redwoodcity.org	

PROJECT DESCRIPTION

The City of Redwood City proposes amendments to its Zoning Ordinance in order to: 1) clean up sections that have become outdated over time and/or internally inconsistent; 2) implement required programs in the City's Housing Element, and; 3) implement policies identified in the City's El Camino Real Corridor Plan.

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.

<b><i>For C/CAG Staff Use Only</i></b>
<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>

Page in Document	Code Section(s)	Summary of Amendment	Consistency with ALUCP Analysis
1	Article 2.2	Amendments to Zoning Ordinance definitions. Updates existing definitions, adds new definitions, deletes obsolete definitions.	Not relevant for ALUCP consistency.
4	Article 3.1	Amendments to Designation of Zoning Districts. Removes districts that are no longer on the City Zoning Map and adds a district that is on the map but not listed in this article.	Not relevant for ALUCP consistency.
6	Article 3.2	Amendments to References to Districts. Removes districts that are no longer on the City Zoning Map and adds a district that is on the map but not listed in this article.	Not relevant for ALUCP consistency.
7	Article 4.2	1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the Residential (R) zoning districts land use table if the use is determined to be a similar and/or compatible use to any use in the table and meets the purpose and intent of the Zoning District. 2) Adds Group Home as a permitted use in the R-3, R-4, and R-5 zoning districts (Table 4.2) with a footnote requiring that the use must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law. 3) Adds a footnote to Table 4.2 requiring that the following uses be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law: Schools, Public Uses.	1) Not relevant for ALUCP consistency. 2, 3) Noise: there are no residential (R) zoned parcels within the airport noise contours. Safety: Residential zoned districts in Redwood City are only found within San Carlos Airport Safety Zone 6; all residential uses are considered compatible in Zone 6 per the ALUCP. Per Table 4.2 in the proposed code update, Group Homes, Schools, and Public Uses would be permitted or conditionally in various R zoning districts but must be consistent with the ALUCP, as noted in Footnote 3 in Table 4.2. Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts. Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.
11	Article 5.7	Updates setback requirements for the first floor and garages/carpools in the R-H and R-1 zoning districts. Updates figure numbers/titles.	Not relevant for ALUCP consistency. 1) Not relevant for ALUCP consistency.
13	Article 11.2	1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the Professional Office (PO) zoning district land use table if the use is determined to be a similar and/or compatible use to any use in the table and meets the purpose and intent of the Zoning District. 2) Clarifies that Child Care Centers must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law.	2) Noise: A Professional Office (PO) zoned district is partially within the CNEL 60dB noise contour. All land uses are considered compatible with the ALUCP within this noise contour. Safety: Professional Office zoned districts in Redwood City are only found within San Carlos Airport Safety Zone 6. All uses on the permitted uses list are considered compatible in Zone 6 per the ALUCP except Child Care Centers. A footnote is added to the permitted uses list noting that Child Care Centers must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law. Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts. Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards. 1) Not relevant for ALUCP consistency.
14	Article 11.4	1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the Professional Office (PO) zoning district land use table if the use is determined to be a similar and/or compatible use to any use in the table and meets the purpose and intent of the Zoning District. 2) Clarifies that Child Care Centers must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law.	2) Noise: A Professional Office (PO) zoned district is partially within the CNEL 60dB noise contour. All land uses are considered compatible with the ALUCP within this noise contour. Safety: Professional Office zoned districts in Redwood City are only found within San Carlos Airport Safety Zone 6. All uses on the conditional uses list are considered compatible in Zone 6 per the ALUCP except Child Care Centers and Public or Quasi-Public uses. A footnote is added to the conditionally permitted uses list noting that these uses must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law. Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts. Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards. 1) Not relevant for ALUCP consistency.
15	Article 13.2	1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the Neighborhood Commercial (CN) zoning district land use table if the use is determined to be a similar and/or compatible use to any use in the table and meets the purpose and intent of the Zoning District. 2) Adds cross-references to special use regulations specific to Massage Businesses and Tobacco retail in Table 13.2.	2) Not relevant for ALUCP consistency. Notes: Noise: there are no CN zoned parcels within the airport noise contours. Safety: there are no CN zoned parcels within any airport safety zones. Article 32.10 "Airport Land Use Compatibility Plan Consistency" provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts. Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.
18	Article 13.12	Adds cross-reference to existing regulations describing when projects are eligible for FAR bonuses.	Not relevant for ALUCP consistency. 1) Not relevant for ALUCP consistency.
18	Article 14.2	1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the Central Business (CB) zoning district land use table if the use is determined to be a similar and/or compatible use to any use in the table and meets the purpose and intent of the Zoning District. 2) Clarifies that Child Care Centers must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law.	2) Noise: there are no CB zoned parcels within the airport noise contours. Safety: Central Business (CB) zoned districts in Redwood City are only found within San Carlos Airport Safety Zone 6. All uses on the permitted uses lists are considered compatible in Zone 6 per the ALUCP except Child Care Centers. A footnote is added to the permitted uses list noting that Child Care Centers must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law. Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts. Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.

		1) Not relevant for ALUCP consistency.	
19	Article 14.4	<p>1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the Central Business (CB) zoning district land use table if the use is determined to be a similar and/or compatible use to any use in the table and meets the purpose and intent of the Zoning District.</p> <p>2) Clarifies that Child Care Centers must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law.</p>	<p>2) Noise: there are no CB zoned parcels within the airport noise contours.</p> <p>Safety: Central Business (CB) zoned districts in Redwood City are only found within San Carlos Airport Safety Zone 6. All uses on the conditionally permitted uses lists are considered compatible in Zone 6 per the ALUCP except Child Care Centers. A footnote is added to the conditionally permitted uses list noting that Child Care Centers must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law. Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts.</p> <p>Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.</p>
20	Article 15.2	<p>1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the General Commercial (CG) zoning district land use list if the use is determined to be a similar and/or compatible use to any use in the list and meets the purpose and intent of the Zoning District.</p> <p>2) Adds Low-Barrier Navigation Centers as a permitted use within the CG-R (General Commercial – Residential) zoning district.</p> <p>3) Clarifies that the following uses be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law: Nursing Homes and Child Care Centers.</p>	<p>1) Not relevant for ALUCP consistency.</p> <p>2, 3) Noise: there are no CG or CG-R zoned parcels within the airport noise contours.</p> <p>Safety: General Commercial (CG) and General Commercial–Residential (CG-R) zoned districts in Redwood City are only found within San Carlos Airport Safety Zone 6. All uses on this list are considered compatible in Zone 6 per the ALUCP except Child Care Centers and Nursing Homes. A footnote is added to the permitted uses list to note that these uses must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law. Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts.</p> <p>Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.</p>
21	Article 15.4	<p>1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the General Commercial (CG) zoning district land use list if the use is determined to be a similar and/or compatible use to any use in the list and meets the purpose and intent of the Zoning District.</p> <p>2) Clarifies that Child Care Centers must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law.</p>	<p>1) Not relevant for ALUCP consistency.</p> <p>2) Noise: there are no CG zoned parcels within the airport noise contours.</p> <p>Safety: General Commercial zoned districts in Redwood City are only found within San Carlos Airport Safety Zone 6. All uses on this list are considered compatible in Zone 6 per the ALUCP except Child Care Centers. The conditionally permitted uses list is amended to note that this use must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law. Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts.</p> <p>Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.</p>
22	Article 15.12	<p>Adds cross-reference to existing regulations describing when projects are eligible for FAR bonuses and clarifies that hotels are not subject to FAR/density requirements, but instead are regulated by other development standards in this article.</p>	<p>Not relevant for ALUCP consistency.</p>
24	Article 16.2	<p>1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the Commercial Park (CP) zoning district land use table if the use is determined to be a similar and/or compatible use to any use in the table and meets the purpose and intent of the Zoning District.</p> <p>2) Adds cross-references to special use regulations specific to Massage Businesses and Tobacco retail in Table 16.1.</p> <p>3) Adds a footnote to land use Table 16.1 requiring that the following uses be established in accordance with applicable San Carlos ALUCP Safety and/or Noise Compatibility policies and State law:</p> <ul style="list-style-type: none"> <li>- hotel</li> <li>- administrative office</li> <li>- business office</li> <li>- research and development office or lab</li> <li>- financial services office</li> <li>- medical clinic</li> <li>- medical office</li> <li>- professional office</li> <li>- child care center</li> <li>- personal services, general</li> <li>- restaurant</li> <li>- retail sales, general</li> <li>- public or quasi-public uses</li> <li>- schools</li> <li>- vehicle/equipment service and repair, minor</li> <li>- new car, boat, or trailer sales, rental, or repair</li> <li>- vehicle service station</li> </ul>	<p>1, 2) Not relevant for ALUCP consistency.</p> <p>3) Noise: CP zoned parcels are located within the 65-69 CNEL airport noise contours. As such, the proposed amendment adds a footnote to Table 16.1 requiring that the following uses must be established in accordance with applicable San Carlos ALUCP Noise Compatibility policies and State law:</p> <ul style="list-style-type: none"> <li>- hotel</li> <li>- administrative office</li> <li>- business office</li> <li>- research and development office or lab</li> <li>- financial services office</li> <li>- medical clinic</li> <li>- medical office</li> <li>- professional office</li> <li>- child care center</li> <li>- personal services, general</li> <li>- restaurant</li> <li>- retail sales, general</li> <li>- public or quasi-public uses</li> <li>- schools</li> </ul> <p>Safety: Commercial Park zoned districts in Redwood City are found within San Carlos Airport Safety Zones 1 through 6. Since the district spans across all of the airport safety zones, land use compatibility varies depending on the use and specific location. The proposed amendment adds a footnote to Table 16.1 requiring that the following uses must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law:</p> <ul style="list-style-type: none"> <li>- hotel</li> <li>- administrative office</li> <li>- business office</li> <li>- research and development office or lab</li> <li>- financial services office</li> <li>- medical clinic</li> <li>- medical office</li> </ul>
27	Article 16.3	<p>Adds cross-reference to existing regulations describing when projects are eligible for FAR bonuses and clarifies that hotels are not subject to FAR/density requirements, but instead are regulated by other development standards in this article.</p>	<p>Not relevant for ALUCP consistency.</p>

29	Article 17.2	<p>1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the Industrial–Restricted (IR) zoning district land use table if the use is determined to be a similar and/or compatible use to any use in the table and meets the purpose and intent of the Zoning District.</p> <p>2) Clarifies that the following uses be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law:</p> <ul style="list-style-type: none"> <li>- Machine shops, laboratories, and other establishments used for research, manufacturing, assembly, or repair operations;</li> <li>- Cabinet shops, electrical, plumbing, or heating shops, sheet metal shops, upholstery shops, bakeries, canneries, creameries, bottling plants, laundries, and cleaning or dyeing establishments;</li> <li>- Automobile, truck, trailer, boat, plane, or heavy equipment establishments, including major repair facilities, rental, and sales;</li> <li>- Public utility buildings, substations, and service yards;</li> <li>- Public or quasi-public uses;</li> <li>- Family child care homes;</li> <li>- Laboratory type research and development.</li> </ul> <p>1.) Not relevant for ALUCP consistency.</p> <p>2) Noise: IR zoned parcels are located within the 65-69 CNEL airport noise contours. All permitted uses in the IR zoning district are considered compatible with San Carlos ALUCP Noise Compatibility Criteria except for Family Child Care Homes and Public or Quasi-Public uses. As such, a footnote is added to the permitted uses list to require that these uses be established in accordance with applicable San Carlos ALUCP Noise Compatibility policies and State law.</p> <p>Safety: Industrial–Restricted zoned districts in Redwood City are found within San Carlos Airport Safety Zone 4. The proposed amendment adds a footnote to specific uses in the permitted land use list to require that the following uses must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law:</p> <ul style="list-style-type: none"> <li>- Machine shops, laboratories, and other establishments used for research, manufacturing, assembly, or repair operations;</li> <li>- Cabinet shops, electrical, plumbing, or heating shops, sheet metal shops, upholstery shops, bakeries, canneries, creameries, bottling plants, laundries, and cleaning or dyeing establishments;</li> <li>- Automobile, truck, trailer, boat, plane, or heavy equipment establishments, including major repair facilities, rental, and sales;</li> <li>- Public utility buildings, substations, and service yards;</li> <li>- Public or quasi-public uses;</li> <li>- Family child care homes;</li> <li>- Laboratory type research and development.</li> </ul> <p>Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts.</p> <p>Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid</p>
29	Article 17.4	<p>1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the Industrial–Restricted (IR) zoning district land use table if the use is determined to be a similar and/or compatible use to any use in the table and meets the purpose and intent of the Zoning District.</p> <p>2) Clarifies that the following uses be established in accordance with applicable San Carlos ALUCP Safety and/or Noise Compatibility policies and State law:</p> <ul style="list-style-type: none"> <li>- Outdoor commercial recreation facilities;</li> <li>- Restaurants, delicatessens and drive-through eating establishments;</li> <li>- Retail service establishments, including automobile service stations;</li> <li>- Child care centers;</li> <li>- Mortuaries, columbariums, and crematories.</li> </ul> <p>Safety: Industrial–Restricted zoned districts in Redwood City are found within San Carlos Airport Safety Zone 4. The proposed amendment updates specific uses in the conditionally permitted land use list to require that the following uses must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law:</p> <ul style="list-style-type: none"> <li>- Outdoor commercial recreation facilities;</li> <li>- Restaurants, delicatessens and drive-through eating establishments;</li> <li>- Building material, building equipment, feed, or fuels sales yards;</li> <li>- Child care centers</li> </ul> <p>Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts.</p> <p>Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning Ordinance provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.</p>
30	Article 17.14	<p>Adds cross-reference to existing regulations describing when projects are eligible for FAR bonuses.</p> <p>Not relevant for ALUCP consistency.</p>
31	Article 17A.2	<p>1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the Light Industrial Incubator (LII) zoning district land use table if the use is determined to be a similar and/or compatible use to any use in the table and meets the purpose and intent of the Zoning District.</p> <p>2) Adds cross-references to special use regulations specific to Massage Businesses and Tobacco retail in Table 17A-2.</p> <p>1) Not relevant for ALUCP consistency.</p> <p>2) Not relevant for ALUCP consistency.</p> <p>Notes:</p> <p>Noise: there are no LII zoned parcels within the airport noise contours.</p> <p>Safety: there are no LII zoned parcels within any airport safety zones. Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning Ordinance provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts.</p> <p>Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.</p>
35	Article 17A.3	<p>Adds cross-reference to existing regulations describing when projects are eligible for FAR bonuses.</p> <p>Not relevant for ALUCP consistency.</p>
37	Article 18.2	<p>1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the Industrial Park (IP) zoning district land use table if the use is determined to be a similar and/or compatible use to any use in the table and meets the purpose and intent of the Zoning District.</p> <p>Safety: Industrial Park zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. All permitted uses in the IP zoning district are considered compatible with San Carlos ALUCP Safety Compatibility Criteria. Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts.</p> <p>Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning Ordinance provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.</p>

			1) Not relevant for ALUCP consistency.
37	Article 18.4	<p>1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the Industrial Park (IP) zoning district land use table if the use is determined to be a similar and/or compatible use to any use in the table and meets the purpose and intent of the Zoning District.</p> <p>2) Clarifies that the following uses be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law:</p> <ul style="list-style-type: none"> <li>- Public utility buildings;</li> <li>- Public or quasi-public uses, except corporation, storage, or repair yards;</li> <li>- Child care centers.</li> </ul>	<p>2) Noise: there are no IP zoned parcels within the airport noise contours.</p> <p>Safety: Industrial Park zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendment updates specific uses in the conditionally permitted land use list to require that the following uses must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law:</p> <ul style="list-style-type: none"> <li>- Public utility buildings;</li> <li>- Public or quasi-public uses, except corporation, storage, or repair yards;</li> <li>- Child care centers.</li> </ul> <p>Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts.</p> <p>Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning Ordinance provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.</p>
39	Article 18.17	Adds cross-reference to existing regulations describing when projects are eligible for FAR bonuses and clarifies that hotels are not subject to FAR/density requirements, but instead are regulated by other development standards in this article.	Not relevant for ALUCP consistency.
39	Article 19.2	<p>1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the General Industrial (GI) zoning district land use table if the use is determined to be a similar and/or compatible use to any use in the table and meets the purpose and intent of the Zoning District.</p>	<p>1) Not relevant for ALUCP consistency.</p> <p>Note:</p> <p>Noise: there are no GI zoned parcels within the airport noise contours.</p> <p>Safety: there are no GI zoned parcels within the airport safety zones. Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts.</p> <p>Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning Ordinance provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.</p>
39	Article 19.4	<p>1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the General Industrial (GI) zoning district land use table if the use is determined to be a similar and/or compatible use to any use in the table and meets the purpose and intent of the Zoning District.</p>	<p>1) Not relevant for ALUCP consistency.</p> <p>Note:</p> <p>Noise: there are no GI zoned parcels within the airport noise contours.</p> <p>Safety: there are no GI zoned parcels within the airport safety zones. Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts.</p> <p>Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning Ordinance provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.</p>
40	Article 19.10	Adds cross-reference to existing regulations describing when projects are eligible for FAR bonuses.	Not relevant for ALUCP consistency.
41	Article 29.5	Updates list of uses that are exempt from paying the City's housing impact fee.	Not relevant for ALUCP consistency.
43	Article 30.4	Updates parking requirement for certain residential uses.	Not relevant for ALUCP consistency.
44	Article 30.5	Updates parking requirement for certain land uses.	Not relevant for ALUCP consistency.
45	Article 31.3	Updates the list of uses that are permitted to be rented for short-term rental use.	Not relevant for ALUCP consistency.
46	Article 31.5	Establishes design and development standards for Single Room Occupancy Facilities.	Not relevant for ALUCP consistency.
47	Article 31.10	Clarifies the replacement requirement for demolished residential units in compliance with State law.	Not relevant for ALUCP consistency.
47	Article 31.11	Deletes development standards related to Tract Offices.	Not relevant for ALUCP consistency.
47	Article 31.12	Updates requirements for the storage and display of good serving a home occupation use.	Not relevant for ALUCP consistency.
48	Article 31.19	Establishes a Temporary Use Permit for the City.	Not relevant for ALUCP consistency.
50	Article 32.4	Relocates the criteria under which projects may request an FAR Bonus from Article 2. to Article 32.4.	Not relevant for ALUCP consistency.
51	Article 32.19	Updates City's regulations related to Affordable Housing Density Bonuses for consistency with State law.	Not relevant for ALUCP consistency.
58	Article 32.21	Clarifies the criteria for what projects may use exceptions to density requirements in R zoning districts.	Not relevant for ALUCP consistency.
59	Article 33.19	Updates standards related to non-conforming parking in non-residential projects.	Not relevant for ALUCP consistency.
59	Article 36.3	Updates standards related to fences	Not relevant for ALUCP consistency.
61	Article 36.7	Updates standards related to outdoor equipment, decks, and patios.	Not relevant for ALUCP consistency.
62	Article 37.2	Updates definition of Junior Accessory Dwelling Unit to be consistent with State law.	Not relevant for ALUCP consistency.
62	Article 37.3	Updates code references to State law.	Not relevant for ALUCP consistency.
63	Article 37.5	Corrects typographical error.	Not relevant for ALUCP consistency.
63	Article 39.3	Amends code to allow Child Care Centers by right in Mixed-Use Zoning Districts.	For analysis, see updates to Articles 53.2, 54.2, 55.2, and 57.2 below, where land use regulations are enumerated in greater detail.
64	Article 39.5	Expands FAR exemption for child care centers to mixed-use developments.	Not relevant for ALUCP consistency.
65	Article 40.5	Updates reference to where the duties of the Architectural Review Committee are found in the City Code.	Not relevant for ALUCP consistency.
65	Article 42.1	Adds cross-reference to newly established Article for Temporary Use	Not relevant for ALUCP consistency.

66	Article 45.2	Clarifies and revises the applicability for what development projects require an Architectural Permit.	Not relevant for ALUCP consistency.
67	Article 48.3	Clarifies and refines definition of "Gross Floor Area" in the context of calculating FAR for single family homes.	Not relevant for ALUCP consistency.
67	Article 48.4	Clarifies standards under which single family homes are subject to Planning Commission review.	Not relevant for ALUCP consistency.
68	Article 53.2	1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the Mixed Use Corridor (MUC) zoning districts land use list if the use is determined to be a similar and/or compatible use to any use in the list and meets the purpose and intent of the Zoning District. 2) Adds cross-references to special use regulations specific to Massage Businesses and Tobacco retail in Table 53-1. 3) Adds Single Room Occupancy Facility and Group Home as permitted uses within Mixed-Use Corridor zoning districts. 4) Clarifies that the following uses be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law: Child Care Centers, Group Homes.	1, 2) Not relevant for ALUCP consistency. 3, 4) Noise: there are no MUC zoned parcels within the airport noise contours. Safety: Mixed Use Corridor zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendment updates specific uses in the land use Table 53-1 to require that the following uses must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law: - Group Homes; - Child care centers Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts. Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning Ordinance provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.
77	Article 53.4	Allows residential developments to apply a child care facility's playground toward their open space requirement if it is accessible to tenants.	Not relevant for ALUCP consistency.
78	Article 53.5	Updates the standard for the distance permitted between two buildings on the same lot.	Not relevant for ALUCP consistency.
80	Article 53.7	Adds cross-reference to existing regulations describing when projects are eligible for FAR bonuses and clarifies that hotels are not subject to FAR/density requirements, but instead are regulated by other development standards in this article.	Not relevant for ALUCP consistency.
81	Article 53.8	Updates development and design standards related to architectural articulation and buildings with a single tenant on the ground floor.	Not relevant for ALUCP consistency.
85	Article 54.2	1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the Mixed Use Neighborhood (MUN) zoning districts land use list if the use is determined to be a similar and/or compatible use to any use in the list and meets the purpose and intent of the Zoning District. 2) Adds cross-references to special use regulations specific to Massage Businesses and Tobacco retail in Table 54-1. 3) Adds Single Room Occupancy Facility and Group Home as permitted uses within Mixed-Use Neighborhood zoning districts. 4) Clarifies that the following use be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law: Group Homes.	1, 2) Not relevant for ALUCP consistency. 3, 4) Noise: there are no MUN zoned parcels within the airport noise contours. Safety: Mixed Use Neighborhood zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendment updates specific uses in the land use Table 54-1 to require that the following use must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law: Group Homes. Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts. Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning Ordinance provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.
91	Article 54.4	Allows residential developments to apply a child care facility's playground toward their open space requirement if it is accessible to tenants.	Not relevant for ALUCP consistency.
91	Article 54.5	Updates the standard for the distance permitted between two buildings on the same lot.	Not relevant for ALUCP consistency.
93	Article 54.7	Adds cross-reference to existing regulations describing when projects are eligible for FAR bonuses and clarifies that hotels are not subject to FAR/density requirements, but instead are regulated by other development standards in this article.	Not relevant for ALUCP consistency.
94	Article 54.8	Updates development and design standards related to architectural articulation and buildings with a single tenant on the ground floor.	Not relevant for ALUCP consistency.
95	Article 55.2	1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the Mixed Use Transitional (MUT) zoning districts land use list if the use is determined to be a similar and/or compatible use to any use in the list and meets the purpose and intent of the Zoning District. 2) Adds cross-references to special use regulations specific to Massage Businesses and Tobacco retail in Table 55.2. 3) Adds Single Room Occupancy Facility and Group Home as permitted uses within Mixed-Use Transitional zoning districts. 4) Clarifies that the following use be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law: - Child care centers; - Residential care facilities; - Group Homes; - Skilled nursing facilities; - Assembly/meeting facilities; - Schools.	1, 2) Not relevant for ALUCP consistency. 3, 4) Noise: there are no MUT zoned parcels within the airport noise contours. Safety: Mixed Use Transitional zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendment updates specific uses in the land use Table 55.2 to require that the following use must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law: - Child care centers; - Residential care facilities; - Group Homes; - Skilled nursing facilities; - Assembly/meeting facilities; - Schools. Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts. Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning Ordinance provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.



99	Article 55.3	Adds cross-reference to existing regulations describing when projects are eligible for FAR bonuses, updates standards related to sidewalk dimensions, and clarifies that hotels are not subject to FAR/density requirements, but instead are regulated by other development standards	Not relevant for ALUCP consistency.
102	Article 55.5	Updates development and design standards related to architectural articulation and buildings with a single tenant on the ground floor.	Not relevant for ALUCP consistency.
103	Article 57.2	<p>1) Clarifies that the Zoning Administrator may conditionally permit a use not explicitly addressed in the Mixed Use Waterfront (MUW) zoning districts land use list if the use is determined to be a similar and/or compatible use to any use in the list and meets the purpose and intent of the Zoning District.</p> <p>2) Adds cross-references to special use regulations specific to Massage Businesses and Tobacco retail in Table 57.2.</p> <p>3) Removes "Housing for the Elderly" as a permitted land use and replaces it with "Residential Care Facility, Senior."</p> <p>4) Clarifies that the following use be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law:  - Residential care facilities;  - Schools.</p>	<p>1, 2, 3) Not relevant for ALUCP consistency.</p> <p>4) Noise: there are no MUW zoned parcels within the airport noise contours.</p> <p>Safety: Mixed Use Waterfront zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendment updates specific uses in the land use Table 57.2 to require that the following use must be established in accordance with applicable San Carlos ALUCP Safety Compatibility policies and State law:  - Residential care facilities;  - Schools.</p> <p>Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning ordinances provides for real estate disclosure notices for all new development in AIA-B and recorded overflight notification for all new residential development in Overflight Notification Zone 2 to make potential property owners aware of potential airport noise and safety impacts.</p> <p>Airspace Protection: Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" of the Redwood City Zoning Ordinance provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.</p>
105	Article 57.4	Adds cross-reference to existing regulations describing when projects are eligible for FAR bonuses and clarifies that hotels are not subject to FAR/density requirements, but instead are regulated by other development standards in this article.	Not relevant for ALUCP consistency.
106	Article 60	Provides web links to the current zoning map and deletes extraneous information that was inadvertently inserted by the City's code publisher in 2023.	Not relevant for ALUCP consistency.

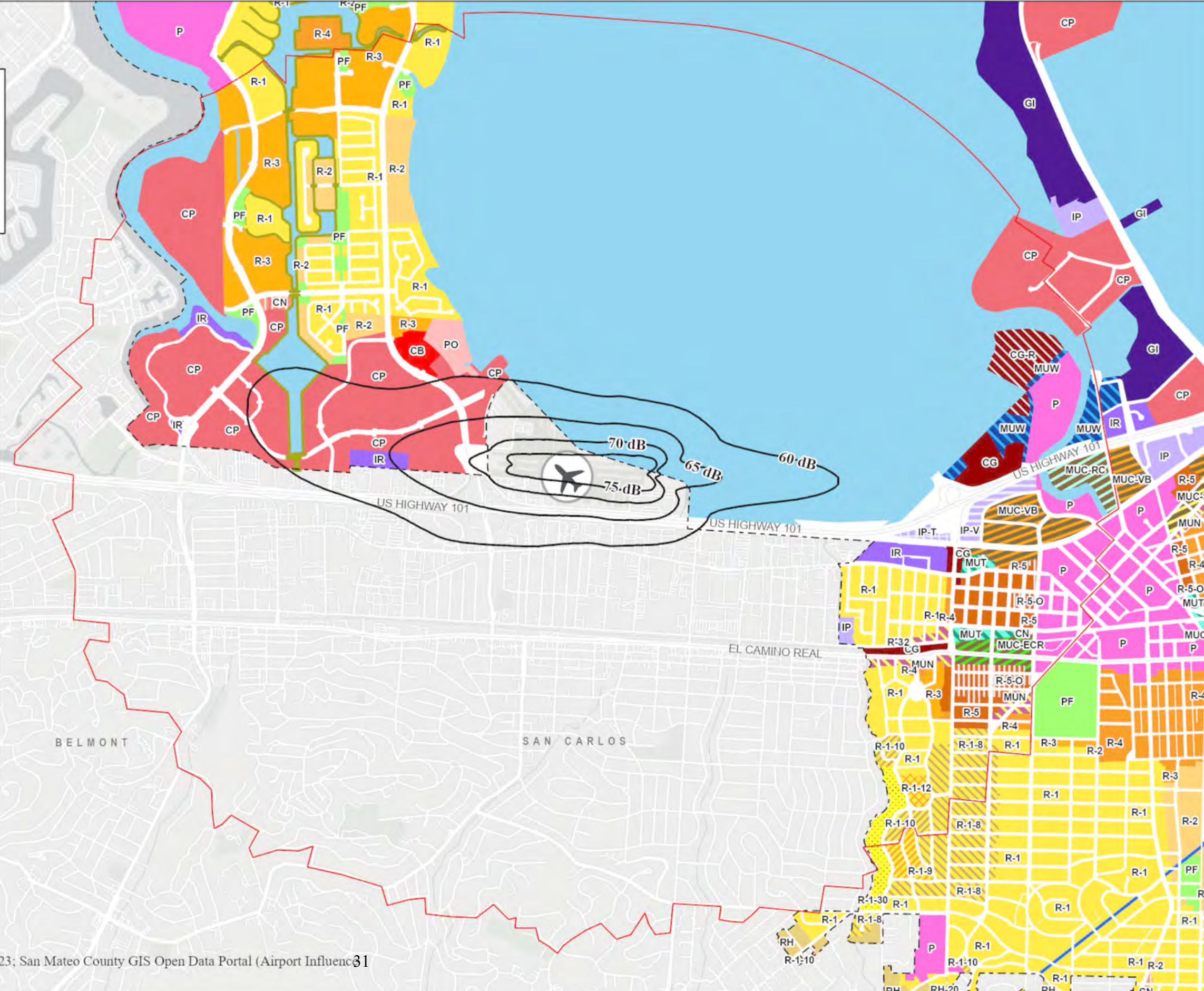
# San Carlos Airport Noise Contours and Redwood City Zoning



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

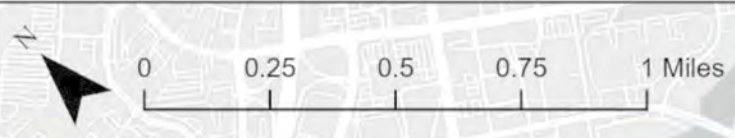
**Existing Zoning, Shown in Map Extent**

R-1 (Residential - Single Family)	MUC-ECR (Mixed Use Corridor - El Camino Real)	CN (Neighborhood Commercial)
R-1-8	MUC-SB (Mixed Use Corridor - Streetcar Broadway)	CP (Commercial Park)
R-1-9	MUC-VB (Mixed Use Corridor - Veterans Blvd)	PO (Professional Office)
R-1-10	MUC-RC (Mixed Use Corridor - Redwood Creek)	IP (Industrial Park)
R-1-12	MUT (Mixed Use Transitional)	IP-T
R-1-30	MUN (Mixed Use Neighborhood)	IP-V
RH (Residential Hillside)	MUW (Mixed Use Waterfront)	IR (Industrial Restricted)
RH-20	CG-R (General Commercial - Residential)	GI (General Industrial)
R-2 (Residential - Duplex)	CB (Central Business)	P (Planned Community District)
R-3 (Multifamily - Low Density)	CG (General Commercial)	PF (Public Facility)
R-4 (Multifamily - Medium Density)	Hetch Hetchy	
R-5 (Multifamily - High Density)		
R-5-O		



Map Created: March 19, 2024. City of Redwood City.  
 Data Source: RWC-GIS, Redwood City Zoning Map, Effective since August 24, 2023; San Mateo County GIS Open Data Portal (Airport Influence Areas & 2035 Noise Contours); C/CAG; Esri Basemap.

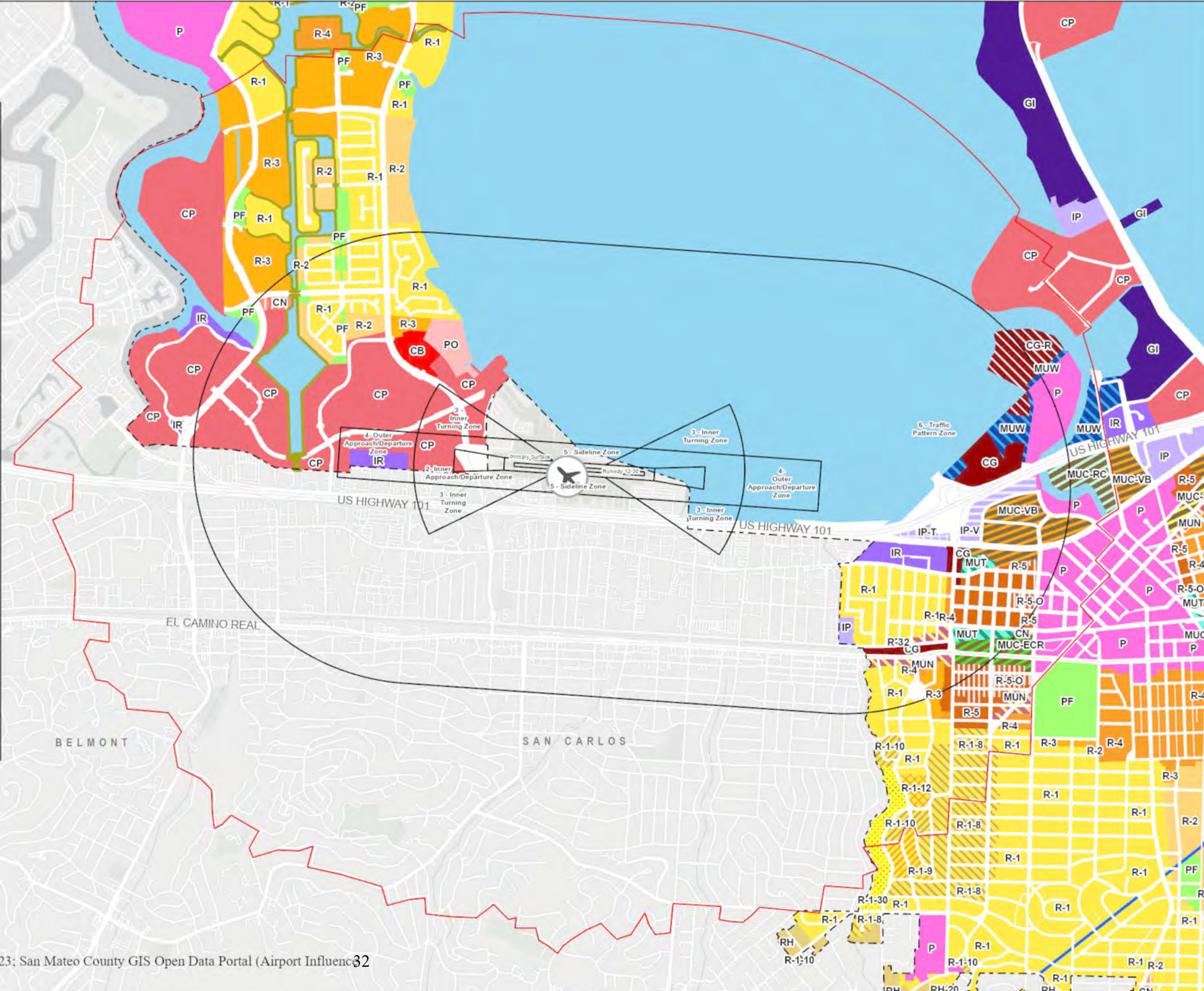
# San Carlos Airport Safety Zones and Redwood City Zoning



- San Carlos Airport Safety Zones, Boundary Outlines
- San Carlos Airport
- San Carlos Airport Area of Influence Area B (AIA-B)
- Redwood City Limits

**Existing Zoning, Shown in Map Extent**

R-1 (Residential - Single Family)	MUC-ECR (Mixed Use Corridor - El Camino Real)	CN (Neighborhood Commercial)
R-1-8	MUC-SB (Mixed Use Corridor - Streetcar Broadway)	CP (Commercial Park)
R-1-9	MUC-VB (Mixed Use Corridor - Veterans Blvd)	PO (Professional Office)
R-1-10	MUC-RC (Mixed Use Corridor - Redwood Creek)	IP (Industrial Park)
R-1-12	MUT (Mixed Use Transitional)	IP-T
R-1-30	MUN (Mixed Use Neighborhood)	IP-V
RH (Residential Hillside)	MUW (Mixed Use Waterfront)	IR (Industrial Restricted)
RH-20	CG-R (General Commercial - Residential)	GI (General Industrial)
R-2 (Residential - Duplex)	CB (Central Business)	P (Planned Community District)
R-3 (Multifamily - Low Density)	CG (General Commercial)	PF (Public Facility)
R-4 (Multifamily - Medium Density)	Hetch Hetchy	
R-5 (Multifamily - High Density)		
R-5-O		



Map Created: March 19, 2024. City of Redwood City.  
 Data Source: RWC-GIS, Redwood City Zoning Map, Effective since August 24, 2023; San Mateo County GIS Open Data Portal (Airport Influence Areas & San Carlos Airport Safety Zones); C/CAG; Esri Basemap.

## 32.10 - San Carlos 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 forty-five (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. Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL sixty (60) dB or greater (as mapped in the ALUCP) shall require the grant of an avigation easement to San Mateo County as a condition of approval prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with ALUCP Overflight Policy 2—Overflight Easement Review Area.
- 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 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 forty-eight (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.

(Ord. No. 1130-386, § 4(Exh. A), 7-24-23)

## C/CAG AGENDA REPORT

Date: May 23, 2024

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Proposed childcare center within an existing building at 1776 Laurel Street, San Carlos.

(For further information 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 childcare center at 1776 Laurel Street, 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).

### BACKGROUND/PROJECT DESCRIPTION

The proposed project entails conversion of a former office building (approximately 8,000 sf) for use as a childcare center. The facility is designed to accommodate an estimated 97 childcare slots, with a maximum of 18 staff members on-site. In addition, the current parking lot would be converted to an outdoor playground.

The subject property is located within Safety Zone 6 as identified in the San Carlos ALUCP. Per the ALUCP Safety Compatibility Criteria (Table 4-4), commercial daycare is listed as conditionally permitted use in Safety Zone 6, so the City of San Carlos has referred the project to the ALUC 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. As the project site is not located within a noise impact contour and does not involve increased building heights, the consistency evaluation will focus on safety compatibility.

### ***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 2**, the project site is located within Safety Zone 6, the traffic pattern zone.

Commercial daycare is identified in San Carlos ALUCP 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, last year 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 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.



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 project site is 13,000 sf, with maximum occupancy anticipated to be 115 (97 children and 18 staff), resulting in an intensity of 385 people/acre. This intensity is within the maximum range of 300-450 people/acre identified within other ALUCPs, as noted above.

$$13,000 \text{ sf site} / 43,560 = .30 \text{ acres}$$
$$115 \text{ people} / .30 = 383 \text{ people per acre}$$

The site is located along Laurel Street, an established commercial corridor, one block from El Camino Real. Also, as shown on **Attachment 2**, the site is located on the outer edges of the safety zone boundary. While currently buildings in the immediate area are generally not more than 2-3 stories, the San Carlos General Plan and Zoning Ordinance support and anticipate much denser urban development along Laurel and El Camino Real, with allowable heights of 50-75 feet. Given this commercial/urban setting, and location on the outer edge of the safety zone boundary it is recommended that the ALUC determine that the intensity of the proposed child care facility at this location is consistent with the Safety Policies and criteria of the San Carlos ALUCP and with guidance found in the 2011 California Airport Land Use Handbook.

#### ATTACHMENTS

1. ALUCP application, together with related project description and exhibits.
2. San Carlos ALUCP Exh. 4-3 – Safety Zones.



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: Happy Campers Childcare (1776 Laurel St)

Address: 1776 Laurel St

APN: 051-376-170

City: San Carlos

State: CA

ZIP Code: 94070

Staff Contact: Vinnie Chen

Phone: 650-802-4169

Email: vchen@cityofsancarlos.org

PROJECT DESCRIPTION

The project proposes a conversion of an existing building (approximately 7,900 sf), previously an office use, to a new childcare center. There will be approximately 97 children attending, with a maximum of 18 staff members on-site. The current parking lot will be enclosed and converted to an outdoor playground.

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.

**1776 Laurel Street, San Carlos**

**Latitude & Longitude:** 37 degrees 29' 36.35" N  
122 degrees 14' 45.52" W

**Site Elevation:** 46' abv MSL

**Building Height:** 19' -0" finish floor to top of parapet  
29'-8" finish floor to top of "decorative sign wall"

<b><i>For C/CAG Staff Use Only</i></b>
<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>

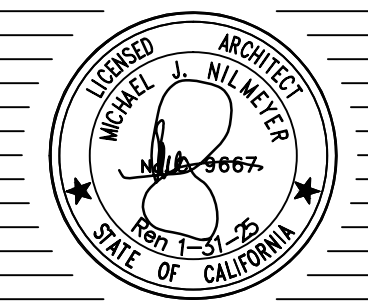
Project:

PROPOSED TENANT IMPROVEMENTS FOR:  
**HAPPY CAMPERS PRESCHOOL**

Audra Tsvikas, Executive Director  
1776 Laurel Street  
San Carlos, CA 94070

Client:

Happy Campers  
1776 Laurel Street  
San Carlos, CA 94070



Issues / Revisions

Number	Date	By
1	2/16/2024	MN
3	4/15/2024	MN

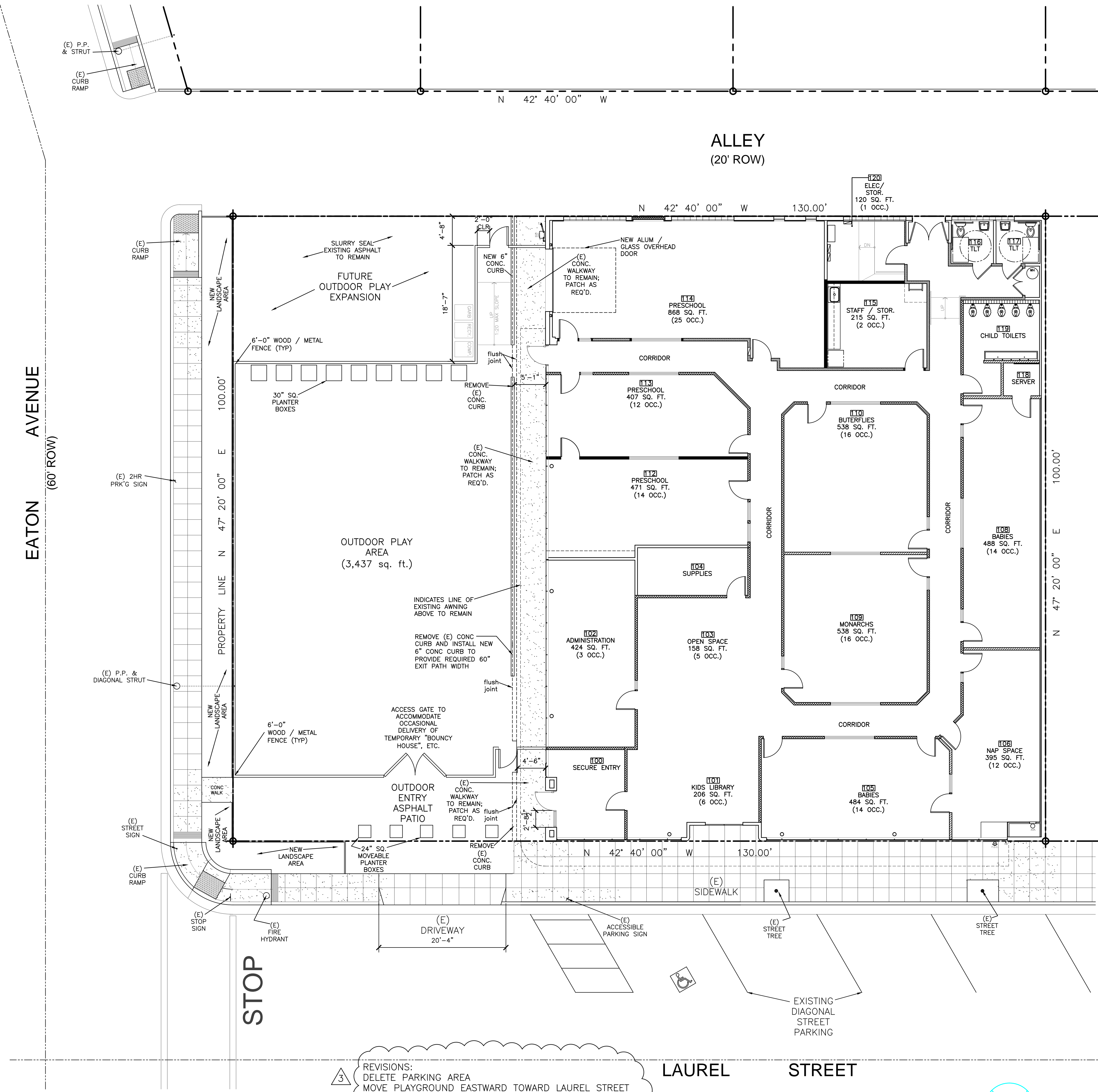
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PROPOSED SITE PLAN

FILE NAME: Happy Campers Base Plan  
PROJECT NO.: 2303  
DATE: 1/29/2024  
SCALE: 1/8" = 1'-0"  
DRAWN BY: MN  
APPROVED BY:

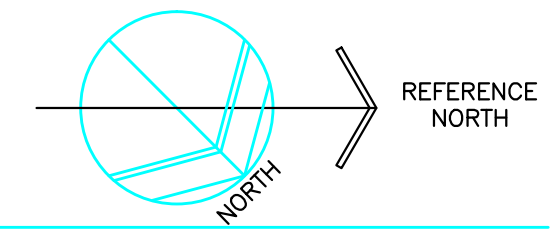
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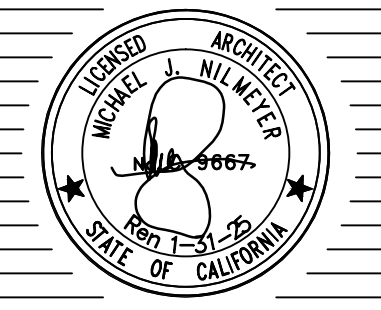
REVISIONS:  
3 DELETE PARKING AREA  
MOVE PLAYGROUND EASTWARD TOWARD LAUREL STREET  
ENLARGE PLAYGROUND  
INDICATE FUTURE EXPANSION AREA AT REAR  
LANDSCAPING INDICATED ON LANDSCAPING PLAN  
INDICATE GARBAGE, COMPOST, RECYCLE BINS AT REAR AREA

PROPOSED SITE PLAN (revised 4/ 15/ 2024)



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

Project:  
 PROPOSED TENANT IMPROVEMENTS FOR:  
**HAPPY CAMPERS PRESCHOOL**  
 Audra Tsvikas, Executive Director  
 1776 Laurel Street  
 San Carlos, CA 94070  
 Client:  
 Happy Campers  
 1776 Laurel Street  
 San Carlos, CA 94070



Issues / Revisions

Number	Date	By
1	2/16/2024	MN
3	4/15/2024	MN

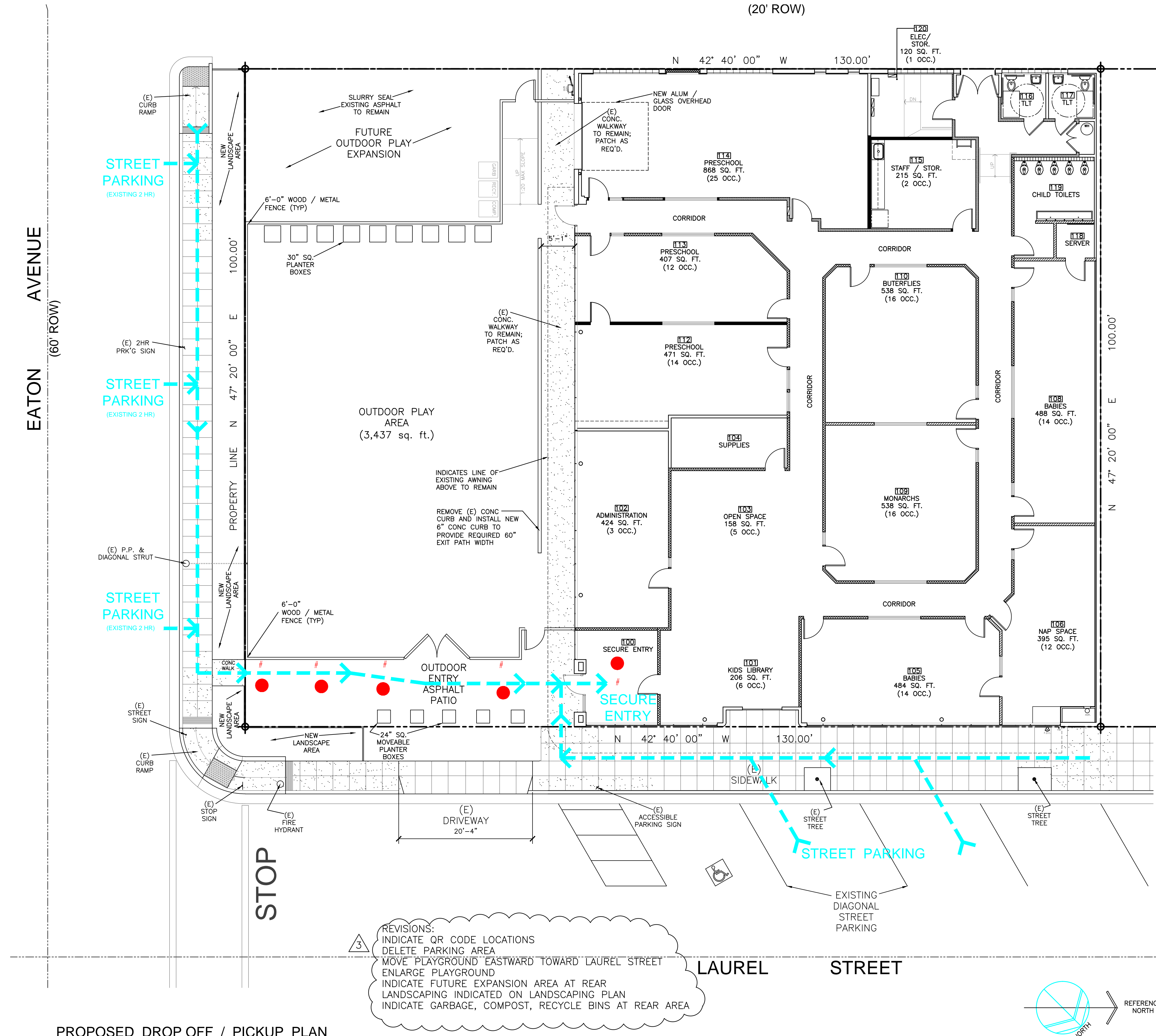
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PROPOSED DROP OFF PLAN  
 HAPPY CAMPER LETTER

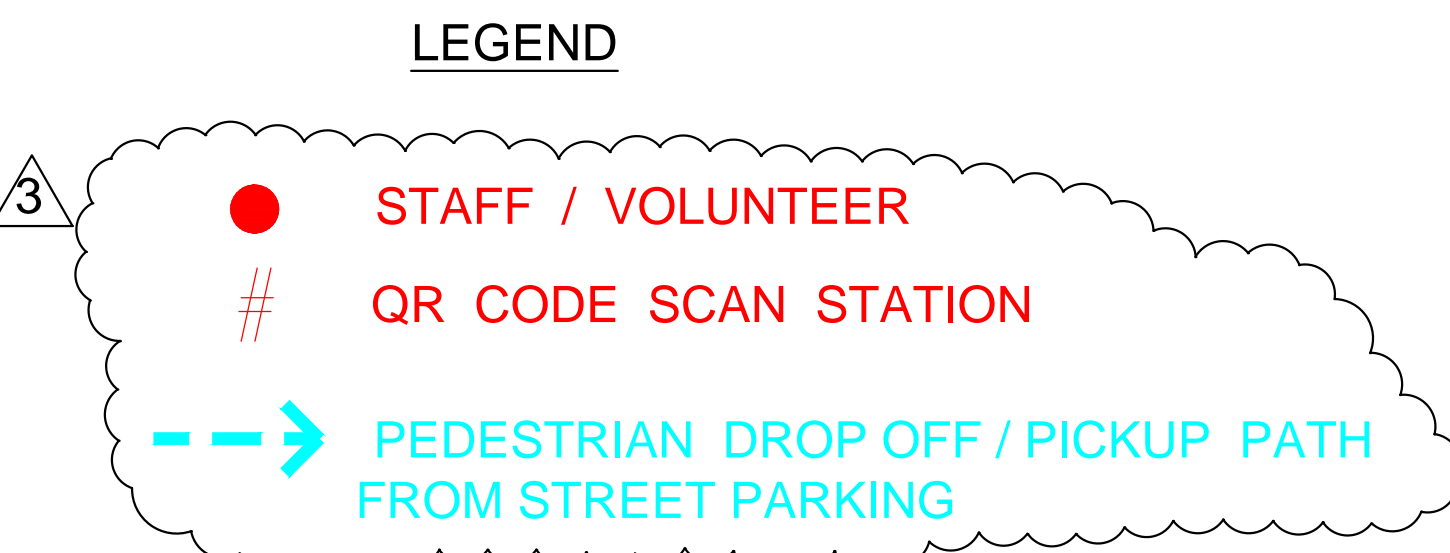
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 PROJECT NO.: 2303  
 DATE: 1/29/2024  
 SCALE: 1/8" = 1'-0"  
 DRAWN BY: MN  
 APPROVED BY:

Sheet Number:

A 0.2



REVISIONS:  
 INDICATE QR CODE LOCATIONS  
 DELETE PARKING AREA  
 MOVE PLAYGROUND EASTWARD TOWARD LAUREL STREET  
 ENLARGE PLAYGROUND  
 INDICATE FUTURE EXPANSION AREA AT REAR  
 LANDSCAPING INDICATED ON LANDSCAPING PLAN  
 INDICATE GARBAGE, COMPOST, RECYCLE BINS AT REAR AREA



**Happy Campers**  
 Infants Toddlers Preschool PreK

Happy Campers Preschool  
 510 Laurel Street  
 San Carlos, CA 94070  
 650.593.2005

Happy Campers Infant Toddler Center  
 300 El Camino Real  
 San Carlos, CA 94070

Happy Campers at Belmont  
 1400 Alameda de las Pulgas  
 Belmont, CA 94020

March 26, 2024  
 Response to Planning Division Comments:

**Elevations**  
 Happy Campers plans to provide a flat surface for the playground where children can play, run, ride bikes, etc. Materials used to ensure a safe surface will be a combination of poured rubber and turf. The play structure in the photo is in excellent condition and will be relocated to 1776 Laurel Street. The fencing will have an extra wide gate on the side of the playground to allow for special school events such as bounce houses or entertainers such as Happy Birds and The Bubble Lady. This will also serve as a way for EMS to enter the playground should there ever be an incident.

**Trees**  
 We propose a few trees along the wood fencing's west side of the interior. This will provide privacy for the neighbors living directly behind the playground. There will be bushes outside the fencing along the Eaton Avenue sidewalk and our playground for privacy and noise reduction. We propose one or two planter boxes inside the playground where children can experience gardening.

**Signs**  
 The main Happy Campers Sign will be produced and installed by Fast Signs Redwood City. They said, "The sign would be installed with lag bolts and anchors flush to the wall."

**Parking**  
 As we understand, providing parking, in this case, is voluntary since "the project site is within a half mile of public transit" and, therefore, is not required. This is great news. By removing the voluntary parking spaces, it is common sense to assume we are removing the concerns.

**What is the average time spent dropping off your child?**  
 100% 1-5 min  
 0% 6-10 min  
 0% 11-15 min  
 0% 16-20 min  
 0% 21-30 min  
 0% 31-45 min  
 0% 46-60 min  
 0% 61-90 min  
 0% 91-120 min  
 0% 121-150 min  
 0% 151-180 min  
 0% 181-210 min  
 0% 211-240 min  
 0% 241-300 min

**What is the average time spent picking up your child?**  
 100% 1-5 min  
 0% 6-10 min  
 0% 11-15 min  
 0% 16-20 min  
 0% 21-30 min  
 0% 31-45 min  
 0% 46-60 min  
 0% 61-90 min  
 0% 91-120 min  
 0% 121-150 min  
 0% 151-180 min  
 0% 181-210 min  
 0% 211-240 min  
 0% 241-300 min

**How would you use neighborhood's used or unused when checking school? Is the best? Is the worst?**  
 100% Best  
 0% Worst

**Are there enough QR code plaques?**  
 100% Yes  
 0% No

(a) "If the number of parents entering the parking lot exceeds the number of available on-site parking spaces, it may lead to congestion or queuing of vehicles on Laurel Street." It appears the issue can be remedied by eliminating on-site parking. Parents will be asked to utilize public parking spaces for drop-off/pick-up. ACP surveyed our parents about the speediness of drop-off and pick-up. The results show most parents spend less than 5 minutes at drop-off and less than 5 minutes at pick-up time, some spend less than 7 minutes. Only a few parents said the process takes more than 7 minutes. One parent noted the choice 10 minutes or more because she picks up 2 children. Overwhelmingly, they feel the 4 Brightwheel QR code stations are plenty, and most rate the speediness of checking in/out using them a 5 out of 5.

(b) "Describe what measures will be implemented to prevent prolonged queues along Eaton Avenue and Laurel Street." Unlike public schools with a hard start time, we have a suggested start time. Drop-off and pick-up times are staggered. Parents drop off between 8:30-9:30 am. Pick-up times are typically between 3:30-4:30 pm. We do not foresee any issues since plenty of public parking is available in front of 1776 Laurel Street, and the drop-off and pick-up times are quick. Additionally, as mentioned before, parents have their child's belongings in their classroom wagon at drop-off. The items are available at pick-up time in the same wagon, so parents do not have to spend time gathering these items on their own.

(c) "Describe how on-site traffic flow may be affected by a shortage of on-site staff on certain days. Please provide details on how potential delays and reduced efficiency in managing vehicle flow will be handled." This is simply a non-issue. Our entire staff works together to collect children at the beginning of the day. Regardless of whether a staff person is absent, we have extra staff members built-in, so every day runs accordingly. The same is true for pick-up time.

(d) "Describe how emergency vehicles will enter and exit the site." In this case, emergency personnel will enter/exit the same way as all other businesses on Laurel Street. We will have entry points on the front (Laurel Street) and rear (left), a rear entrance door in the existing parking lot, and an oversized playground gate. Should emergency personnel need to enter the playground quickly, accessing the playground in an emergency vehicle is less desirable and dangerous. It would take time to clear the playground of children, toys, bikes, etc. After speaking with a retired fire captain, he agreed and felt strongly that vehicles had no good reason to have drive-thru access to the playground. He only felt a wide gate would be important so first responders could directly access the playground without going through the building (if that is the emergency place). The considerations are the what-ifs. What if in the situation's urgency, a child is missing? What if that child is hit by a first responder vehicle? What if a child gets out? The fire captain also mentioned, "This is why we have 1500' of hose on the truck, so we don't need to park on site." I also shared a fire hydrant is located at the corner of the property. I spoke with Mira Lias, Program Coordinator, UCSF California Childcare Health Program. I spoke with her regarding emergency vehicles entering and exiting the site. Mira was extremely helpful and reminded us that childcare programs are located in various places—some in San Francisco are in office buildings, not on the ground floor, some are in stand-alone single-story buildings, some in houses, some are in modular buildings, etc. There is no situation she can locate where emergency vehicles need a way to enter and exit the site—only access to the site. Licensing does not require this either.

(e) "Specify the designated locations of the QR plaques on the circulation plan and proposed circulation around it." Since parking has been deemed voluntary, we are not providing a circulation plan. We currently have 4 QR plaques conveniently placed and spread out near the entrance and collection wagons.

**Circulation Plan**  
 1. Happy Campers accepts and understands public parking will remain as 2-hour parking.  
 2. Based on the information provided by Happy Campers, cars will naturally flow since parents do not linger. Drop-off/pick-ups are quick and staggered over 1.5 to 2.5 hrs.

**Additional Comments**  
 Happy Campers has always felt grateful to be doing such important work for the children and families of San Carlos and the surrounding communities for the past 28 years. We take great pride in caring for children as young as 2 months up through 5 years. While fun and learning are two of our top goals, safety always surpasses them. While Licensing only requires 1 person to be CPR/First Aid Certified, Happy Campers ensures every staff person is certified every 2 years. When Licensing made Happy Campers aware, the directors needed to complete Trauma Health Safety and Nutrition, including Lead Exposure Detection training, the entire staff participated in the 8-hour training session. In August, Happy Campers will participate in Disaster Preparedness Training. The itinerary includes training in Earthquake Drills, Fire Evacuation Drills, Tornado/Flood Drills, Lockdown Drills, Shelter-in-Place Drills, Tornado Drills, Relocation/Reunification Training, and How to Handle Impaired Adults trying to pick up their child from childcare while intoxicated.

Happy Campers is additionally concerned about vehicles being able to enter/exit the site from a design standpoint. This will completely alter the outdoor experience for children by limiting what can be available to them during this important time of the day. Additionally, Happy Campers is very concerned about the ability to compete with neighboring programs should the outdoor space be lacking. As the City of San Carlos knows, childcare programs in San Carlos have seen so much change since 2020. We always intend to provide the best experience for children and hope unnecessary obstacles are removed.

PROPOSED DROP OFF / PICKUP PLAN

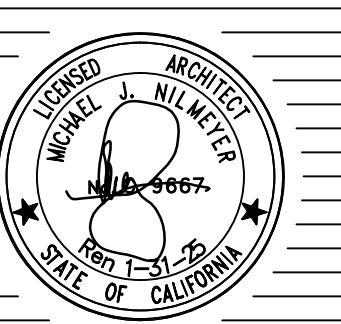
Project:

PROPOSED TENANT IMPROVEMENTS FOR:  
**HAPPY CAMPERS PRESCHOOL**

Audra Tsvikas, Executive Director  
1776 Laurel Street  
San Carlos, CA 94070

Client:

Happy Campers  
1776 Laurel Street  
San Carlos, CA 94070



Issues / Revisions

Number	Date	By
1	2/16/2024	MN
3	4/15/2024	MN

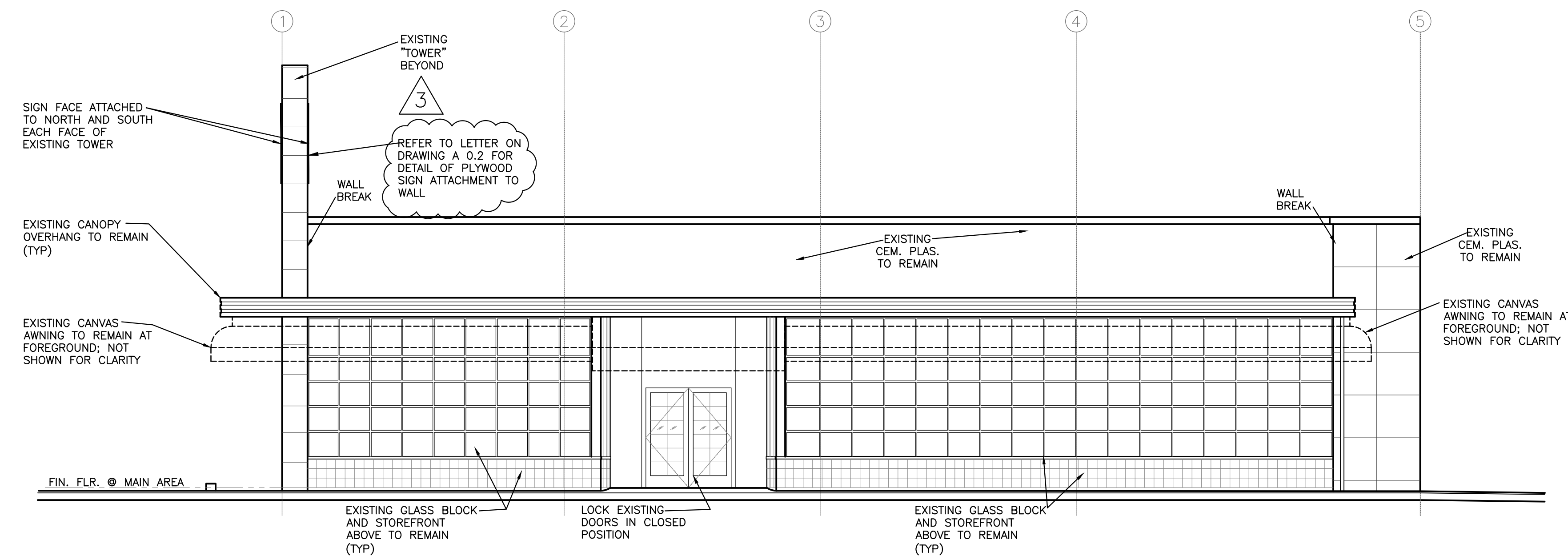
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EXTERIOR ELEVATIONS

FILE NAME: Happy Campers Base Plan  
PROJECT NO.: 2303  
DATE: 1/29/2024  
SCALE: 3/16" = 1'-0"  
DRAWN BY: MN  
APPROVED BY:

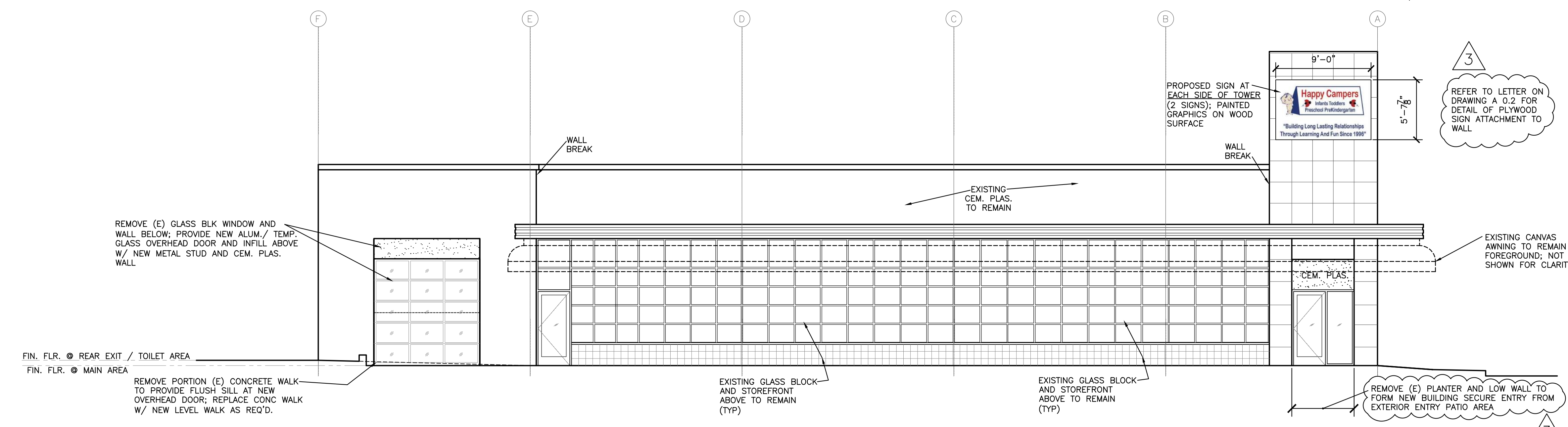
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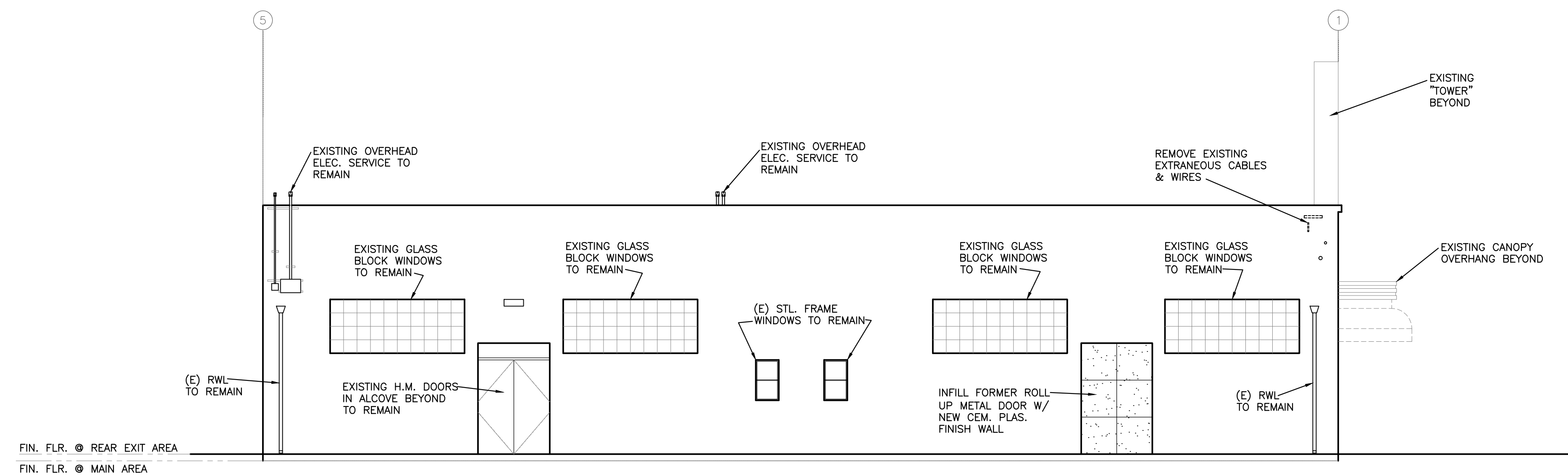
EAST ELEVATION

SCALE: 3/16" = 1'-0"



SOUTH ELEVATION

SCALE: 3/16" = 1'-0"



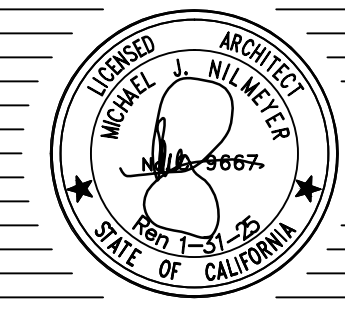
WEST ELEVATION

SCALE: 3/16" = 1'-0"

NOTE: REFER TO DRAWING A 3.1 EXTERIOR ELEVATIONS W/ FENCE FOR DELINEATION OF BUILDING WITH FENCES INDICATED

Project:  
 PROPOSED TENANT IMPROVEMENTS FOR:  
**HAPPY CAMPERS PRESCHOOL**  
 Audra Tsvikas, Executive Director  
 1776 Laurel Street  
 San Carlos, CA 94070

Client:  
 Happy Campers  
 1776 Laurel Street  
 San Carlos, CA 94070



Issues / Revisions

Number	Date	By
1	2/16/2024	MN
3	4/15/2024	MN

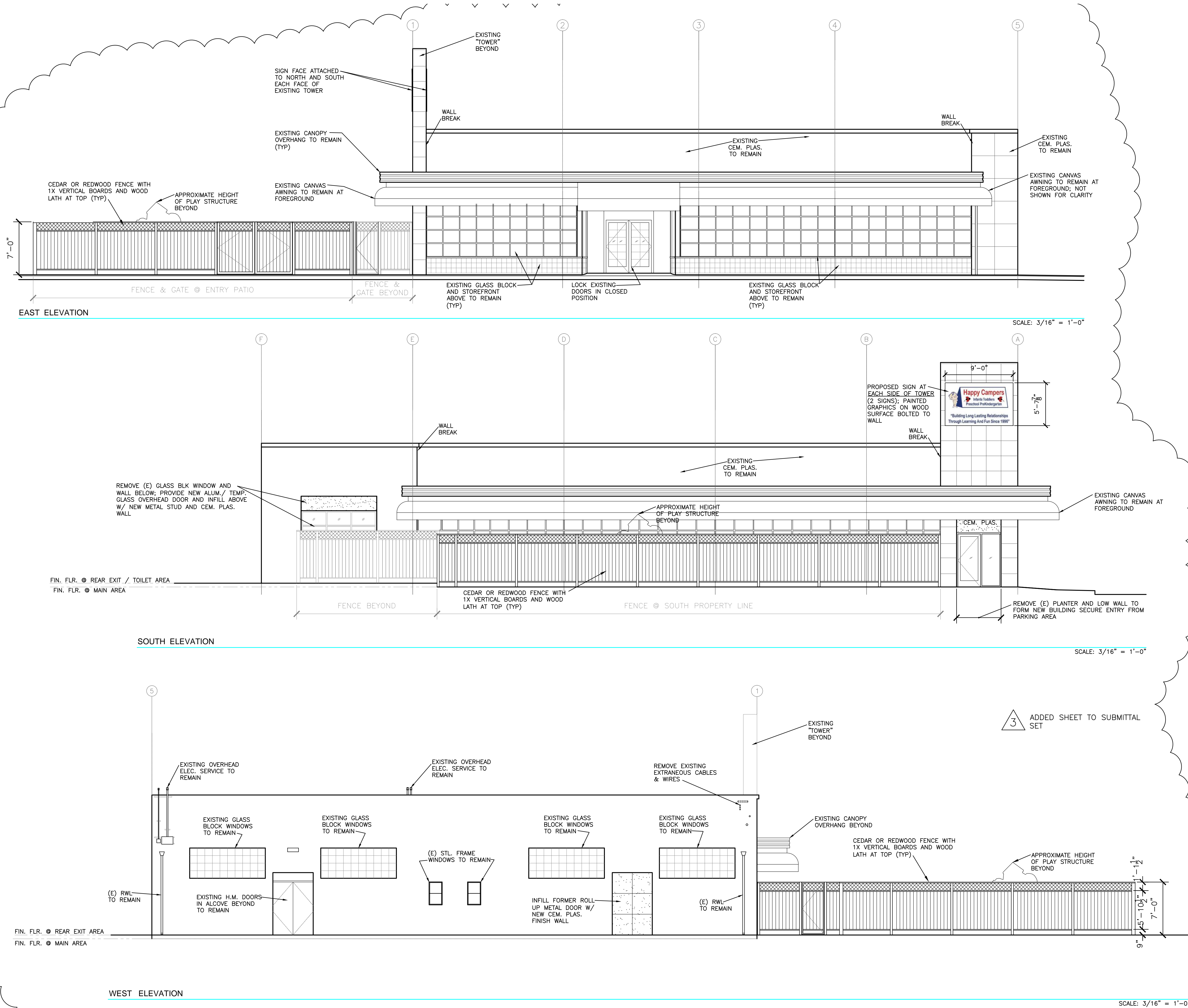
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**EXTERIOR ELEVATIONS WITH FENCES**

FILE NAME: Happy Campers Base Plan  
 PROJECT NO.: 2303  
 DATE: 1/29/2024  
 SCALE: 3/16" = 1'-0"  
 DRAWN BY: MN  
 APPROVED BY:

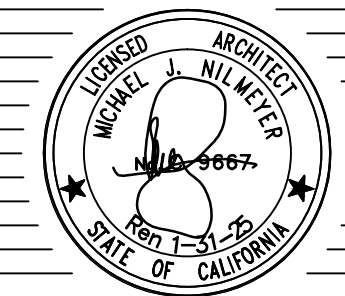
Sheet Number:

**A 3.1**



Project:  
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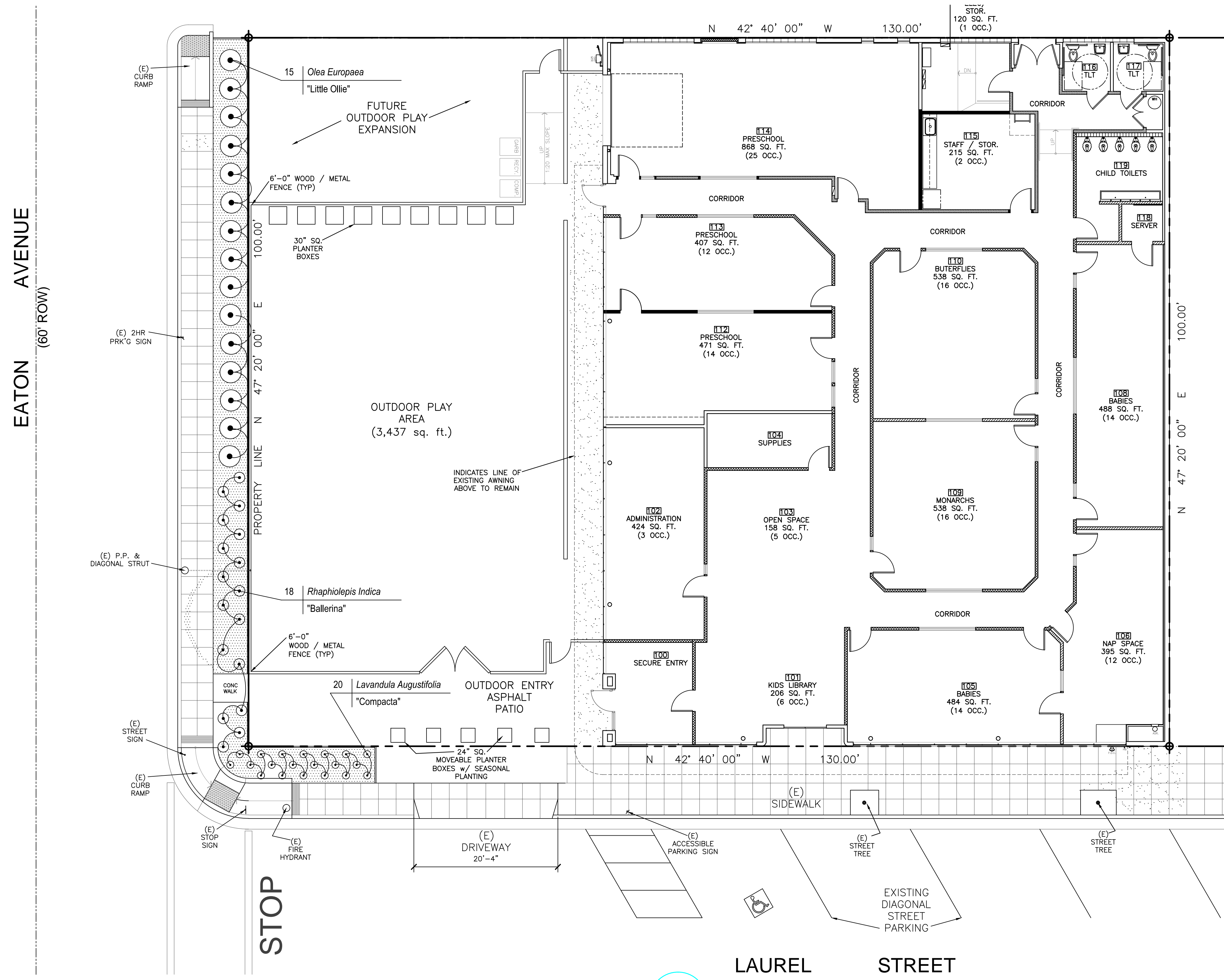


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**SCHEMATIC LANDSCAPE PLAN**



**Irrigation controllers.** Automatic irrigation system controllers installed at the time of final inspection shall comply with the following:

1. Controllers shall be weather- or soil moisture-based controllers that account for local rainfall conditions change.
2. Weather-based controllers without integral rain sensors or communication systems that account for local rainfall shall have a separate wired or wireless rain sensor which connects or communicates with the controller(s). Soil moisture-based controllers are not required to have rain sensor input.

**Note:** More information regarding irrigation controller function and specifications is available from the Irrigation Association.

**SCHEMATIC LANDSCAPE PLAN**

**LEGEND**

	MULCH COVER - FINE GROUND REDWOOD CHIPS (BLACK)
	PROPOSED SHRUB
	PROPOSED HEDGE SHRUB

**REVISIONS:**  
 DELETE PARKING AREA  
 MOVE PLAYGROUND EASTWARD TOWARD LAUREL STREET  
 ENLARGE PLAYGROUND  
 INDICATE FUTURE EXPANSION AREA AT REAR  
 LANDSCAPING INDICATED ON LANDSCAPING PLAN  
 INDICATE GARBAGE, COMPOST, RECYCLE BINS AT REAR AREA

**PLANT LIST**

BOTANICAL NAME	COMMON NAME	SIZE	SPACING	HEIGHT	SPREAD	MIN. CALIP.	WATER USE	NOTES
<b>SHRUBS</b>								
Olea Europaea "Montra"	LITTLE OLLIE DWARF OLIVE	5 GAL.	4' O.C.	6'	6'	-	LOW	MINIMAL FRUITING OLIVE
Raphiolepis indica "Ballerina"	INDIAN HAWTHORN	1 GAL.	2' O.C.	2'-3'	4'	-	LOW	
Lavandula Augustifolia	"Compacta"	1 GAL.	18" O.C.	18"	2'	-	LOW	





SOURCE: ESRI, 2014; ESA Airports, 2014

San Carlos Airport ALUCP . 130753

**Exhibit 2**  
San Carlos Airport Safety Zones