

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

Date: Thursday, April 24, 2025	Join by Zoom Webinar: https://us02web.zoom.us/j/81335481228?pwd=eEQ2cmI4VzUrRHk0Nk4ybKZ4cWtDUT09
Time: 4:30 p.m.	Webinar ID: 813 3548 1228
Location: Burlingame Community Center 850 Burlingame Avenue Burlingame, CA	Passcode: 839437
	Join by Phone: (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
(O'Connell) | |
| 2. Public Comment on Items not on the Agenda | Limited to 2
minutes per
speaker | |
| 3. Approval of Minutes for the October 24, 2024 meeting. | Action
(O'Connell) | Page 1 |
| 4. San Carlos Airport Land Use Compatibility Plan
Consistency Review – Proposed 8-story, 65-unit
affordable housing development at 678 Ralston Ave.,
Belmont. | Action
(Kalkin) | Page 4 |

- | | | |
|---|--------------------|---------|
| 5. San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed 8-story, 63-unit affordable housing development at 951 Old County Rd., Belmont. | Action
(Kalkin) | Page 20 |
| 6. Election of ALUC Officers for Calendar Year 2025. | Action
(Kalkin) | Page 37 |
| 7. Review and Approval of Meeting Calendar for 2025. | Action
(Kalkin) | Page 38 |
| 8. Member Comments/Announcements | Information | |
| 9. Items from Staff | Information | |
| 10. Adjournment – <i>Next regular meeting – May 22, 2025</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 .

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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

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 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

October 24, 2024

1. Call to Order/Roll Call

Chair O'Connell called the meeting to order at 4:35 pm. The attendance sheet is attached.

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

3. Minutes of the August 22, 2024 Meeting

Motion: Member Hamilton moved, and Member Pappajohn seconded, approval of the August 22, 2024 minutes. Motion carried (8-0-0) by the following voice vote: AYE - Members Pappajohn, DiGiovanni, Schneider, Hamilton, Nicolas, Ford, Yakabe, and Chair O'Connell. NO – none. ABSTAIN – none.

4. San Francisco International Airport Land Use Compatibility Plan Consistency Review – Amazon Warehouse/Distribution Facility at 1000 San Mateo Ave., San Bruno.

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

Member Ford noted that the staff report identifies the height of the building as 40 feet below the critical airspace and asked whether this was of concern. Chair O'Connell responded that the 40 feet represents a buffer area below which there would be no impact on the critical airspace.

Chair O'Connell asked for clarification on the proposed condition that calls for no storage of hazardous materials, and whether this would apply to some general merchandise such as batteries. Staff noted that the condition is included as a precautionary measure, and requires adherence to Safety Policy SP-3, which generally regulates more substantive materials such as large fuel tanks, toxic substances and explosive materials.

Motion: Member Schneider moved, and Member Nicolas seconded, approval of the staff recommendation. Motion carried (8-0-0) by the following voice vote: AYE - Members Pappajohn, DiGiovanni, Schneider, Hamilton, Nicolas, Ford, Yakabe, and Chair O'Connell. NO – none. ABSTAIN – none.

5. San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed office/life science campus, including related rezoning, at 1301 Shoreway Road, Belmont.

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

Member Ford asked about the Biosafety Level that was contemplated with this proposal and whether there was a limit on the type of hazardous materials. Staff noted that while the ALUCP Safety Policies include compatibility criteria for biosafety levels in some safety zones, it does not limit biosafety levels within Safety Zone 6. Member Schneider noted that most biotech use in the county is limited to biosafety levels 1 and 2, which typically involve chemicals and agents that are otherwise present in the community.

Gretchen Kelly, San Carlos Airport Manager, thanked staff for forwarding the application for the Airport's review. She noted that her primary concern is with airspace penetrations, and she appreciated that the FAA had already issued "No Hazard" letters which were provided as part of the application materials.

Motion: Member Hamilton moved, and Member Pappajohn seconded, approval of the staff recommendation. Motion carried (8-0-0) by the following voice vote: AYE - Members Pappajohn, DiGiovanni, Schneider, Hamilton, Nicolas, Ford, Yakabe, and Chair O'Connell. NO – none. ABSTAIN – none.

6. Member Comments/Announcements

Member Schneider mentioned that Millbrae will be hosting the Council of Cities tomorrow evening (October 25) at the Gateway Station, and welcomed all the councilmembers to attend, noting it will include a tour of the new Alexandria biotech facility.

7. Items from Staff

None

8. Adjournment

The meeting was adjourned at 5:06 pm.

2024 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Feb	Mar	Apr	May	Aug	Oct			
Terry O'Connell	City of Brisbane	X	X	X	X	X	X			
Ricardo Ortiz/ Andrea Pappajohn	City of Burlingame			Y		X	X			
Pamela DiGiovanni	City of Daly City	X	X	X	X	X	X			
Patrick Sullivan	City of Foster City	X	X ^{arrived 4:35}	X	X	X				
Robert Brownstone	City of Half Moon Bay									
Angelina Cahalan/Ann Schneider (Aug)	City of Millbrae	X	X	X		X	X			
Christopher Sturken	City of Redwood City	X	X ^{arrived 4:39}		X	X ^{arrived 4:55}				
Tom Hamilton	City of San Bruno	X	X	X	X	X	X			
Pranita Venkatesh	City of San Carlos									
Ray Mueller	County of San Mateo & Aviation Rep.			X	X	X				
Flor Nicolas	City of South San Francisco	X	X	X	X	X	X			
Carol Ford	Aviation Rep.	X	X	X	X		X			
Chistopher Yakabe	Half Moon Bay Pilots Assn.		Y	X			X			

X - Committee Member Attended

Y - Designated Alternate Attended

Staff and guests in attendance for the October 24, 2024, meeting: Susy Kalkin and Sean Charpentier, C/CAG staff; Gretchen Kelly, SMC Airports Dir.; Chris Dacumos, Belmont staff; Michael Laughlin and Kristie Woo, San Bruno staff; Chris Gutierrez, Thomas Kim and Jacob Glaze

C/CAG AGENDA REPORT

Date: April 24, 2025

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed 8-story, 65-unit affordable housing development at 678 Ralston Ave., Belmont.

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

RECOMMENDATION

That the Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed 8-story, 65-unit affordable housing development at 678 Ralston Ave., Belmont, is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following conditions:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Belmont an FAA “Determination of No Hazard” for construction-related equipment.*
- *The City of Belmont shall advise the project sponsor of their obligation to comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.*
- *Prior to issuance of a building permit, the City of Belmont shall require that the project sponsor provide evidence of a recorded ‘Overflight Notification’ on each residential parcel in accordance with Overflight Policy 2 of the San Carlos ALUCP. (An example for the Overflight Notification to be used to fulfill this condition is included in the amended San Carlos ALUCP, Appendix E, Exhibit E-4.)*

BACKGROUND

Belmont has processed an application for a 65-unit affordable housing development at 678 Ralston Avenue, comprised of seven levels of residential units above a surface level garage.

The project falls within Airport Influence Area (AIA) B, the Project Referral Area for San Carlos Airport and is subject to ALUC review pursuant to California Public Utilities Code (PUC) Section 21676.5(a), as Belmont has not yet brought its General Plan and Zoning Ordinance into full compliance with the ALUCP. Accordingly, Belmont has referred the subject project for a determination of consistency with the San Carlos ALUCP.

DISCUSSION

I. ALUCP Consistency Evaluation

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

(a) Noise Policy Consistency

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

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

(b) Safety Policy Consistency

Runway Safety Zones - The San Carlos ALUCP includes six safety zones and related land use compatibility policies and criteria. As shown on San Carlos ALUCP Exhibit 4-3, **Attachment 3**, the project site is not located within a Safety Zone, so is not impacted by the Safety Compatibility policies.

(c) Airspace Protection Policy Consistency

Structures Heights

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

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

The height of the structure is approximately 91’ to the top of the stair tower. Given an existing site elevation of approximately 33’ above mean sea level (AMSL), the maximum height of the project would be approximately 124 ft. AMSL. As shown on San Carlos ALUCP Exhibit 4-4, **Attachment 4**, the Part 77 Airspace Protection Surface lies approximately 255’ ft AMSL, so the proposed project would be well below this surface, in compliance with the Airspace Protection policies of the ALUCP. Additionally, as shown on San Carlos on ALUCP Exhibit 4-4a, **Attachment 5**, the proposed project height of 91’ is below the threshold height of 100’ where FAA review is required for a hazard determination. Therefore, the height of the proposed project is consistent with the Airspace Protection

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 678 Ralston Ave., Belmont

Date: April 24, 2025

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Policies. However, as noted in the application materials, it is likely that construction related equipment will exceed the notification heights, so the following condition is recommended:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Belmont an FAA “Determination of No Hazard” for construction-related equipment.*

Other Flight Hazards

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

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

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

(d) Overflight Compatibility Consistency

The San Carlos ALUCP contains two policies regarding overflight compatibility, which are generally “buyer awareness” measures focused on informing prospective buyers and/or tenants of property within the vicinity of an airport about the airport’s impact on the property. Overflight Policy 1 – *Real Estate Transfer Disclosure* requires that a notice of potential for overflights be included among the disclosures made during real estate transactions. Overflight Policy 2 – *Overflight Notification Zone 2* requires that all new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 (AIA B) incorporate a recorded overflight notification requirement as a condition of approval.

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 678 Ralston Ave., Belmont

Date: April 24, 2025

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The Project Area is located within both the Airport Influence Area (AIA) A & B boundaries for San Carlos Airport, so is subject to the requirements of both Overflight Policies. As neither the application materials nor Belmont's municipal code address these requirements, the following conditions are recommended:

- The City of Belmont shall advise the project sponsor of their obligation to comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.
- Prior to issuance of a building permit, the City of Belmont shall require that the project sponsor provide evidence of a recorded 'Overflight Notification' on each residential parcel in accordance with Overflight Policy 2 of the San Carlos ALUCP. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)

ATTACHMENTS

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



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

APPLICANT INFORMATION

Agency: City of Belmont

Project Name: Ridge on Ralston

Address: 678 Ralston Avenue

APN: 040-313-280

City: Belmont

State: California

ZIP Code: 94002

Staff Contact: Adrienne Smith

Phone:

Email: asmith@belmont.gov

PROJECT DESCRIPTION

The development includes a 65-unit, 100% affordable multi-family housing project pursuant to Senate Bill 35 (SB-35). The project would raze the existing building on site and replace it with an eight-story residential building with seven residential levels over a, surface-level garage. The Building would include approximately 76,000 sq. ft in gross floor area (including the garage), and be ninety-one feet in height at its highest point.

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.

Response: Determined compatible per Noise Policy-1 (*Noise Impact Area*). The project site is located outside of the 60 dB CNEL Noise Contour on Figure 4-1 and 4-2 (Existing and Future Noise Conditions) of the ALUCP. The project site is located approximately 4,000 feet northwest of the 60 dB CNEL (see attached location map).

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.

Response: Determined compatible per Safety Compatibility Policy 2 (e) – (*Residential Development Criteria*). The project sites are located approximately 1,800 feet outside of Zone 6 on Exhibit 4-3 (Airport Safety Zones).

New residential development is compatible and is not restricted for safety reasons in Zone 6.

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.

Response: Determined compatible per Airspace Protection Policy 1 – (Airspace Protection Compatibility for New Development Compatibility). The project site is 27 feet above mean sea level (MSL), and the proposed building would be approximately 91 feet in height (total of 118 feet above MSL). The total height is well below the maximum elevation (approximately 250 feet MSL) denoted on Exhibit 4-4 (San Carlos Airport Part 77 Airspace Protection Surfaces).

The project sites would be developed with residential apartments, and there would be no use of electronic equipment that would cause electronic or navigational hazards to aircraft. There would also be no expected visual impacts to aircraft from the project: The exterior of the buildings would be finished with stucco, painted corrugated metal, and synthetic wood siding. Roofing materials would be tar and gravel and/or bituminous material and would not be highly reflective. There is no uplighting or floodlighting approved for the project, and standard Belmont conditions of approval require that all exterior building lighting be downcast to avoid off-site glare impacts.

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. 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.

Response: The project site is 27 feet above mean sea level (MSL), and the proposed building would be approximately 91 feet in height to the topmost features on the roofs (total of 118 feet above MSL), where Exhibit 4-4a (FAA Notification Form 7460-1 Filing Requirements) indicates that approximately 250 feet is the maximum threshold for notification. In addition, the applicant's engineer calculated the height of the building based on the distance of the project site to the nearest corner of runway 12-30, using the listed 1:50 ratio and found the maximum height of the building to be 133 feet above mean sea level (see attached communication); however, a crane will be needed for construction of the building that may exceed the height threshold. Thus, City staff has notified the project sponsor that he will be required to file of a Form 7460-1 (notice of Proposed Construction) with the Federal Aviation Administration for the project in accordance with Section 9.5.6 of the Belmont Zoning Ordinance.

2. Real Estate Disclosure requirements related to airport proximity

Response: Required, but not included as part of the project COAs. Applicant notified that the conditions is forthcoming. Current conditions for notification of the FAA, as follows:

FAA Notification

Prior to issuance of a building permit, the project applicant must determine whether they are required to file Form 7460-1 (*Notice of Proposed Construction or Alternation*) with the FAA, in accordance with Airspace Protection, and if the form is required, provide the City a copy of the FAA's study findings with their applications for a building permit. Once completed, typical standard conditions from the FAA include the following:

- a) A Notice of Actual Construction or Alteration must be e-filed any time the project is abandoned or within 5 days after the construction reaches its greatest height.

b) If lighting or marking is installed, it is recommended to be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

3. Any related environmental documentation (electronic copy preferred)

Response: Ministerial Project – no environmental review required or allowed by state law (SB-35)

4. Other documentation as may be required (ex. related staff reports, etc.)

Response: Project approvals attached

Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site – (Attached)
3. Building heights relative to mean sea level (MSL) - (27' above MSL)

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

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

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



SB 35 APPLICATION
THIRD SUBMITTAL_REVISED
APRIL 17, 2024

SHEET INDEX

SHEET	DESCRIPTION
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A02	FIRE CONCEPT PLAN
A03	WASTE PLAN
A04	BUILDING PLAN - LEVELS 1 & 2
A05	BUILDING PLAN - LEVELS 3 & 4
A06	BUILDING PLAN - LEVELS 5 TO ROOF
A07	UNIT PLANS
A08	CONCEPTUAL BUILDING ELEVATION - SOUTH
A08a	SOUTH ELEVATION DIAGRAMS
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A10	CONCEPTUAL BUILDING ELEVATION - NORTH
A11	CONCEPTUAL BUILDING ELEVATION - WEST
A12	BUILDING SECTION
A13	CONCEPTUAL PERSPECTIVE
A14	MATERIAL AND COLOR BOARD
L1.01	PRELIMINARY LANDSCAPE PLAN - LEVEL 1
L1.02	PRELIMINARY LANDSCAPE PLAN - LEVEL 2
L2.01	PRELIMINARY LANDSCAPE PLAN - LEVEL 1
L3.01	HYDROZONE PLAN - LEVEL 1
L3.02	HYDROZONE PLAN - LEVEL 2
L4.01	PRELIMINARY PLANTING PLAN - LEVEL 1
L4.02	PRELIMINARY PLANTING PLAN - LEVEL 2
L4.03	PLANT PALETTE AND IMAGERY
L5.01	EXISTING TREE PLAN
C1.0	EXISTING CONDITIONS
C1.1	DEMOLITION PLAN
C2.0	PRELIMINARY SITE PLAN & SECTIONS
C3.0	PRELIMINARY GRADING & DRAINAGE PLAN
C4.0	PRELIMINARY UTILITY PLAN
C5.0	PRELIMINARY STORMWATER MANAGEMENT PLAN
C6.0	EROSION CONTROL PLAN
C6.1	EROSION CONTROL DETAILS
C6.2	BEST MANAGEMENT PRACTICES
1 OF 2	LIGHTING PLAN - PHOTOMETRIC ANALYSIS - LEVEL 1
2 OF 2	LIGHTING PLAN - PHOTOMETRIC ANALYSIS - LEVEL 2

Project Team

APPLICANT/OWNER:
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LIGHTING:
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Oakland CA 94621
(925) 997-5934
Contact: Tim Haley
timhaley@alrinc.com

VICINITY MAP



THE RIDGE ON RALSTON

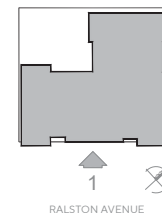
678 RALSTON AVENUE
BELMONT, CA

COVER

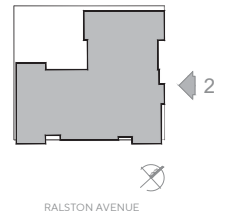


G00

JOB NO. 2023-0025
DATE 04-17-2024



EIGHT TO STAIR TOWER PARAPET



THE RIDGE ON RALSTON

678 RALSTON AVENUE
BELMONT, CA

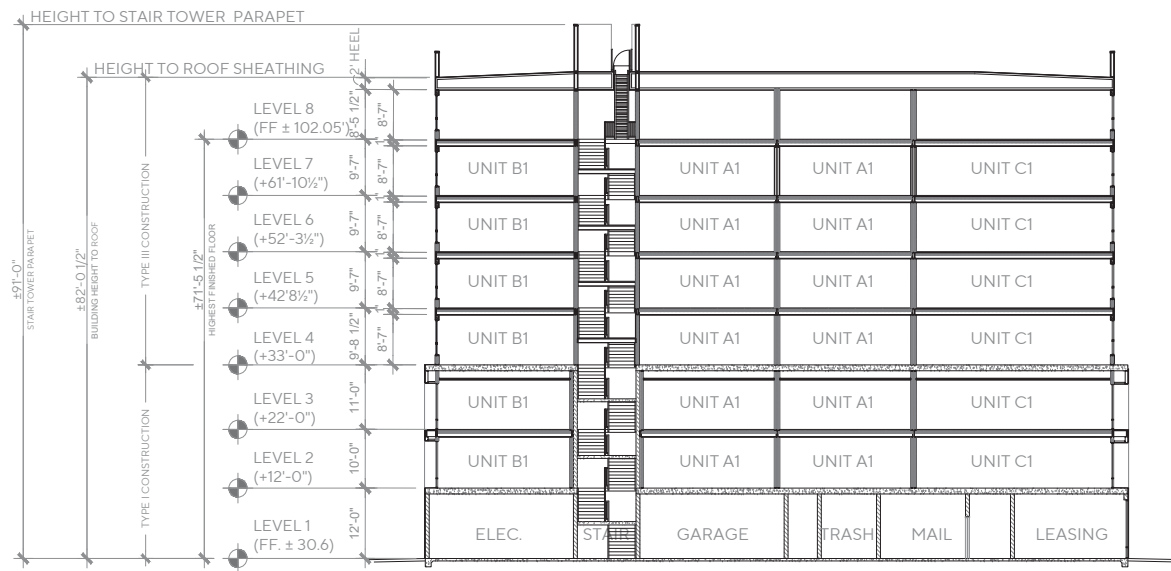
CONCEPTUAL BUILDING ELEVATION
EAST

0 10' 20' 30' 40'



A09

JOB NO. 2023-0025
DATE 04-17-2024



SECTION A-A



THE RIDGE ON RALSTON

678 RALSTON AVENUE
BELMONT, CA



BUILDING SECTION



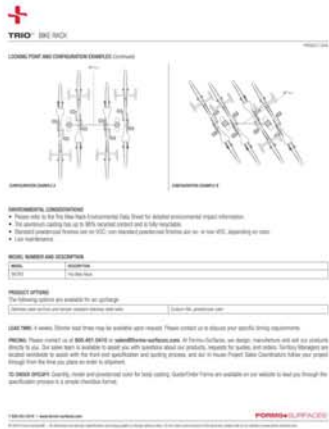
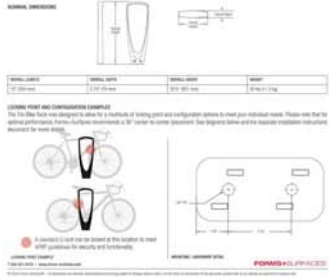
A12

JOB NO. 2023-0025
DATE 04-17-2024

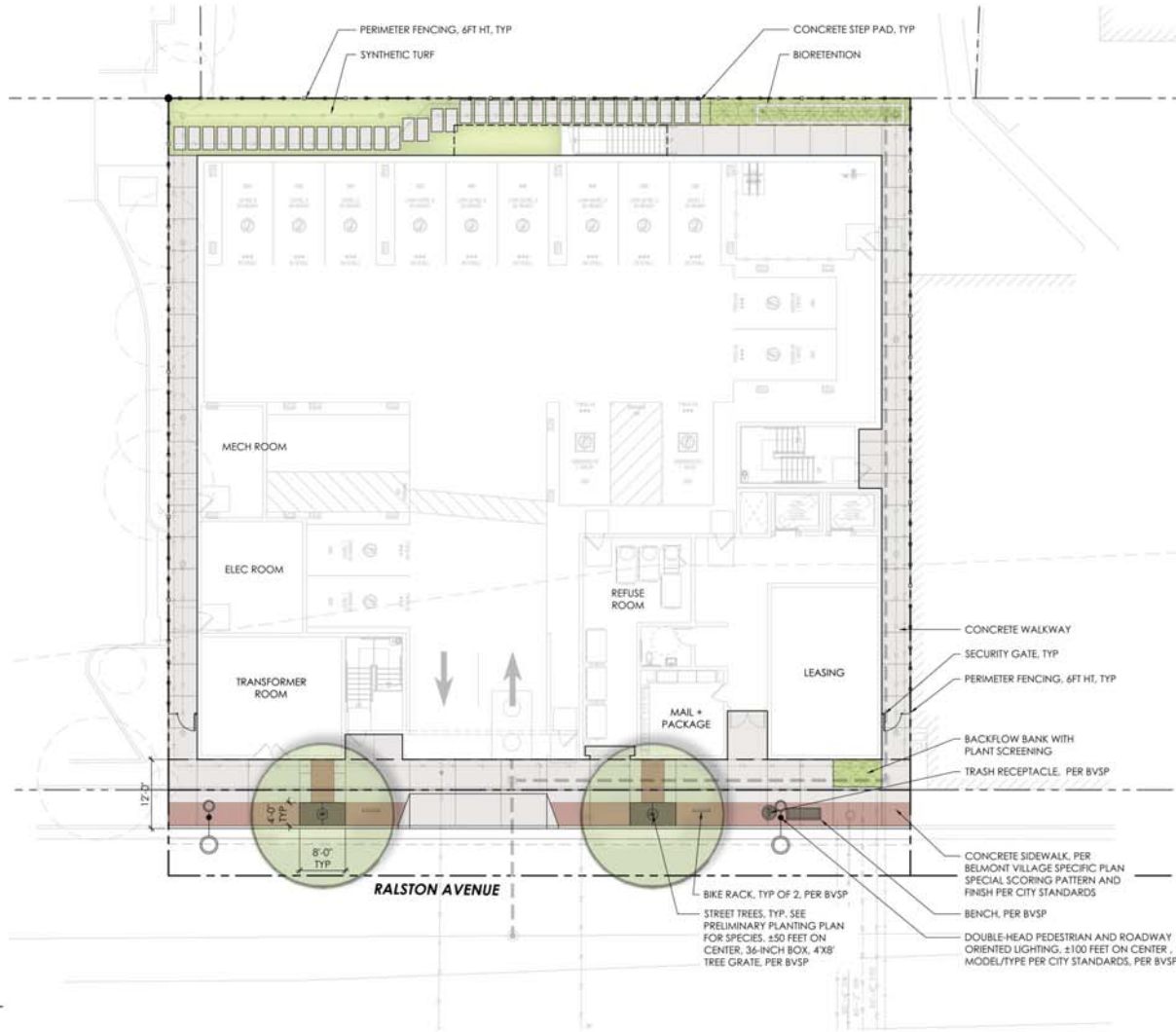
TRIO® BIKE RACK

The Trio Bike Rack is the perfect complement to our The Ridge on Ralston. It provides an excellent opportunity for design flexibility. The Trio Bike Rack allows for the same footprint, design and installation cost as our other bike racks. The Trio Rack and The Ridge on Ralston are designed to be installed and installed from above 7.5 ft. It is integrated into a typical of building.

FEATURES	ADVANTAGES	INSTALLATION & MAINTENANCE
• The Trio Bike Rack is designed to be installed from above 7.5 ft. It is integrated into a typical of building.	• The Trio Bike Rack is designed to be installed from above 7.5 ft. It is integrated into a typical of building.	• The Trio Bike Rack is designed to be installed from above 7.5 ft. It is integrated into a typical of building.



1 SHORT-TERM BICYCLE RACK CUTSHEET (PER BVSP)

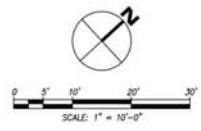


LANDSCAPE CALCULATIONS

ITEM	AMOUNT	PERCENT
SITE AREA	15,693 SF	100%
OPEN SPACE	3,337 SF	34%
LANDSCAPE AREA	755 SF	5%
NUMBER OF NEW TREES	7	

LANDSCAPE SHEET LIST TABLE

Sheet Number	Sheet Title
L1.01	PRELIMINARY LANDSCAPE PLAN Level 1
L1.02	PRELIMINARY LANDSCAPE PLAN Level 2
L2.01	PRECEDENT IMAGERY
L3.01	HYDROLOGIC PLAN Level 1
L3.02	HYDROLOGIC PLAN Level 2
L4.01	PRELIMINARY PLANTING PLAN Level 1
L4.02	PRELIMINARY PLANTING PLAN Level 2
L4.03	PLANT PALETTE AND IMAGERY
L5.01	EXISTING TREE PLAN

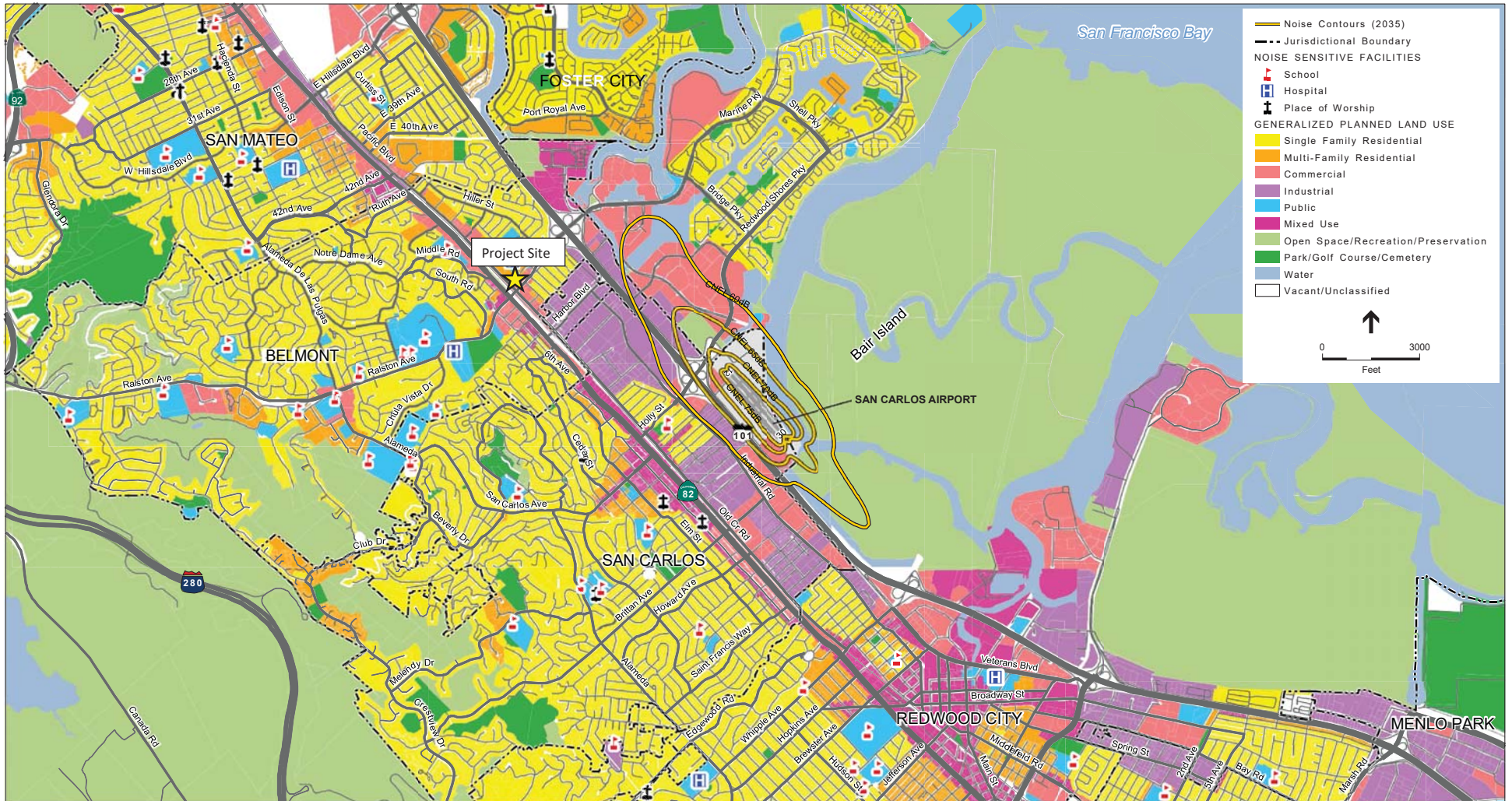


THE RIDGE ON RALSTON
678 RALSTON AVENUE
BELMONT, CA

PRELIMINARY
LANDSCAPE PLAN
Level 1



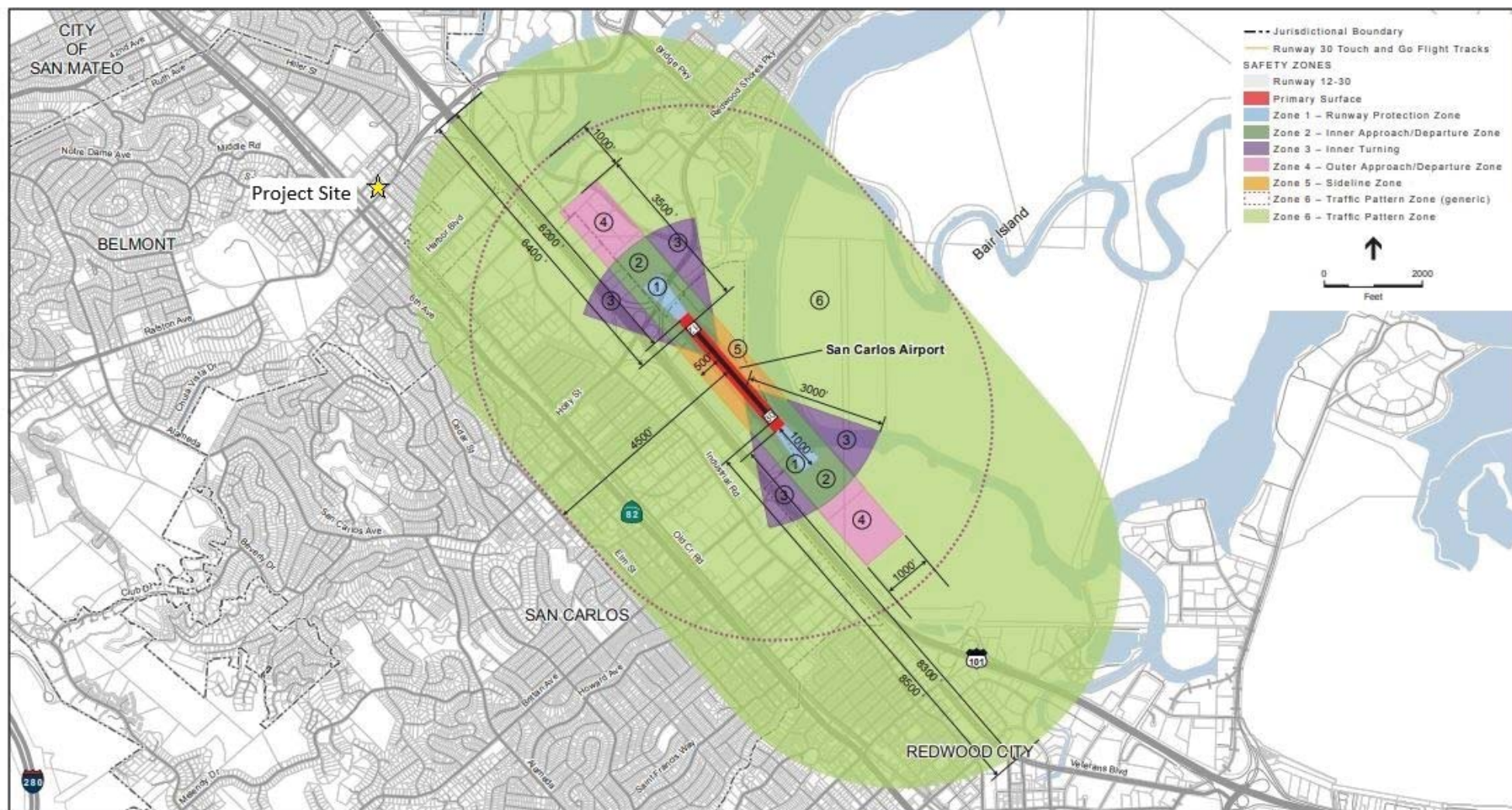
L1.01
Scale
Job No.
Date
1" = 10'-0"
2023-0025
04-17-2024



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

San Carlos Airport ALUCP . 130753

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



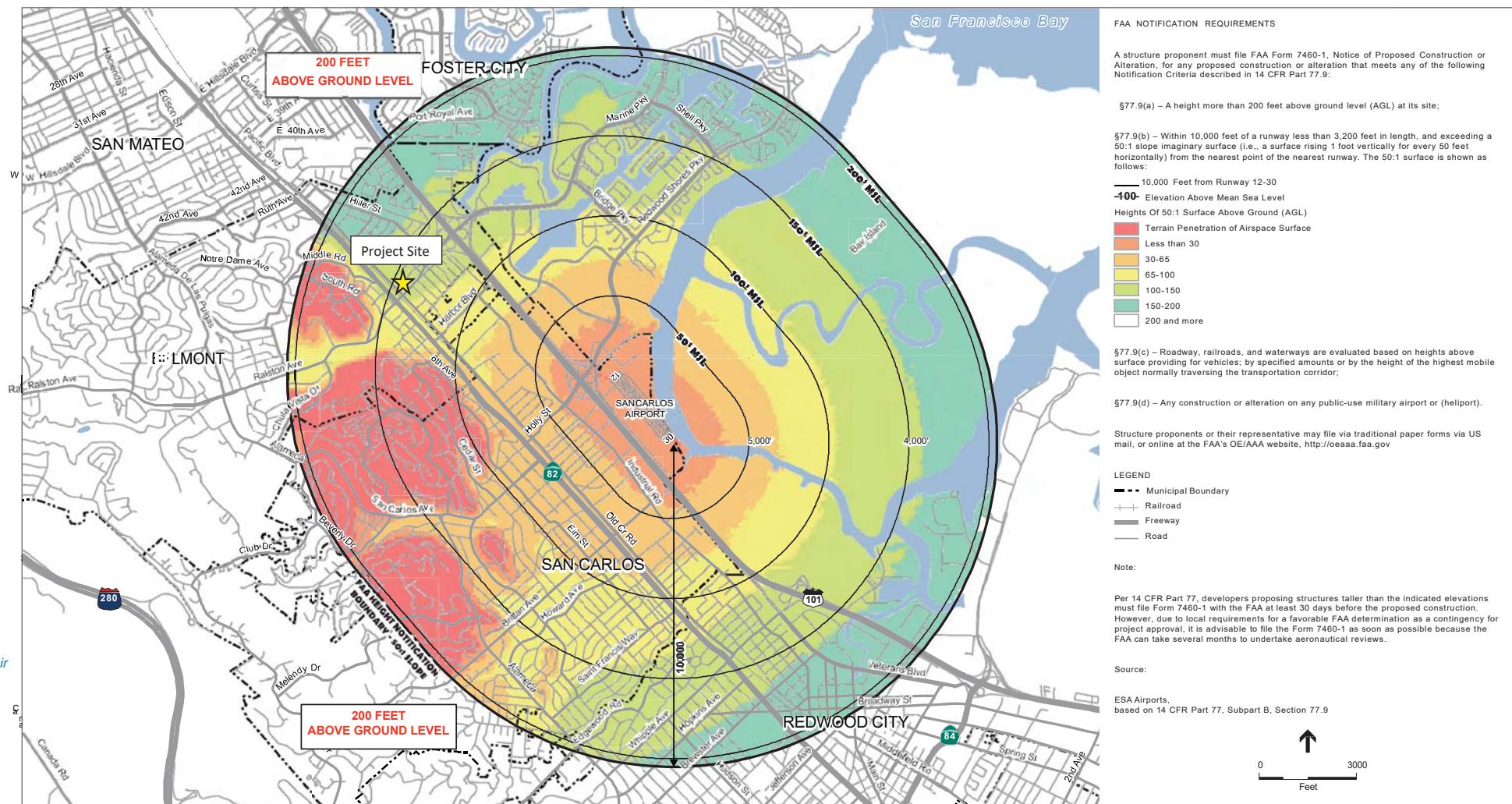
SOURCE: ESRI, 2014; ESA Airports, 2014

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



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

18



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

San Carlos Airport ALUCP . 130753

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

C/CAG AGENDA REPORT

Date: April 24, 2025

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed 8-story, 63-unit affordable housing development at 951 Old County Rd., Belmont.

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

RECOMMENDATION

That the Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that the proposed 8-story, 63-unit affordable housing development at 951 Old County Rd., Belmont, is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following conditions:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Belmont an FAA “Determination of No Hazard” for construction-related equipment.*
- *The City of Belmont shall advise the project sponsor of their obligation to comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.*
- *Prior to issuance of a building permit, the City of Belmont shall require that the project sponsor provide evidence of a recorded ‘Overflight Notification’ on each residential parcel in accordance with Overflight Policy 2 of the San Carlos ALUCP. (An example for the Overflight Notification to be used to fulfill this condition is included in the amended San Carlos ALUCP, Appendix E, Exhibit E-4.)*

BACKGROUND

Belmont has processed an application for a 63-unit affordable housing development at 951 Old County Rd. comprised of seven levels of residential units above a surface level garage.

The project falls within Airport Influence Area (AIA) B, the Project Referral Area for San Carlos Airport and is subject to ALUC review pursuant to California Public Utilities Code (PUC) Section 21676.5(a), as Belmont has not yet brought its General Plan and Zoning Ordinance into full compliance with the ALUCP. Accordingly, Belmont has referred the subject project for a determination of consistency with the San Carlos ALUCP.

DISCUSSION

I. ALUCP Consistency Evaluation

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

(a) Noise Policy Consistency

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

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

(b) Safety Policy Consistency

Runway Safety Zones - The San Carlos ALUCP includes six safety zones and related land use compatibility policies and criteria. As shown on San Carlos ALUCP Exhibit 4-3, **Attachment 3**, the project site is not located within a Safety Zone, so is not impacted by the Safety Compatibility policies.

(c) Airspace Protection Policy Consistency

Structures Heights

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

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

The height of the structure is approximately 91’ to the top of the stair tower. Given an existing site elevation of approximately 35’ above mean sea level (AMSL), the maximum height of the project would be approximately 126 ft. AMSL. As shown on San Carlos ALUCP Exhibit 4-4, **Attachment 4**, the Part 77 Airspace Protection Surface lies approximately 255’ ft AMSL, so the proposed project would be well below this surface, in compliance with the Airspace Protection policies of the ALUCP. Additionally, as shown on San Carlos on ALUCP Exhibit 4-4a, **Attachment 5**, the proposed project height of 91’ is below the threshold height of 100’ where FAA review is required for a hazard determination. Therefore, the height of the proposed project is consistent with the Airspace Protection

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 951 Old County Rd., Belmont

Date: April 24, 2025

Page 3

Policies. However, as noted in the application materials, it is likely that construction related equipment will exceed the notification heights, so the following condition is recommended:

- *Prior to issuance of a building permit, the project sponsor shall file Form 7460-1 with the FAA and provide to the City of Belmont an FAA “Determination of No Hazard” for construction-related equipment.*

Other Flight Hazards

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

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

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

(d) Overflight Compatibility Consistency

The San Carlos ALUCP contains two policies regarding overflight compatibility, which are generally “buyer awareness” measures focused on informing prospective buyers and/or tenants of property within the vicinity of an airport about the airport’s impact on the property. Overflight Policy 1 – *Real Estate Transfer Disclosure* requires that a notice of potential for overflights be included among the disclosures made during real estate transactions. Overflight Policy 2 – *Overflight Notification Zone 2* requires that all new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 (AIA B) incorporate a recorded overflight notification requirement as a condition of approval.

C/CAG AGENDA REPORT

Airport Land Use Committee

RE: Consistency Review – 951 Old County Rd., Belmont

Date: April 24, 2025

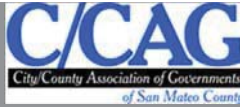
Page 4

The Project Area is located within both the Airport Influence Area (AIA) A & B boundaries for San Carlos Airport, so is subject to the requirements of both Overflight Policies. As neither the application materials nor Belmont's municipal code address these requirements, the following conditions are recommended:

- The City of Belmont shall advise the project sponsor of their obligation to comply with the real estate disclosure requirements outlined in Overflight Policy 1 of the San Carlos ALUCP.
- Prior to issuance of a building permit, the City of Belmont shall require that the project sponsor provide evidence of a recorded 'Overflight Notification' on each residential parcel in accordance with Overflight Policy 2 of the San Carlos ALUCP. (An example for the Overflight Notification to be used to fulfill this condition is included in the San Carlos ALUCP, Appendix E, Exhibit E-4.)

ATTACHMENTS

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



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

APPLICANT INFORMATION

Agency: City of Belmont

Project Name: Ridge on Masonic

Address: 951 Old County Road

APN: 040-313-280

City: Belmont

State: California

ZIP Code: 94002

Staff Contact: Adrienne Smith

Phone:

Email: asmith@belmont.gov

PROJECT DESCRIPTION

The development includes a 63-unit, 100% affordable multi-family housing project pursuant to Senate Bill 35 (SB-35). The project would raze the existing building on site and replace it with an eight-story residential building with seven residential levels over a surface-level garage. The Building would include approximately 65,000 sq. ft in gross floor area (including the garage) and be ninety-one feet in height at its highest point.

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.

Response: Determined compatible per Noise Policy-1 (*Noise Impact Area*). The project site is located outside of the 60 dB CNEL Noise Contour on Figure 4-1 and 4-2 (Existing and Future Noise Conditions) of the ALUCP. The project site is located approximately 4,000 feet northwest of the 60 dB CNEL (see attached location map).

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.

Response: Determined compatible per Safety Compatibility Policy 2 (e) – (*Residential Development Criteria*). The project site is located approximately 1,900 feet outside of Zone 6 on Exhibit 4-3 (Airport Safety Zones).

New residential development is compatible and is not restricted for safety reasons in Zone 6.

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.

Response: Determined compatible per Airspace Protection Policy 1 – (Airspace Protection Compatibility for New Development Compatibility). The project site is 30 feet above mean sea level (MSL), and the proposed building would be approximately 91 feet in height (total of 121 feet above MSL). The total height is well below the maximum elevation (approximately 250 feet MSL) denoted on Exhibit 4-4 (San Carlos Airport Part 77 Airspace Protection Surfaces).

The project sites would be developed with residential apartments, and there would be no use of electronic equipment that would cause electronic or navigational hazards to aircraft. There would also be no expected visual impacts to aircraft from the project: The exterior of the buildings would be finished with stucco, painted corrugated metal, and synthetic wood siding. Roofing materials would be tar and gravel and/or bituminous material and would not be highly reflective. There is no uplighting or floodlighting approved for the project, and standard Belmont conditions of approval require that all exterior building lighting be downcast to avoid off-site glare impacts.

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. 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.

Response: The project site is 30 feet above mean sea level (MSL), and the proposed building would be approximately 91 feet in height to the topmost features on the roofs (total of 121 feet above MSL), where Exhibit 4-4a (FAA Notification Form 7460-1 Filing Requirements) indicates that approximately 250 feet is the maximum threshold for notification; however, a crane will be needed for construction of the building that may exceed the height threshold. Thus, City staff has notified the project sponsor that he will be required to file of a Form 7460-1 (notice of Proposed Construction) with the Federal Aviation Administration for the project in accordance with Section 9.5.6 of the Belmont Zoning Ordinance.

2. Real Estate Disclosure requirements related to airport proximity

Response: Required, but not included as part of the project COAs. Applicant notified that the conditions is forthcoming. Current conditions for notification of the FAA, as follows:

FAA Notification

Prior to issuance of a building permit, the project applicant must determine whether they are required to file Form 7460-1 (*Notice of Proposed Construction or Alternation*) with the FAA, in accordance with Airspace Protection, and if the form is required, provide the City a copy of the FAA's study findings with their applications for a building permit. Once completed, typical standard conditions from the FAA include the following:

- a) A Notice of Actual Construction or Alteration must be e-filed any time the project is abandoned or within 5 days after the construction reaches its greatest height.
- b) If lighting or marking is installed, it is recommended to be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

3. Any related environmental documentation (electronic copy preferred)

Response: Ministerial Project – no environmental review required or allowed by state law (SB-35)

4. Other documentation as may be required (ex. related staff reports, etc.)

Response: Project approvals attached

Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site – (Attached)
3. Building heights relative to mean sea level (MSL) - (30' above MSL)

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

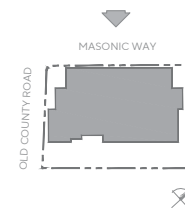
Please contact C/CAG staff at 650 599-1467 with any questions.

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

THE RIDGE ON MASONIC

Belmont, CA





THE RIDGE ON MASONIC

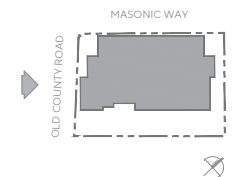
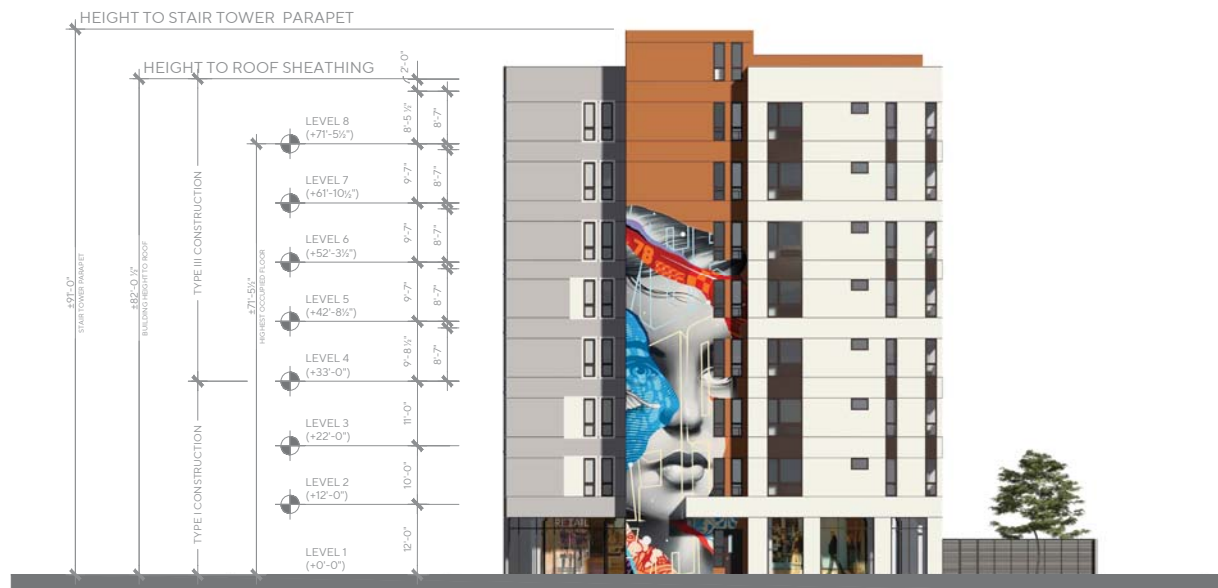
951 OLD COUNTRY ROAD
BELMONT, CA

BUILDING ELEVATIONS
NORTH



A08

JOB NO. 2024-004
DATE 12-03-2024



THE RIDGE ON MASONIC

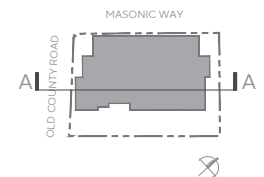
951 OLD COUNTRY ROAD
BELMONT, CA

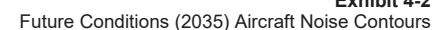
BUILDING ELEVATIONS
WEST



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JOB NO. 2024-014
DATE 12-03-2024

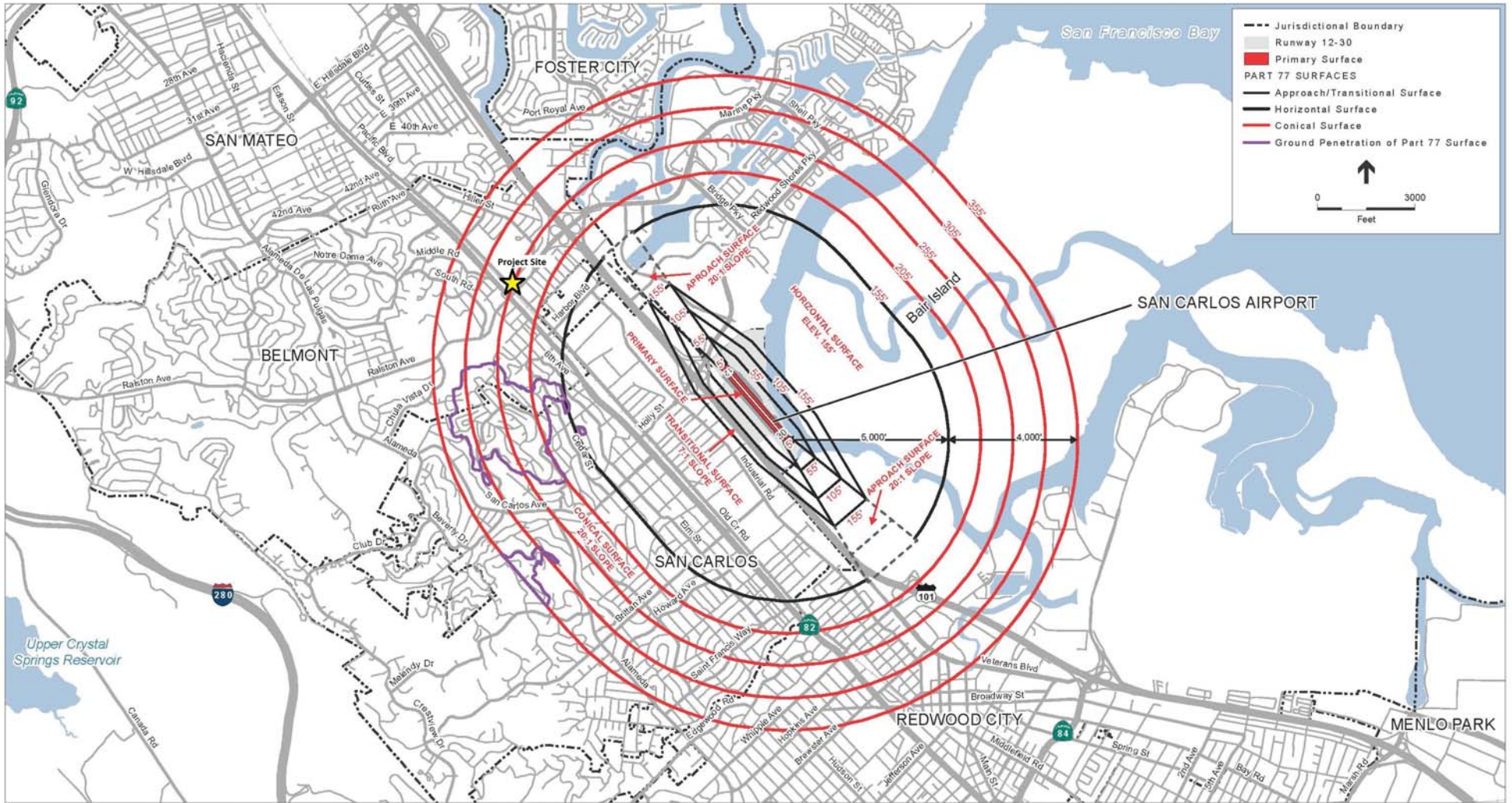






SOURCE: ESRI, 2014; ESA Airports, 2014

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



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

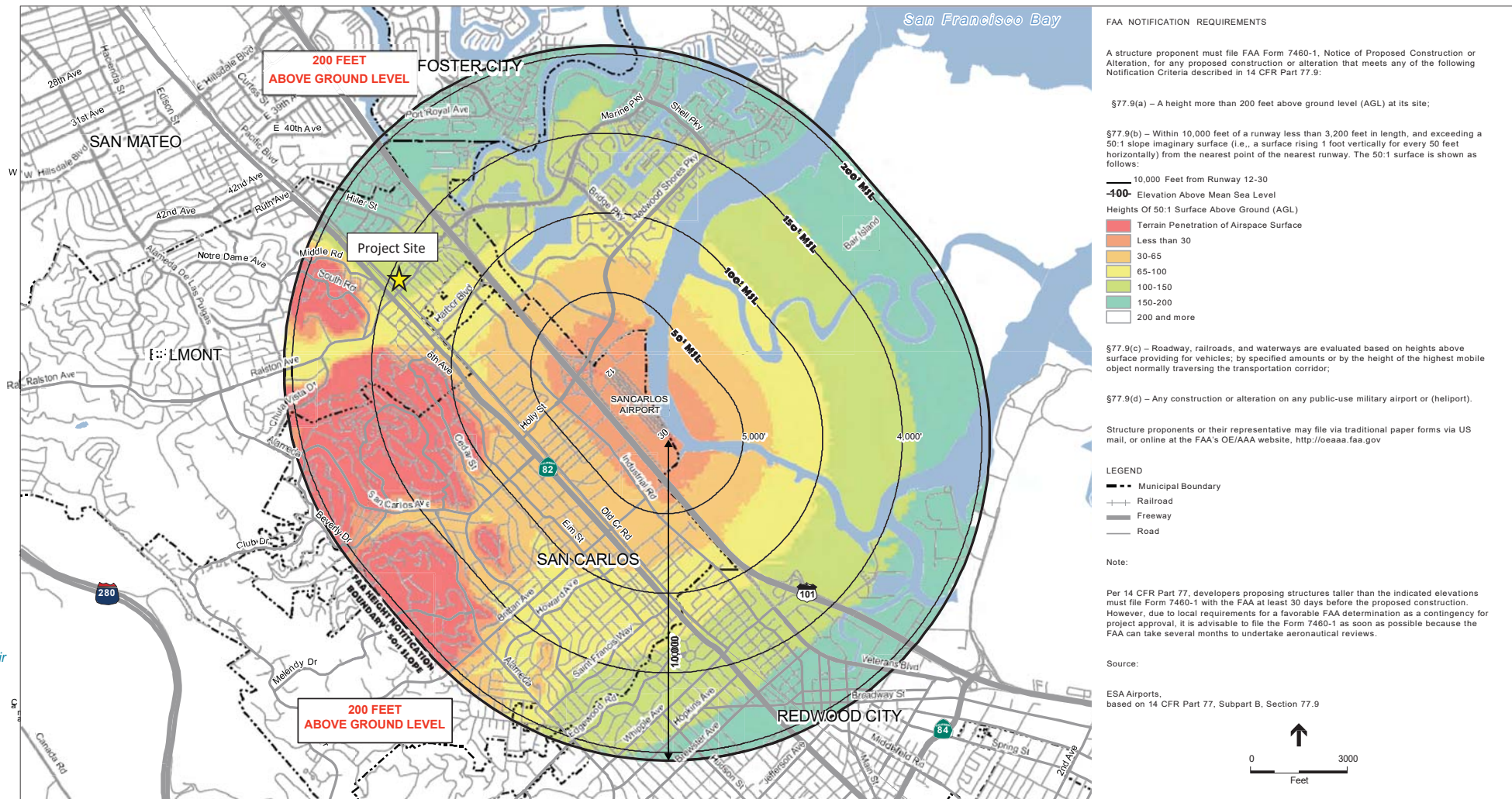
NOTE 1: All elevations on this exhibit are expressed in feet above mean sea level (MSL). The elevation of San Carlos Airport is 5 feet MSL.

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

—San Carlos Airport ALUCP . 130753

Exhibit 4-4

San Carlos Airport Part 77 Airspace Protection Surfaces



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

San Carlos Airport ALUCP . 130753

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

C/CAG AGENDA REPORT

DATE: April 24, 2025
TO: Airport Land Use Committee
FROM: Susy Kalkin
SUBJECT: Election of ALUC Officers for Calendar Year 2025

RECOMMENDATION

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) hold an election at this meeting to elect an ALUC Chairperson and an ALUC Vice-Chairperson for the 2025 calendar year.

BACKGROUND/ DISCUSSION

The C/CAG Airport Land Use Committee (ALUC) holds an election each calendar year to elect a Chairperson and a Vice-Chairperson. The sitting Chairperson conducts both elections. Nominations are made from the floor and must receive a second prior to a vote. Each officer is elected, via a majority of the Committee members present, to serve a one-year term on a calendar year basis (January 1-December 31). Both officers remain in office beyond January 1 until the next ALUC election is held. Those members who are in office prior to each election may be elected again by the Committee to serve in either office. There are no term limits and there is no compensation for either office.

The Chairperson presides at each ALUC Regular Meeting and Special Meeting. The ALUC Vice-Chairperson presides as the Chairperson if the Chairperson cannot attend a Regular or Special Meeting. If neither officer is available to attend a scheduled meeting, a quorum may elect a chairperson pro tem or the meeting may be canceled or rescheduled.

C/CAG AGENDA REPORT

DATE: April 24, 2025
TO: Airport Land Use Committee
FROM: Susy Kalkin
SUBJECT: Review and Approval of ALUC Meeting Calendar - 2025

RECOMMENDATION

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) review and approve the meeting calendar for 2025, including dates, time and location.

BACKGROUND/ DISCUSSION

The C/CAG Airport Land Use Committee (ALUC) annually considers and approves a meeting schedule for the year. Regular ALUC meetings are typically held on the fourth Thursday of the month. For the past several years, the meetings have begun at 4:30 PM, and since last year they have been held at the Burlingame Community Center, 850 Burlingame Ave. No changes in time or venue are proposed, and the dates for the remainder of the year are provided below for the Committee's consideration.

May 22, 2025
June 26, 2025
July 24, 2025
August 28, 2025
September 25, 2025
October 23, 2025
November – no mtg
December – no mtg

If needed, special meetings and workshops can be scheduled with appropriate special noticing.