

# C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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## AIRPORT LAND USE COMMITTEE (ALUC) AGENDA

<b>Date:</b> Thursday, October 23, 2025	<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. 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 June 26, 2025 meeting.   | Action<br>(O'Connell)                  | Page 1  |
| 4. San Carlos Airport Land Use Compatibility Plan<br>Consistency Review – Draft San Carlos Downtown<br>Specific Plan. | Action<br>(Kalkin)                     | Page 4  |
| 5. Review and Approval of ALUC Meeting Calendar -<br>2026   | Action<br>(Kalkin)                     | Page 28 |

- 6. Member Comments/Announcements Information
- 7. Items from Staff Information Page 29
  - Correspondence – Notice from the City of San Bruno of its intent to consider an override of the ALUC’s determination on the Tanforan Planned Development
- 8. Adjournment – *Next regular meeting – Jan. 22, 2026*

**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 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**

### **June 26, 2025**

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

Chair O'Connell called the meeting to order at 4:30 pm. The attendance sheet is attached.

#### **2. Public Comment on items not on the Agenda**

C/CAG Executive Director Charpentier introduced Sophia Palacio, a graduate student at SF State University, who is working for C/CAG as an intern.

#### **3. Minutes of the May 22, 2025 Meeting**

Motion: Member Hamilton moved, and Member Rainaldi seconded, approval of the May 22, 2025 minutes. Motion carried (7-0-0) by the following voice vote: AYE - Members DiGiovanni, Nagengast, Rainaldi, Hamilton, Nicolas, Vice-chair Pappajohn and Chair O'Connell. NO – none. ABSTAIN – none.

#### **4. San Francisco International Airport Land Use Compatibility Plan Consistency Review – Tanforan Planned Development, a 44-acre transit-oriented, mixed-use redevelopment plan for the Tanforan Shopping Center in San Bruno.**

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

Member Nagengast questioned how this action relates to what San Bruno will ultimately approve on the property. Staff noted that the ALUC has reviewed a series of proposals on the site that build upon one another – the Housing Element site identification; subsequent land use designation and rezoning of sites for residential development; and now the Planned Development which provides the development standards to implement the earlier actions, each step of which has required an ALUC review and consistency determination, and each of which was determined inconsistent with the ALUCP noise compatibility policies. Committee member Hamilton added that this is the same process that Millbrae recently went through to accommodate uses that were determined inconsistent with the ALUCP.

Chair O'Connell questioned how the building height of 79'7" was determined, and whether it was measured relative to ground level. Member Hamilton clarified that it reflects the height of the existing Century Theatre building that will remain as part of the redeveloped project area, noting that no future buildings in the PD will exceed that height.

Vice-chair Pappajohn asked for clarification of the Override process and resulting responsibilities. Staff noted that there are specific steps that a city must go through, including holding a public hearing, adopting specific findings that the action will be consistent with the purposes of the ALUC statutes, and clarifying that the override must be approved by a two-thirds majority vote. Ms. Kalkin further mentioned that an override allows the project to proceed, but the local jurisdiction then assumes responsibility resulting from the action. Chair O'Connell noted that city councils should take matters where a supermajority vote is required very thoughtfully and seriously. Member Ford stressed that these sites are subject to very high noise levels and there will likely be a lot of complaints from future residents.

Committee member Sturken prefaced his vote by noting his interest in helping member agencies meet their RHNA goals. He noted his concern that the ALUCP policies are at odds with facilitating this objective.

Motion: Member Ford moved, and Vice-chair Pappajohn seconded, approval of the staff recommendation to determine the proposal inconsistent with the noise policies of the SFO ALUCP. Motion carried (8-1-0) by the following voice vote: AYE - Members DiGiovanni, Nagengast, Rainaldi, Hamilton, Nicolas, Ford, Vice-chair Pappajohn and Chair O'Connell. NO – Sturken. ABSTAIN – none.

**5. Review and recommend action on proposed amendments to the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport to define criteria for childcare facilities within Safety Zone 6.**

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

Chair O'Connell, a member of the working group, provided additional context, reiterating the group's goal of trying to devise clear guidelines that would balance the important airport safety concerns with the need to not overly restrict the ability of local communities to accommodate their childcare needs. Chair O'Connell, as well as working group members Ford, Sturken and Kelley all agreed that the committee structure worked well, enabling the members to review a lot of data and collectively arrive at a mutually agreeable recommendation. Member Sturken also expressed gratitude to the expert input from local jurisdiction staff members involved in the working group.

Motion: Member Ford moved, and Member DiGiovanni seconded, approval of the staff recommendation. Motion carried (9-0-0) by the following voice vote: AYE - Members DiGiovanni, Nagengast, Rainaldi, Sturken, Hamilton, Nicolas, Ford, Vice-chair Pappajohn and Chair O'Connell. NO – none. ABSTAIN – none.

**6. Member Comments/Announcements**

None

**7. Items from Staff**

Ms. Kalkin noted that staff had submitted comments on the DEIR for the SFO Recommended Airport Development Plan, a copy of which was included in the agenda packet materials.

C/CAG Executive Director Charpentier added his thanks to the working group for its efforts on the childcare issue. He further noted that at every chance possible, C/CAG staff continues to advocate to HCD that when they generate their RHNA numbers they need to automatically exclude from their housing capacity analysis any properties that are within the CNEL 70dB aircraft noise contour.

**Adjournment**

The meeting was adjourned at 5:17 pm.

## 2025 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Apr	May	June						
Terry O'Connell	City of Brisbane	X	X	X						
Andrea Pappajohn	City of Burlingame	X	X <sup>arrived 4:40</sup>	X						
Pamela DiGiovanni	City of Daly City		X	X						
Patrick Sullivan	City of Foster City	X	X							
Patric Jonsson/Paul Nagengast (6/25)	City of Half Moon Bay		Y	X						
Stephen Rainaldi	City of Millbrae	X	X	X						
Christopher Sturken	City of Redwood City		X	X <sup>arrived 4:36</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 <sup>arrived 4:45</sup>							
Flor Nicolas	City of South San Francisco		X	X						
Carol Ford	Aviation Rep.	X	X <sup>arrived 4:40</sup>	X <sup>arrived 4:37</sup>						
Chistopher Yakabe	Half Moon Bay Pilots Assn.	Y								

X - Committee Member Attended

Y - Designated Alternate Attended

Staff and guests in attendance for the June 26, 2025 meeting: Susy Kalkin, Sean Charpentier and Sophia Palacio C/CAG staff; Gretchen Kelly, San Mateo County Airports Mgr.; Patrick Hickman, ESA; and Peter Gill, Lisa Costa-Sanders and Ralph Robinson, San Bruno staff.

## C/CAG AGENDA REPORT

Date: October 23, 2025  
To: Airport Land Use Committee  
From: Susy Kalkin  
Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Draft San Carlos Downtown Specific 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 Draft San Carlos Downtown Specific Plan 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:

- Within Table 3.2, Land Use Regulations “Additional Regulations”, include a reference to San Carlos Zoning Ordinance Section 18.21.150 A on the following use types to highlight the need to review for consistency with ALUCP safety compatibility policies:
  - Residential Care Facilities
  - Community Assembly Uses
  - Hospitals and Clinics
  - Schools, Public or Private
  - Cinema/Theater
- Within Table 3.5 Building Heights “Additional Regulations”, add a reference to San Carlos Zoning Ordinance 18.21.150 B. & F. to highlight the need to comply with the ALUCP airspace protection requirements.

### BACKGROUND/PROJECT DESCRIPTION

In early 2024, San Carlos amended its Zoning Ordinance to incorporate a new section entitled “18.21.150 San Carlos Airport land use compatibility plan consistency.” This section outlines the ALUCP compatibility criteria to be applied to development applications (noise, safety, structure heights, other flight hazards, and overflight notification requirements) and describes how the local agency will ensure compliance during review and approval of development projects. Prior to adoption, these amendments were reviewed by the ALUC and determined to be consistent with the standards and requirements of the San Carlos ALUCP.

## **Project Description**

San Carlos has submitted its draft San Carlos Downtown Specific Plan for a determination of consistency with the San Carlos ALUCP consistent with the requirements of California Public Utilities Code Section 21676(b). As described in more detail in **Attachment 1**, the San Carlos Downtown Specific Plan sets forth regulations for the future development, revitalization, and enhancement of Downtown San Carlos. It is intended to guide the long-term physical and economic evolution of the city's Downtown core. Its primary objective is to provide a cohesive vision and framework for land use and urban design, economic development, mobility and transportation, parking and Transportation Demand Management (TDM), public realm, public art, sustainability and resiliency, and infrastructure that reflects the community's aspirations and responds to changing needs.

The Plan Area is comprised of approximately 67.5 acres. This study area runs along the El Camino Real and Laurel Street corridors and is framed by Holly Street at the north end and Greenwood Avenue on the south end, with El Camino Real to the east and Walnut Street to the west. No changes to land use or zoning designations are proposed, except for one site at APN 050-072-380, consisting of approximately 1.1 acres and located at 1250 San Carlos Avenue. The land use and zoning change for this site allows greater development intensity, replacing the designation from Mixed-Use, Downtown Core, 100 (MU-DC-100) to Mixed-Use, Downtown, 120 (MU-D-120).

## **DISCUSSION**

### **ALUCP Consistency Evaluation**

Four airport / land use compatibility factors are addressed in the San Carlos ALUCP that relate to the Draft San Carlos Downtown Specific Plan. 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 planning documents 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 Downtown Specific Plan addresses each of the land use compatibility factors.

#### **(a) Noise Compatibility**

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

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

**(b) Safety Compatibility**

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

San Carlos Zoning Ordinance section 18.21.150 requires review of new projects to ensure consistency with the San Carlos ALUCP, as follows:

A. Safety Compatibility Evaluation. All proposed development projects, alterations, or changes of use subject to the ALUCP will be reviewed for consistency with the County of San Mateo’s Safety Compatibility Policies of the ALUCP. Project applicants shall be required to evaluate potential safety issues if the property is located within any of the safety compatibility zones established in the ALUCP.

Table 3.2 of the draft Specific Plan, **Attachment 4**, identifies the use types that may be permitted within the various zone districts. To better clarify uses that should be reviewed for ALUCP consistency it is recommended that this table include a reference to the zoning ordinance section noted above to highlight those uses. Accordingly, the following condition is recommended:

- Within Table 3.2, Land Use Regulations “Additional Regulations”, include a reference to San Carlos Zoning Ordinance Section 18.21.150 A on the following use types to highlight the need to review for consistency with ALUCP safety compatibility policies:
  - Residential Care Facilities
  - Community Assembly Uses
  - Hospitals and Clinics
  - Schools, Public or Private
  - Cinema/Theater

Adherence to these requirements will ensure that new uses within the Specific Plan area will comply with the safety compatibility policies 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 FAA of certain proposed construction or alterations of structures, and to review projects for certain land use characteristics that might pose a hazard to air navigation (*Other Flight Hazards*).

The following requirements are included in the San Carlos Zoning Ordinance section 18.21.150 to address ALUCP Airspace Protection Policy consistency:

B. Airspace Protection Evaluation. All proposed development projects, alterations, or changes of use subject to the ALUCP will be reviewed for consistency with Airspace Protection Policies of the ALUCP. These include notice of proposed construction or alteration, maximum compatible building height and other flight hazards and aviation easement requirements of San Carlos ALUCP Airspace Protection Policy 7.

F. Federal Aviation Administration (FAA) Requirements. Proof of consistency with FAA rules and regulations must be provided through one (1) of the following ways:

1. A Federal Aviation Administration Review Not Required Form must be signed prior to issuance of building permit.
2. Receive a determination of no hazard by the FAA after submittal of FAA Form 7460-1, Notice of Proposed Construction. Instructions and additional information on Form 7460 can be found within the ALUCP and on the FAA's website.

Table 3.5 of the draft Specific Plan, **Attachment 5**, identifies maximum heights for structures within the different zone districts, with an overall maximum allowable height of 75 ft., plus a potential for 10 ft. additional height for tower elements.

The Airspace Protection Surface above the Plan area lies at 155 ft. above mean sea level, as indicated on San Carlos ALUCP Exh. 4-4, **Attachment 6**. Additionally, as shown on **Attachment 7**, any project in the Plan area that exceeds between 30-65 feet will require the filing of 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 these FAA notification heights. To highlight this requirement within the Specific Plan the following condition is recommended:

- Within Table 3.5 Building Heights “Additional Regulations”, add a reference to San Carlos Zoning Ordinance 18.21.150 B. & F. to highlight the need to comply with the ALUCP height requirements.

Compliance with these provisions will ensure that new uses within the Specific Plan area will comply 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 San Carlos Zoning Ordinance includes both of these policy provisions and therefore these requirements will apply to new uses within the Specific Plan Area, ensuring consistency with the Overflight Compatibility policies of the San Carlos ALUCP.

#### ATTACHMENTS

1. Application Materials
2. San Carlos ALUCP Exh. 4-2, Aircraft Noise Contours
3. San Carlos ALUCP Exh. 4-3, Airport Safety Zones
4. San Carlos Downtown Specific Plan Table 3.2 Land Use Regulations
5. San Carlos Downtown Specific Plan Table 3.5 Building Heights
6. San Carlos ALUCP Exh. 4-4, Airspace Protection Surfaces
7. San Carlos ALUCP Exh. 4-4a, FAA Notification Reqs.
8. Link to Draft San Carlos Downtown Specific Plan – <https://www.sancarlosdowntownplan.com/>



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

**APPLICANT INFORMATION**

Agency: <i>City of San Carlos</i>			
Project Name: <i>Downtown Specific Plan</i>			
Address: <i>1000 Elm Street</i>		APN: <i>see description</i>	
City: <i>San Carlos</i>	State: <i>CA</i>	ZIP Code: <i>94070</i>	
Staff Contact: <i>Lisa Porras</i>	Phone: <i>(650) 454-7785</i>	Email: <i>lporras@cityofsan-carlos.org</i>	

**PROJECT DESCRIPTION**

The Downtown Specific Plan is comprised of 67.5 acres. This area runs along the El Camino Real and Laurel Street corridors and is framed by Holly Street at the north end and Greenwood Ave. on the south end, with El Camino Real to the east and Walnut St. to the west. *see attached detailed description. Exhibit A*

**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: *see exhibit B - Downtown Specific Plan*

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.
 

*See Exhibit A - DTSP boundary*

    - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies. *San Carlos Municipal Code Section 18.21.150*
  - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
 

*See Exhibit A*

    - 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 *See 18.21.150, D.*
3. Any related environmental documentation (electronic copy preferred) *EIR Addendum*
4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

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

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

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

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

# City of San Carlos

## Downtown Specific Plan

### Purpose and Objective of The Specific Plan

The San Carlos Downtown Specific Plan sets forth regulations for the future development, revitalization, and enhancement of downtown San Carlos. It is intended to guide the long-term physical and economic evolution of the city’s downtown core. Its primary objective is to provide a cohesive vision and framework for land use and urban design, prosperity and economic development, mobility and transportation, parking and transportation demand management (TDM), public realm, public art, sustainability and resiliency, and infrastructure that reflects the community’s aspirations and responds to changing needs.

The Plan establishes clear goals, policies, and strategies to support a vibrant, pedestrian-friendly, inclusive, and economically-resilient downtown. It aims to shape a lively downtown core that reflects the unique character of San Carlos while supporting residential, commercial, and mixed-use opportunities that cater to the evolving needs of the community. It serves as a tool to shape new development, public realm improvements, and policy decisions in a way that enhances quality of life, preserves local character, and supports environmental sustainability. Designed to be both visionary and actionable, the Specific Plan aims to align public and private investment with a unified vision for Downtown San Carlos.

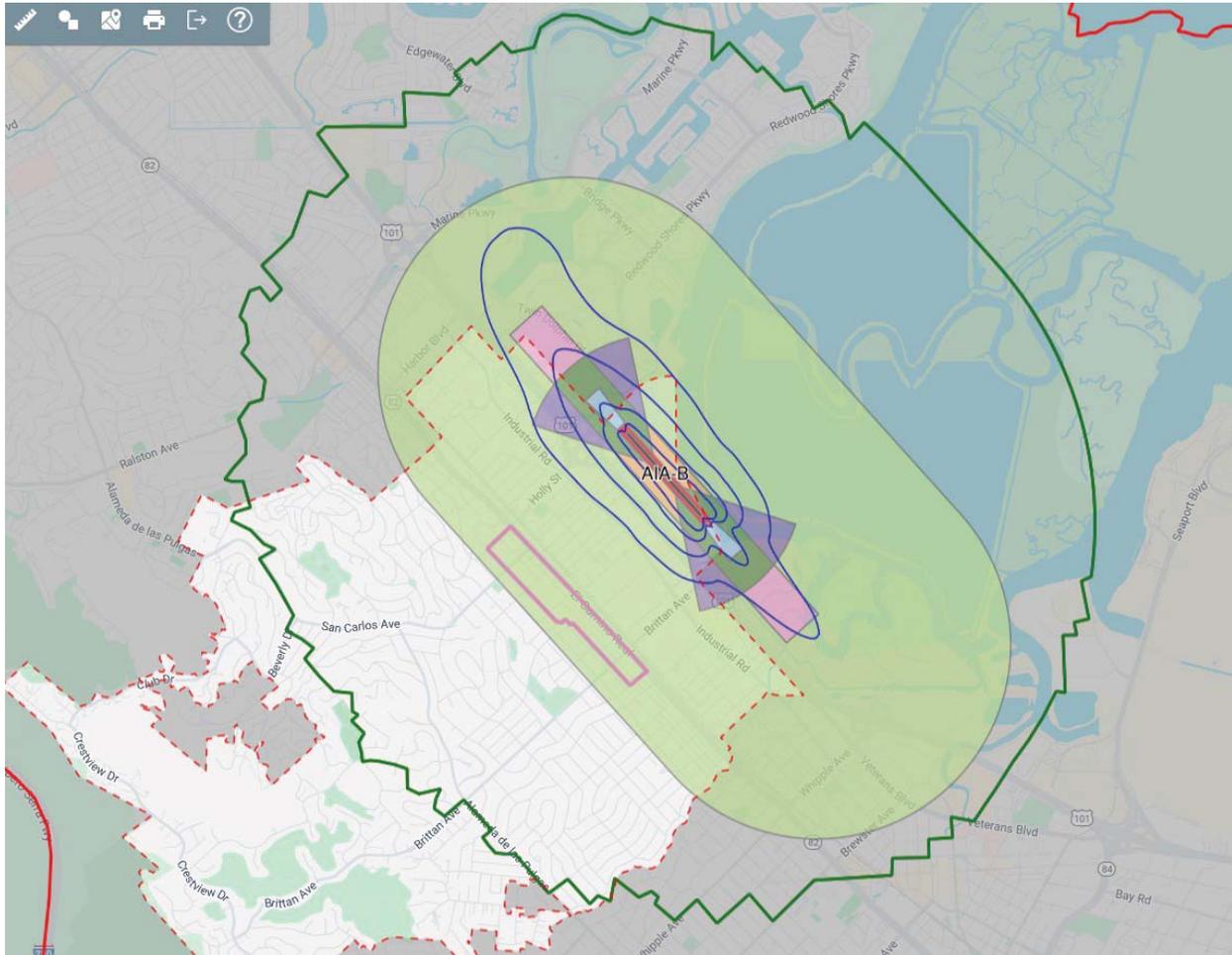
### Downtown Specific Plan Area

The Downtown Specific Plan is comprised of approximately 67.5 acres. This study area runs along the El Camino Real and Laurel Street corridors and is framed by Holly Street at the north end and Greenwood Avenue on the south end, with El Camino Real to the east and Walnut Street to the west.



## Relationship to San Carlos Airport

The Figure below shows the Downtown Specific Plan area (rectangular shape outlined in pink) in relationship to airport noise contours, airport safety zones, and airport influence area.



## Relationship to Citywide Zoning

The standards for development contained in the Downtown Specific Plan draw from the City of San Carlos' Municipal Code, Title 18, Zoning. No changes to land use or zoning designations were made, **except for one site at APN 050-072-380, consisting of approximately 1.1 acres and located at 1250 San Carlos Avenue. The land use and zoning change for this site allows greater development intensity, replacing the designation from Mixed-Use, Downtown Core, 100 (MU-DC-100) to Mixed-Use, Downtown, 120 (MU-D-120).** All other changes to zoning regulations are refinements in nature, addressing the entitlement process, responding to State law, or minor adjustments to design and architectural features.

The Downtown Specific Plan area shall also comply with the development standards in the City’s Zoning Ordinance (Title 18 of the San Carlos Municipal Code “SCMC”), including standards and requirements related to consistency within the County of San Mateo’s Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (ALUCP) as specified in SCMC Section 18.21.150, unless otherwise specified in the Downtown Specific Plan. If there is any conflict between Title 18 of the Municipal Code and the Downtown Specific Plan, then the Downtown Specific Plan shall prevail.

## **Document Organization**

The *San Carlos Downtown Specific Plan* is organized to serve a broad audience, including prospective developers, business owners, City staff, elected officials, and community members. The structure of the plan is designed to guide both long-term visioning and near-term decision-making, with each chapter building upon the previous to provide a comprehensive and user-friendly framework for downtown development and improvements.

**Chapter 1: Introduction** This chapter presents the purpose and objectives of the Specific Plan, its authority and scope, its relationship to other regulatory documents, as well as its location (referred to as the Plan Area), demographics, and the civic engagement process.

### **Chapter 2: Vision, Principles, and a Framework for Urban Design and Policy**

This chapter presents the vision, guiding principles, and a framework for urban design and policy for private development and public space improvements within the Plan Area.

### **Chapter 3: Land Use and Urban Design**

This chapter establishes a framework for the uses and the physical form of downtown San Carlos. This includes a land use map, land use designations, as well as a zoning map and zoning designations and corresponding land use regulations and development standards.

### **Chapter 4: Prosperity and Economic Development**

This chapter outlines strategies to support a thriving downtown economy. It focuses on strengthening local businesses, attracting new investment, fostering a diverse mix of commercial uses, and enhancing San Carlos’s position as a regional destination. Policies aim to create a supportive environment for innovation, entrepreneurship, and inclusive economic growth.

### **Chapter 5: Mobility and Transportation**

This chapter presents a multimodal transportation approach that prioritizes safety, connectivity, and accessibility for all modes of travel. The main emphasis is on improvements to walking, bicycling, and transit infrastructure to achieve a balanced and multimodal street network. network.

### **Chapter 6: Parking and Transportation Demand Management (TDM)**

This chapter addresses downtown parking management while promoting more sustainable travel behavior. It introduces strategies to optimize existing parking resources, reduce parking demand through TDM programs, and make possible a mode shift where there is more equity for transit users,

pedestrians, and bicyclists—all while maintaining access for residents, visitors, and businesses. Policies and standards are established to address parking management, on-street parking and loading, off-street parking and loading, and bicycle parking.

### **Chapter 7: Public Realm**

This chapter outlines a strategy that prioritizes a strong, well-designed public realm to create a socially vibrant and economically thriving downtown with multi-functional streets, generous sidewalks, inviting plazas, and accessible green spaces. Together, these elements support community interaction, enhance walkability, and contribute to the overall appeal and success of downtown San Carlos.

### **Chapter 8: Public Art**

This chapter outlines a vision for integrating public art into the fabric of downtown. It encourages collaboration with artists, local organizations, and the community to create engaging, site-specific works that reflect San Carlos’s identity, activate public spaces, and contribute to a vibrant cultural landscape.

### **Chapter 9: Sustainability and Resiliency**

This chapter establishes goals and policies to advance environmental sustainability and climate resilience. It promotes green infrastructure, energy efficiency, water conservation, and climate adaptation strategies that reduce environmental impacts while preparing the downtown for future challenges.

### **Chapter 10: Infrastructure**

This chapter provides a high-level summary of infrastructure improvements serving the Plan Area, including wet utilities and solid waste disposal.

### **Chapter 11: Administration and Implementation**

This chapter describes the regulatory framework that will be utilized to implement the San Carlos Downtown Specific Plan and recommends development phasing, financing, and implementation responsibilities.

## **San Carlos Municipal Code**

### **18.21.150 San Carlos Airport land use compatibility plan consistency.**

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

A. Safety Compatibility Evaluation. All proposed development projects, alterations, or changes of use subject to the ALUCP will be reviewed for consistency with the County of San Mateo’s Safety Compatibility Policies of the ALUCP. Project applicants shall be

required to evaluate potential safety issues if the property is located within any of the safety compatibility zones established in the ALUCP.

B. **Airspace Protection Evaluation.** All proposed development projects, alterations, or changes of use subject to the ALUCP will be reviewed for consistency with Airspace Protection Policies of the ALUCP. These include notice of proposed construction or alteration, maximum compatible building height and other flight hazards and aviation easement requirements of San Carlos ALUCP Airspace Protection Policy 7.

C. **Airport Noise Evaluation and Mitigation.** All proposed development projects, alterations, or changes of use subject to the ALUCP will be reviewed for consistency with the noise policies of the ALUCP, including the aviation easement requirements of San Carlos ALUCP Noise Policy 7. Uses listed as “conditionally compatible” in the ALUCP will be required to mitigate impacts to comply with the interior noise standards established in the ALUCP or General Plan, whichever is more restrictive.

D. **Airport Real Estate Disclosure Notices.** Proximity to the airport could affect allowable development and uses. All proposed developments, alterations, or changes of use that are subject to the ALUCP are required to comply with the real estate disclosure requirements of State law (California Business and Professions Code Section [11010\(b\)\(13\)](#)). The following statement by the seller must be included in the notice of intention to offer the property for sale or lease:

Notice of Airport in Vicinity. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

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

F. **Federal Aviation Administration (FAA) Requirements.** Proof of consistency with FAA rules and regulations must be provided through one (1) of the following ways:

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

2. Receive a determination of no hazard by the FAA after submittal of FAA Form 7460-1, Notice of Proposed Construction. Instructions and additional information on Form 7460 can found within the ALUCP and on the FAA’s website.

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

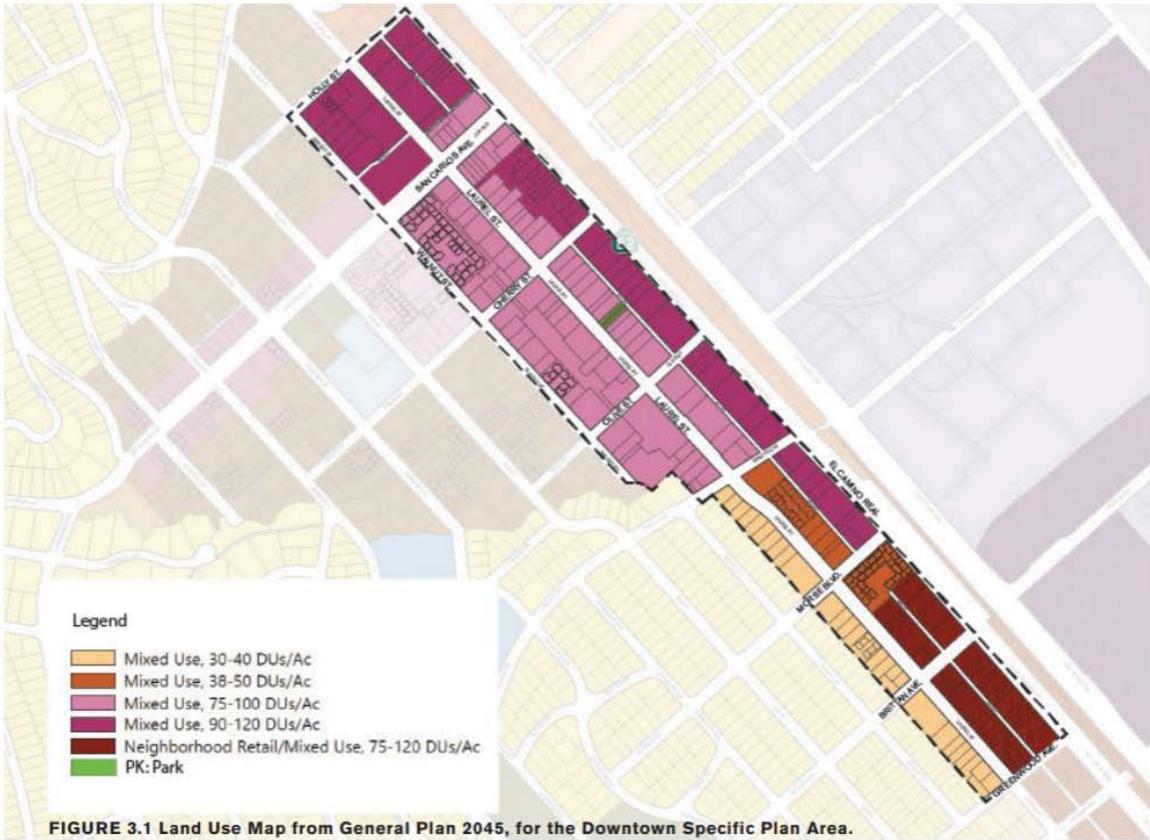
H. Required Disclosures. In the event of local override action of an Airport Land Use Commission determination, disclosures may be required from property owners as a condition of approval for any use listed as conditional in the ALUCP noise or safety compatibility zone that corresponds with the site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

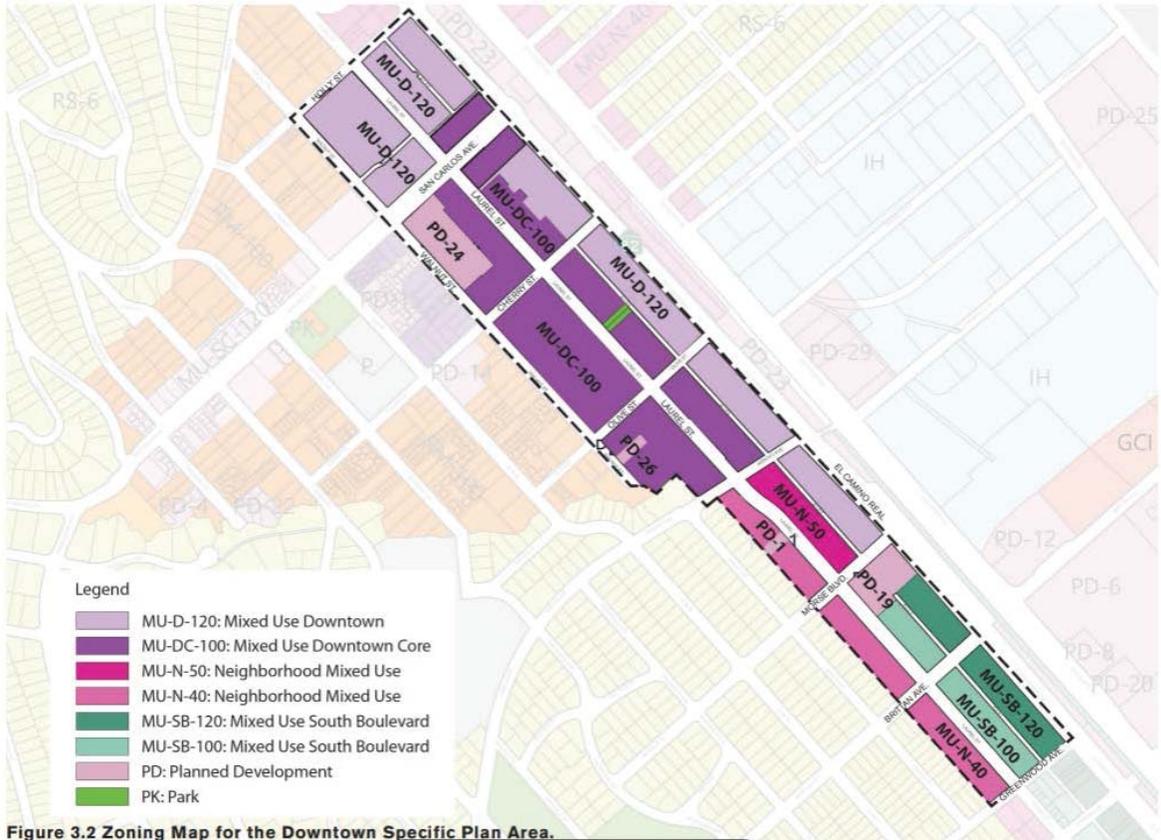
(Ord. 1606 (Exh. A), 2023; Ord. 1438 § 4 (Exh. A (part)), 2011)

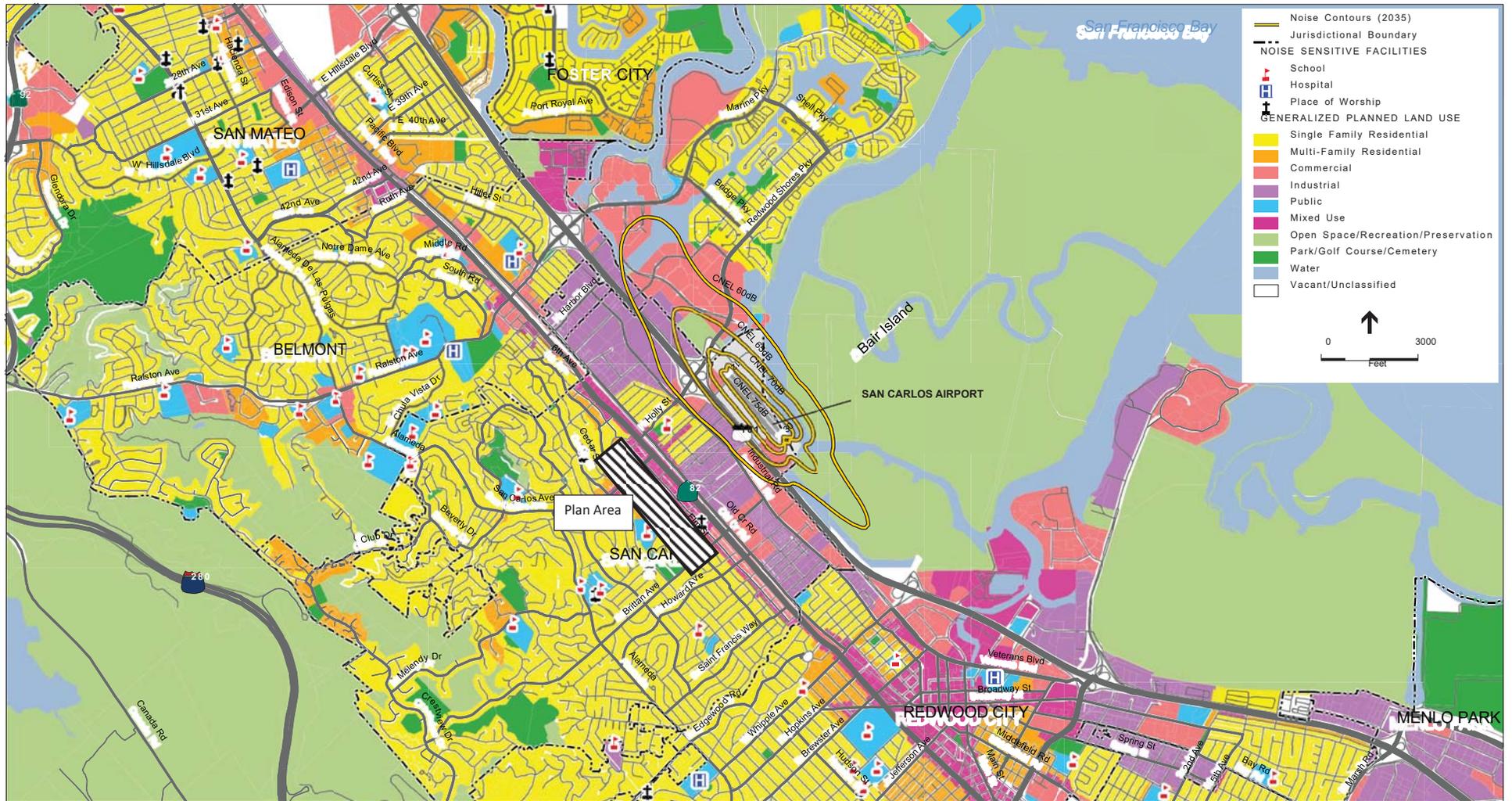
## Land Use

The San Carlos General Plan establishes a strong foundation for the downtown area by designating medium- to high-density land uses within the Downtown Specific Plan area. Building upon this foundation, the Downtown Specific Plan provides refined direction for implementing the General Plan’s land use vision. Chapter 2 of the Downtown Specific Plan introduced an Urban Design Framework for Equity and Resilience, Placemaking and Identity, Downtown Vibrancy, and Mobility and Connectivity, which integrates placemaking strategies and economic development with land use planning.

Land uses within the Specific Plan boundary remain consistent with the General Plan Land Use Map, **except for the SamTrans site at 1250 San Carlos Avenue, which was changed from Mixed-Use, 75-100 DUs/Acre to Mixed-Use, 90-120 DUs/Acre.** The Downtown Specific Plan area is comprised by a good portion of Plan Area 2, and a small portion of Plan Area 3; these Plan Areas are delineated in *Figure 3-1: Planning Areas* of the General Plan, Land Use Element. Notably, the Downtown Specific Plan area is included in San Carlos’ Priority Development Area (PDA), which promotes bringing “transit, jobs and housing together in downtowns, along main streets and around rail stations.” The San Carlos Caltrain Station is located within Plan Area 2, in close proximity to downtown San Carlos, and is recognized as part of a Transit-Oriented Development (TOD) corridor, emphasizing higher-density housing, job growth, and enhanced multi-modal transportation options.



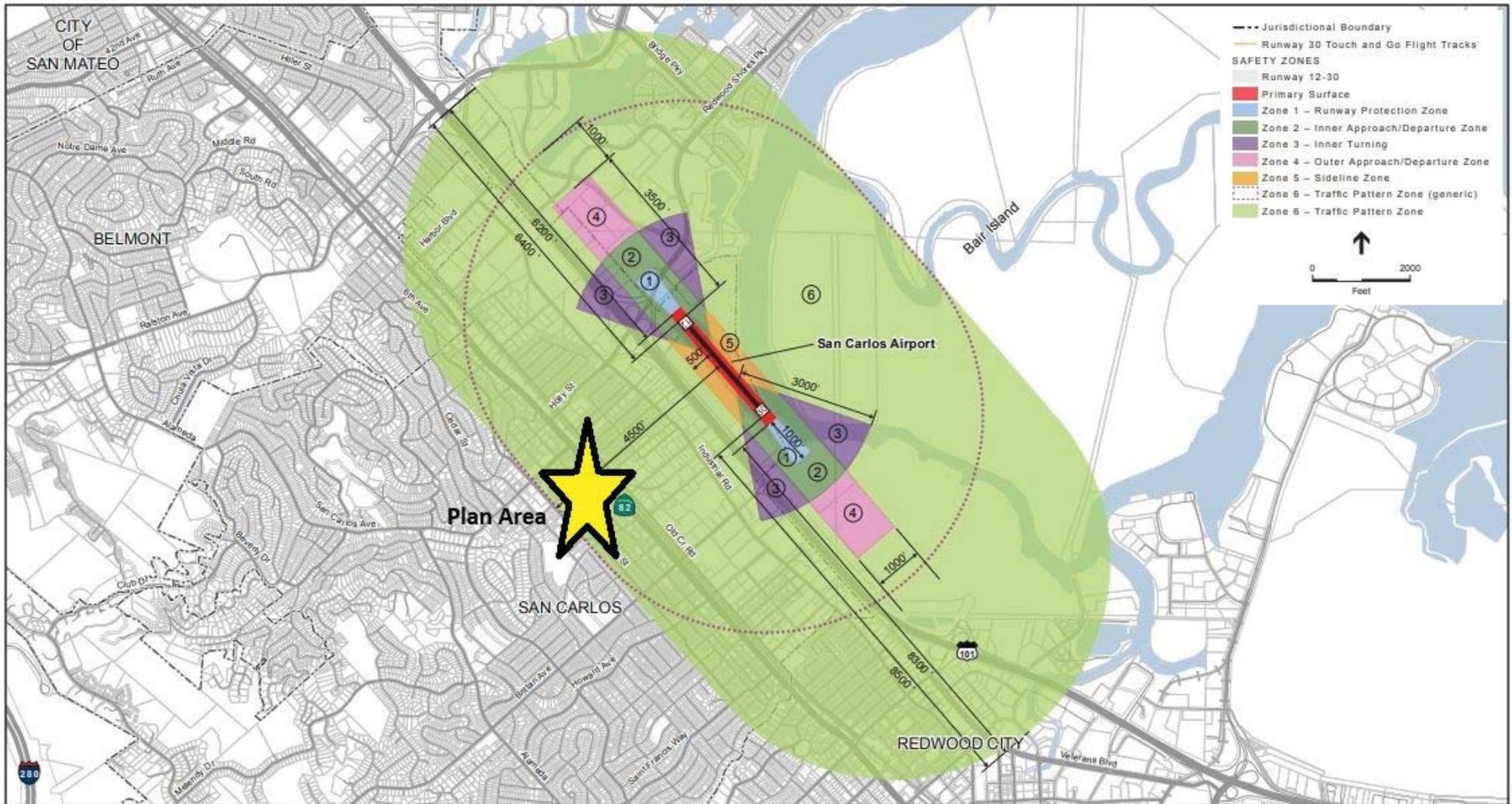




SOURCE: Belmont, 1982; San Mateo County, 1986; Foster City, 1993; Menlo Park, 1994; San Carlos, 2009; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

San Carlos Airport ALUCP . 130753

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



SOURCE: ESRI, 2014; ESA Airports, 2014

### 3.6 LAND USE REGULATIONS

Table 3.2 prescribes the land use regulations for the mixed-use and park districts within the Downtown Specific Plan Area. The regulations for each district are established by letter designations as follows:

\*P\* designates permitted uses.

\*M\* designates use classifications that are permitted after review and approval of a minor use permit by the Zoning Administrator.

\*C\* designates use classifications that are permitted after review and approval of a conditional use permit by the Planning and Transportation Commission.

\*(#)\* Numbers in parentheses refer to specific limitations listed at the end of the table.

\*-\* Designates uses that are not permitted.

Use classifications listed in the table below are defined in Chapter 18.40, Use Classifications of the San Carlos Municipal Code. In cases where a specific land use or activity is not defined, the Director shall assign the land use or activity to a classification that is substantially similar in character. Use classifications and subclassifications not listed in the table or not found to be substantially similar to the uses below are prohibited.

Table 3.2

**LAND USE REGULATIONS FOR THE DISTRICTS WITHIN THE DOWNTOWN SPECIFIC PLAN AREA. ADDITIONAL REGULATIONS REFER TO SAN CARLOS MUNICIPAL CODE SECTIONS CONTAINED IN TITLE 18, ZONING.**

USE CLASSIFICATIONS	MU-DC-100	MU-D-120	MU-SB-100	MU-SB-120	MU-N-40	MU-N-50	PK	ADDITIONAL REGULATIONS
<b>Residential Uses</b>								
Residential Housing Types	See subclassifications below							
Multi-Unit Residential	P(1)	P	P	P	P	P	-	
Accessory Dwelling Unit	P	P	P	P	P	P	-	Only if it includes a proposed or existing dwelling
Junior Accessory Dwelling Unit	-	-	-	-	-	-	-	
Elderly and Long-Term Care	-	-	-	-	-	-	-	
Family Child Care	See subclassifications below							
Small	P	P	P	P	P	P	-	
Large	P	P	P	P	P	P	-	See SCMC Section 18.23.090, Day care centers and large family child care homes
Residential Care Facilities	See subclassifications below							
General	-	M(1)	-	-	-	-	-	See SCMC Section 18.23.200, Residential care facilities
Limited	P	P	P	P	P	P	-	
Senior	-	M(1)	-	-	-	-	-	See SCMC Section 18.23.200, Residential care facilities
Single Room Occupancy	C(1)	C(1)	C(1)	C	C	C	-	See SCMC Section 18.23.220, Single room occupancy hotels
Transitional Housing	P	P	P	P	P	P	-	See SCMC Section 18.23.250, Transitional and supportive housing

Table 3.2

**LAND USE REGULATIONS FOR THE DISTRICTS WITHIN THE DOWNTOWN SPECIFIC PLAN AREA. ADDITIONAL REGULATIONS REFER TO SAN CARLOS MUNICIPAL CODE SECTIONS CONTAINED IN TITLE 18, ZONING.**

USE CLASSIFICATIONS	MU-DC-100	MU-D-120	MU-SB-100	MU-SB-120	MU-N-40	MU-N-50	PK	ADDITIONAL REGULATIONS
Supportive Housing	P	P	P	P	P	P	-	See SCMC Section 18.23.250, Transitional and supportive housing
<b>Public and Semi-Public Uses</b>								
Colleges and Trade Schools, Public or Private	-	-	P	P	-	-	-	
Community Assembly, Less Than 3,500 Square Feet	P	P	P	P	M	M	C	See SCMC Section 18.23.080, Community assembly facilities
Community Assembly, 3,500 Square Feet or More	-	C	M	M	-	-	C	
Community Garden	P	P	P	P	P	P	P	
Cultural Institutions	C	P	M	M	M	M	c	
Day Care Centers	-	P	P	P	P	P	-	See SCMC Section 18.23.090, Day care
Emergency Shelter	C	-	P	P	-	-	-	See SCMC Section 18.23.110, Emergency shelters
Government Offices	C	P	P	P	P	P	-	
Hospitals and Clinics	-	P	P	P	-	-	-	
Instructional Services	P (16)	P	P	P	P	P	-	See SCMC Section 18.23.260, Formula business uses
Park and Recreation Facilities, Public	P	P	P	P	P	P	P	
Public Safety Facilities	-	C	C	C	C	C	-	
Schools, Public or Private	-	-	C	C	C	C	-	
Social Service Facilities	-	-	C	C	C	C	-	
Cemeteries								

Table 3.2

**LAND USE REGULATIONS FOR THE DISTRICTS WITHIN THE DOWNTOWN SPECIFIC PLAN AREA. ADDITIONAL REGULATIONS REFER TO SAN CARLOS MUNICIPAL CODE SECTIONS CONTAINED IN TITLE 18, ZONING.**

USE CLASSIFICATIONS	MU-DC-100	MU-D-120	MU-SB-100	MU-SB-120	MU-N-40	MU-N-50	PK	ADDITIONAL REGULATIONS
<b>Commercial Uses</b>								
Animal Care, Sales and Services	See subclassifications below							
Grooming and Pet Stores	C	P	P	P	P(2)	P(2)	-	See SCMC Section 18.23.260, Formula business uses
Veterinary Services	-	C(2)	C(2)	C(2)	C(2)	C(2)	-	
Artists' Studios	M	P	P	P	P(2)	P(2)	-	
Automobile/Vehicle Sales and Services	See subclassifications below							
Automobile Rentals	-	-	C(4)	C(4)	-	-	-	See SCMC Section 18.23.050, Automobile/vehicle sales and services,
Automobile/Vehicle Sales and Leasing	-	P(3, 4)	P(3, 4)	P(3, 4)	-	-	-	
Automobile/Vehicle Washing	-	-	C(3)	C(3)	-	-	-	
Service Station	-	-	C(3)	C(3)	-	-	-	
Banks and Financial Institutions	P(5)	P	P	P	M(6)	M(6)	-	See SCMC Section 18.23.260, Formula business uses
Business Services	-	P(6)	P(6)	P(6)	P(6)	P(6)	-	
<b>Commercial Entertainment and Recreation</b> See subclassifications below								
Cinema/Theaters	C(13)	C(13)	C(13)	C(13)	-	-	-	See SCMC Section 18.23.260, Formula business uses
Small-Scale	-	C(13)	C(13)	C(13)	-	-	-	
Large-Scale	-	C(13)	-	-	-	-	-	

Table 3.2

**LAND USE REGULATIONS FOR THE DISTRICTS WITHIN THE DOWNTOWN SPECIFIC PLAN AREA. ADDITIONAL REGULATIONS REFER TO SAN CARLOS MUNICIPAL CODE SECTIONS CONTAINED IN TITLE 18, ZONING.**

USE CLASSIFICATIONS	MU-DC-100	MU-D-120	MU-SB-100	MU-SB-120	MU-N-40	MU-N-50	PK	ADDITIONAL REGULATIONS
Eating and Drinking Establishments	See subclassifications below							
Bars/Night Clubs/Lounges	C(13)	C(13)	C(13)	C(13)	-	-	-	See Chapter 7, Outdoor Dining Standards, and SCMC Section 18.23.260, Formula business uses
Full Service	P(13)	P(13)	P(13)	P(13)	C(7, 13)	C(7, 13)	-	
Convenience	P(14)	P(14)	P(14)	P(14)	C(7)	C(7)	-	See SCMC Section 18.23.260, Formula business uses
Food Preparation	P	P	P	P	P	P	-	See SCMC Section 18.23.260, Formula business uses
Funeral Parlors and Mortuaries	-	C	C	C	-	-	-	
Lodging	See subclassifications below							
Bed and Breakfast	P	P	P	P	P	P	-	See SCMC Sections 18.23.070, Bed and breakfast lodging, and 18.23.260, Formula business uses
Hotels and Motels	P(8, 13)	P(13)	P(13)	P(13)	M(, 13)	M(13)	-	See SCMC Section 18.23.260, Formula business uses
Nurseries and Garden Centers	P(6, 15)	P(7, 16)	P(6, 15)	P(6, 15)	P(6, 15)	P(6, 15)	-	See SCMC Section 18.23.260, Formula business uses
Offices	See subclassifications below							
Business and Professional	P(9)	P	P	P	P	P	-	See SCMC Section 18.23.260, Formula business uses
Medical and Dental	P(9)	P	P	P	P(6)	P(6)	-	See SCMC Section 18.23.260, Formula business uses
Walk-In Clientele	P	P	P	P	P	P	-	See SCMC Section 18.23.260, Formula business uses

Table 3.2

**LAND USE REGULATIONS FOR THE DISTRICTS WITHIN THE DOWNTOWN SPECIFIC PLAN AREA. ADDITIONAL REGULATIONS REFER TO SAN CARLOS MUNICIPAL CODE SECTIONS CONTAINED IN TITLE 18, ZONING.**

USE CLASSIFICATIONS	MU-DC-100	MU-D-120	MU-SB-100	MU-SB-120	MU-N-40	MU-N-50	PK	ADDITIONAL REGULATIONS
Personal Services								
General Personal Services	P(10)	P	P	P	P	P	-	See SCMC Sections 18.23.170, Personal services, and 18.23.260, Formula business uses
Tattoo or Body Modification Parlor	-	-	M	M	-	-	-	
Retail Sales	See subclassifications below							
Cannabis Dispensary	-	-	-	-	-	-	-	
Convenience Markets	P(14)	P(14)	P	P	P(14)	P	-	See SCMC Section 18.23.260, Formula business uses
Food and Beverage Sales	P(14)	P(14)	P	P	P(12)	P(12)	-	See SCMC Section 18.23.260, Formula business uses
General Retail	P	P	P	P	P	P	-	See SCMC Section 18.23.260, Formula business uses
Price Point Retail	-	-	M	M	-	-	-	
Second-Hand Store	-	-	P	P	P	P	-	
Retail Establishments Selling Ammunition or Firearms	-	-	-	-	-	-	-	
Industrial Uses								
Recycling Facility, Reverse Vending Machine	-	-	P	P	P	-	-	See SCMC Section 18.23.190, Recycling facilities
Transportation, Communication, and Utilities Uses								
Communication Facilities	See subclassifications below							
Antenna and Transmission Towers	See Chapter 18.24, Wireless Telecommunications Facilities							

Table 3.2

**LAND USE REGULATIONS FOR THE DISTRICTS WITHIN THE DOWNTOWN SPECIFIC PLAN AREA. ADDITIONAL REGULATIONS REFER TO SAN CARLOS MUNICIPAL CODE SECTIONS CONTAINED IN TITLE 18, ZONING.**

USE CLASSIFICATIONS	MU-DC-100	MU-D-120	MU-SB-100	MU-SB-120	MU-N-40	MU-N-50	PK	ADDITIONAL REGULATIONS
Facilities within Buildings	-	P	P	P	P	P	-	
Transportation Passenger Terminals	-	-	-	-	-	-	-	
Utilities, Minor	P	P	P	P	P	P	P	
<b>Other Applicable Types</b>								
Accessory Uses and Structures	See SCMC Section 18.23.030, Accessory uses, and SCMC Section 18.15.020, Accessory buildings and structures						See Chapter 18.24, Wireless Telecommunications Facilities	
Home Occupations	P	P	P	P	P	P	-	See SCMC Section 18.23.120, Home occupations
Drive-In and Drive-Through Facilities	Prohibited in MU districts; see SCMC Section 18.23.100, Drive-in and drive-through facilities						Prohibited in MU districts; see Section 18.23.100, Drive-in and drive-through facilities	
Nonconforming Use	See SCMC Section 18.19, Nonconforming Uses, Structures, and Lots							
Temporary Use	See SCMC Section 18.31, Temporary Use Permits							

**SPECIFIC LIMITATIONS:**

- 1) Not allowed on the ground floor along Laurel Street and San Carlos Avenue frontages.
- 2) Provided that such use shall be completely enclosed in a building of soundproof construction.
- 3) For properties without frontage along El Camino Real, only retail sales consistent with the definition of "general retail" and five thousand (5,000) square feet or less.
- 4) Must be within a fully enclosed structure.
- 5) Limited to establishments with a gross floor area of two thousand five hundred (2,500) square feet or less. Limited to the ground floor of a building located on an interior lot a minimum of five hundred (500) feet from any other financial institution.
- 6) Limited to establishments with a gross floor area of five thousand (5,000) square feet or less.
- 7) Permitted after review and approval of a minor use permit by the Zoning Administrator if less than twelve (12) chairs.
- 8) Limited to upper stories unless at least fifty percent (50%) of ground floor street frontage is occupied by food service use.
- 9) Limited to upper stories.
- 10) Permitted if existing. Additions to existing facilities and establishment of new facilities are subject to San Carlos Municipal Code Section 18.23.170, Personal services.
- 11) Limited to neighborhood groceries with less than one thousand five hundred (1,500) square feet of sales area when located along

East San Carlos Avenue.

- 12) The sale of alcoholic beverages is prohibited.
- 13) Not permitted on sites where the shopfront of such nonresidential use faces onto R zoning districts.
- 14) Minor use permit required for sites adjacent to R districts.
- 15) Uses that require a commercial cannabis business permit are not permitted.
- 16) Instructional Services shall be required to submit a Pick-Up and Drop-Off Plan, subject to review and approval by the Planning Director. The Planning Director may refer items directly to the Zoning Administrator when in his/her/their opinion the public interest would be better served by having the Zoning Administrator conduct review and approval of Instructional Services.

**E. HEIGHT LIMITATIONS AND EXCEPTIONS.**

1) Vertical Projections. A parapet wall, cornice or sloping roof may project up to five (5) feet above the height limit (see SCMC Section 18.15.060 for vertical projection allowances).

2) Towers. If the project site is greater than fifteen thousand (15,000) square feet, a tower or other projecting architectural elements may extend up to ten (10) feet above the top of the roof; provided, that the square footage of the element(s) does not total more than ten percent (10%) of the building footprint. The area above the uppermost permitted floor of the element(s) shall not be habitable.

a) The composition of the tower element shall be balanced, where the width of the tower has a proportional relationship to the height of the tower.

b) The tower element shall be proportional to rest of the building.

c) The roof shall be sloped and include architectural detailing, such as a cornice or eave.

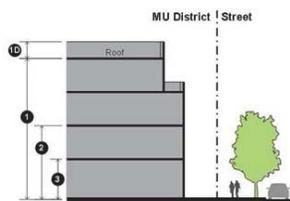
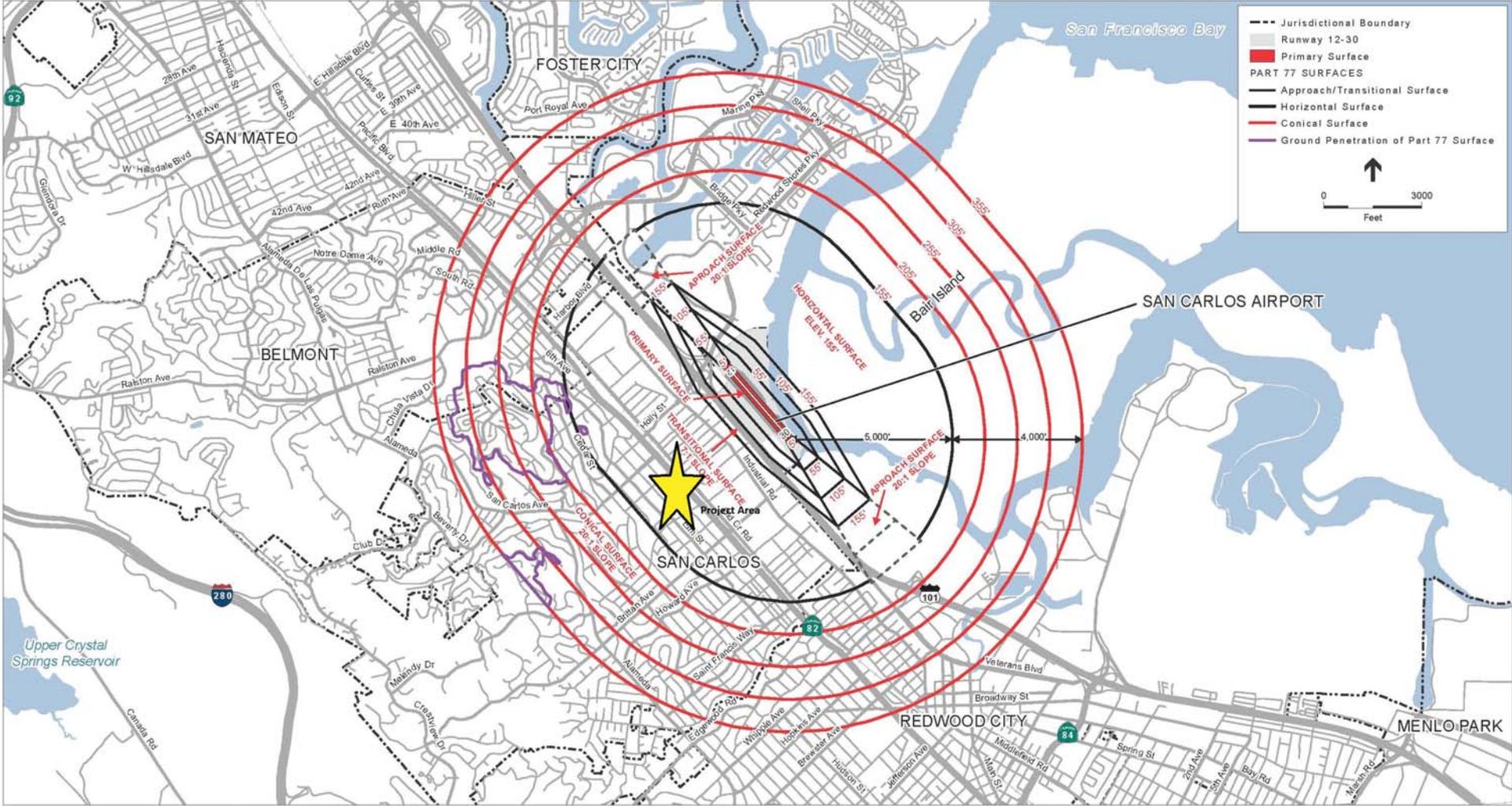


Figure 3.6 - Building Heights Key - MU Districts.

Table 3.5

**BUILDING HEIGHT STANDARDS FOR MU DISTRICTS WITHIN THE SPECIFIC PLAN AREA**

DISTRICT	MU-DC-100	MU-D-120	MU-SB-100	MU-SB-120	MU-N-40	MU-N-50	PK	ADDITIONAL REGULATIONS	#	
Building Height Maximum (ft.)	50	75	60	75	75	50;	30	[D]; See SCMC Section 18.15.060, Height and height exceptions	1	
Building Maximum Adjacent to RS District	28 ft. along the rear and side setback lines (see 2., Rear and Side Transitions MU Districts)							-		
Building Minimum (ft.)	n/a	25; Applicable only along Laurel Street and El Camino Real frontages	n/a			-			2	
Maximum Stories	4	6	5	6	4; 3 along E. San Carlos Ave. in MU-N-40 district	-	4			
Ground Floor Uses (ft.)	14 min and 16 max	14 min and 16 max	12	12	12	-			3	

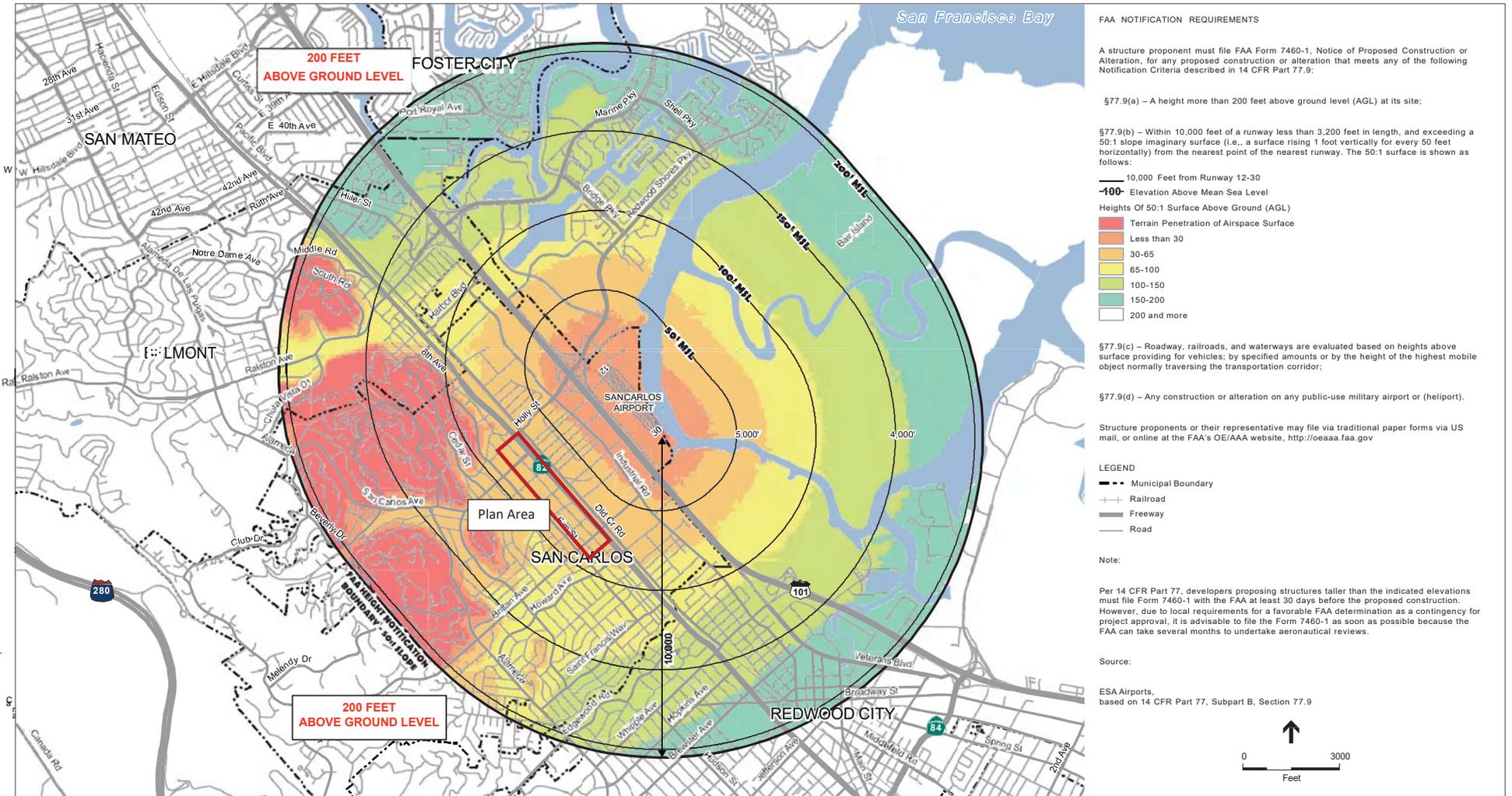


SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

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



**FAA NOTIFICATION REQUIREMENTS**

A structure proponent must file FAA Form 7460-1, Notice of Proposed Construction or Alteration, for any proposed construction or alteration that meets any of the following Notification Criteria described in 14 CFR Part 77.9:

§77.9(a) – A height more than 200 feet above ground level (AGL) at its site;

§77.9(b) – Within 10,000 feet of a runway less than 3,200 feet in length, and exceeding a 50:1 slope imaginary surface (i.e., a surface rising 1 foot vertically for every 50 feet horizontally) from the nearest point of the nearest runway. The 50:1 surface is shown as follows:

- 10,000 Feet from Runway 12-30
- 100- Elevation Above Mean Sea Level

Heights Of 50:1 Surface Above Ground (AGL)

- Less than 30
- 30-65
- 65-100
- 100-150
- 150-200
- 200 and more

§77.9(c) – Roadway, railroads, and waterways are evaluated based on heights above surface providing for vehicles; by specified amounts or by the height of the highest mobile object normally traversing the transportation corridor;

§77.9(d) – Any construction or alteration on any public-use military airport or (heliport).

Structure proponents or their representative may file via traditional paper forms via US mail, or online at the FAA's OE/AAA website, <http://oeaaa.faa.gov>

**LEGEND**

- Municipal Boundary
- ++ Railroad
- == Freeway
- Road

Note:

Per 14 CFR Part 77, developers proposing structures taller than the indicated elevations must file Form 7460-1 with the FAA at least 30 days before the proposed construction. However, due to local requirements for a favorable FAA determination as a contingency for project approval, it is advisable to file the Form 7460-1 as soon as possible because the FAA can take several months to undertake aeronautical reviews.

Source:

ESA Airports, based on 14 CFR Part 77, Subpart B, Section 77.9

↑

0 3000  
Feet

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

## C/CAG AGENDA REPORT

**DATE:** October 23, 2025  
**TO:** Airport Land Use Committee  
**FROM:** Susy Kalkin  
**SUBJECT:** Review and Approval of ALUC Meeting Calendar - 2026

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### RECOMMENDATION

Staff recommends that the C/CAG Airport Land Use Committee (ALUC) review and approve the meeting calendar for 2026, 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 have been held at the Burlingame Community Center, 850 Burlingame Ave. No changes in time or venue are proposed, and the dates for the year are provided below for the Committee's consideration.

January 22, 2026  
February 26, 2026  
March 26, 2026  
April 23, 2026  
May 28, 2026  
June 25, 2026  
July 23, 2026  
August 27, 2026  
September 24, 2026  
October 22, 2026  
November – no mtg  
December – no mtg

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



October 7, 2025

Susy Kalkin  
 City/County Association of Governments of San Mateo County  
 555 County Center, 5th Floor  
 Redwood City, CA 94063

Via email to [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org)

**RE: Notice of Proposal to Override ALUC Determination of Inconsistency with Respect to the Proposed Tanforan Planned Development of 1122, 1150, 1178 and 1188 El Camino Real and 1292 Huntington Avenue**

Dear Ms. Kalkin,

This letter serves as notification in accordance with Section 21676(b) of the California Public Utilities Code that the City Council of the City of San Bruno at its regular meeting on September 23, 2025 directed the City Manager to provide notice of a proposed override of the Determination of Inconsistency by the San Mateo City/County Association of Governments (C/CAG) San Mateo County Airport Land Use Commission (ALUC).

At its meeting of June 26, 2025, the ALUC reviewed the proposed Tanforan Planned Development of 1122, 1150, 1178 and 1188 El Camino Real and 1292 Huntington Avenue (Project) for consistency with the policies of the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP). The Project is a transit-oriented, mixed-use development including housing; retail uses; life science laboratory uses; office uses; private and publicly accessible, privately owned open space; and potentially a hotel. The rezoning for the project would allow for up to 1,514 housing units.

The Project is located within the 70-75 decibel (dB) Community Noise Equivalent Level (CNEL) for SFO (Enclosure 2). SFO ALUCP Table IV-1 - Noise/Land Use Compatibility Criteria states that residential land use is deemed "not compatible" within this noise contour. ALUCP Policy NP-4.4 also states that, "The rezoning of land for residential use within the CNEL 70 dB contour shall be considered incompatible and inconsistent with this ALUCP." The ALUC thus determined the Project is incompatible with the SFO ALUCP noise compatibility policies.

The ALUC also reviewed the project for consistency with the safety and airspace protection factors of the ALUCP. The Project is primarily located within Safety Zone 4 (Outer Approach / Departure Zone) for SFO. Per SFO ALUCP Table IV-2, Safety Compatibility Criteria, biosafety level 2 uses are not incompatible, but do require an additional finding by the City Council that there is no feasible alternative to the inclusion of these facilities. That finding is included in the enclosed City Council resolution. The Project was found to adhere to the airspace protection provisions of the SFO ALUCP. Maximum building heights are not to exceed the limits dictated by the critical aeronautical surfaces map within the ALUCP.

RE:Notice of Intent to Override ALUC Determination of Inconsistency with Respect to the Proposed Tanforan Planned Development of 1122, 1150, 1178 and 1188 El Camino Real and 1292 Huntington Avenue  
Page 2 of 2

The resolution with the findings from the ALUC's June 26 meeting is enclosed with this letter.

*City Council Action on September 23, 2025*

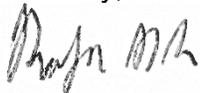
On September 23, 2025, the City of San Bruno City Council adopted Resolution No. 2025-93 making draft findings and declaring an intent to propose overriding the ALUC determination of inconsistency with respect to noise policies for the Project. Included is the additional required finding that there is no feasible alternative to the inclusion of biosafety level 2 facilities within the Project. The Council directed the City Manager to provide notice pursuant to the State Public Utilities Code to the ALUC and the State of California Department of Transportation's Division of Aeronautics regarding such intent and findings. The City Council Resolution with Draft Findings are enclosed with this letter.

A public hearing date for the City Council to consider the override has not been set; it will be scheduled at least 45 days from the transmittal of this letter and enclosed materials, per Public Utilities Code Sections 21676(b). The City Council agenda and staff report for the Public Hearing will be available online at under the City Council calendar at <https://www.sanbruno.ca.gov/AgendaCenter>.

Consistent with Public Utilities Code Sections 21676(b), the ALUC may provide comments on this notice to consider an override within 30 days of receiving the proposed decision and findings. For the City to consider your comments and include them in the record of the final decision on the override, please provide any comments by the close of business on **Monday, November 10, 2025**.

Please feel free to contact me with any questions at (650) 229-8535 or via email at [rrobinson-pt@sanbruno.ca.gov](mailto:rrobinson-pt@sanbruno.ca.gov).

Sincerely,



Ralph Robinson  
Senior Planner

Enclosures:

1. City of San Bruno City Council Resolution No. 2025-93 making Draft Findings and Declaring an Intent to Override
2. Tanforan Planned Development Location within SFO ALUCP Noise Contours
3. ALUC Resolution, Regular Meeting of June 26, 2025

CC: Alex McIntyre, City Manager  
Peter Gilli, Community Development Director  
Trisha Ortiz, City Attorney  
David Snow, Assistant City Attorney  
Lisa Costa Sanders, Project Planner

**RESOLUTION NO. 2025 - 93**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN BRUNO MAKING DRAFT FINDINGS AND DECLARING AN INTENT TO PROPOSE OVERRIDING SAN MATEO CITY / COUNTY ASSOCIATION OF GOVERNMENTS (C/CAG) AIRPORT LAND USE COMMISSION'S (ALUC) DETERMINATION OF INCONSISTENCY PURSUANT TO PUBLIC UTILITIES CODE SECTION 21676 WITH RESPECT TO THE PROPOSED TANFORAN PLANNED DEVELOPMENT OF 1122, 1150, 1178 AND 1188 EL CAMINO REAL AND 1292 HUNTINGTON AVENUE AND PROVIDE NOTICE PURSUANT TO THE STATE PUBLIC UTILITIES CODE TO THE AIRPORT LAND USE COMMISSION AND THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION'S DIVISION OF AERONAUTICS REGARDING SUCH FINDINGS AND INTENT TO PROPOSE AN OVERRIDE**

**WHEREAS**, the City of San Bruno has received an application for the Tanforan Planned Development (PD) to amend the San Bruno General Plan and Zoning Code to enable the redevelopment of a 44-acre site containing the Tanforan Shopping Center (1122, 1150, 1178 and 1188 El Camino Real) and a neighboring vacant parcel to the north (1292 Huntington Ave) with a transit-oriented, mixed-use development (Project) including housing; retail uses; life science laboratory uses; office uses; private and publicly accessible, privately owned open space; and potentially a hotel.

**WHEREAS**, the Project site is located within Airport Influence Area B of the San Francisco International Airport (SFO), the area subject to formal C/CAG Airport Land Use Commission (ALUC) review, and within the 70 decibel (dBA) Community Noise Equivalent (CNEL) contour where housing is not a compatible use, with limited exceptions, and within safety compatibility zone 4 for SFO in which biosafety level 2 uses are classified as a use to be avoided unless no feasible alternative is available; and

**WHEREAS**, in accordance with Public Utilities Code Section 21676(b), the City referred the Project to the ALUC to review consistency with the Comprehensive Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP); and

**WHEREAS**, at its regular meeting on June 26, 2025, the ALUC, acting pursuant to Public Utilities Code Section 21670, determined that the proposed rezonings are inconsistent with the noise compatibility policies of the SFO ALUCP; and

**WHEREAS**, the ALUC further determined that the proposed rezonings to allow biosafety level 2 uses require a finding by the City Council that there is no feasible alternative for the proposed inclusion of the biosafety level 2 use within the PD to ensure safety compatibility with the SFO ALUCP; and

**WHEREAS**, as a final review authority under Public Utilities Code Sections 21670 and 21676, the City Council may, after a public hearing, overrule the ALUC determination by a two-thirds vote, if the City makes specific findings that the proposed project is consistent with the purposes of the Public Utilities Code Section 21670 regarding the protection of public health, safety and welfare in the areas surrounding airports and by providing the ALUC and the Division of Aeronautics of the California Department of Transportation (Division) with notice of the City's intent to propose overruling the ALUC determination along with supportive findings at least 45 days prior to the City's action to overrule the ALUC; and

**WHEREAS**, the Public Utilities Code provides that the ALUC and the Division shall respond to the notifications of the findings of the proposed override within 30 days of receiving the proposed resolution and findings; and

**WHEREAS**, in the event that the ALUC or Division’s comments are not available within this timeframe, the City may act without them; and

**WHEREAS**, the comments by the ALUC and Division are advisory to the City under State law; and

**WHEREAS**, the City Council shall include comments from the ALUC and the Division in the final record of any final decision to overrule the ALUC, which may only be adopted by a two-thirds vote of the City Council; and

**WHEREAS**, the draft findings attached as Exhibit A to this resolution do not constitute the final findings of the City in regards to the Project’s consistency with the purposes of Public Utilities Code Section 21670 and such draft findings may be revised, amended, and/or supplemented as part of any final decision to overrule the ALUC’s determination; and

**WHEREAS**, should the City Council adopt this resolution making the draft findings and declaring an intent to consider overruling the ALUC determination that the rezonings and plan amendments are inconsistent with respect to the noise policies of the SFO ALUCP and directing staff to transmit the required notice to the ALUC and the Division, a public hearing will be held for the City Council to make a final decision regarding whether to overrule the ALUC inconsistency determination.

**NOW, THEREFORE, BE IT RESOLVED**, that the City Council of the City of San Bruno hereby:

1. Makes the draft findings attached hereto as Exhibit A and incorporated herein; and
2. Declares an intent to propose overruling the Airport Land Use Commission’s determination that the Project is inconsistent with the Comprehensive Land Use Compatibility Plan for the Environs of San Francisco International Airport with respect to noise policies; and
3. Directs staff to provide notice in accordance with Sections 21676(b) and 21676.5(a) of the State Public Utilities Code to the Airport Land Use Commission and the State of California Department of Transportation’s Division of Aeronautics at least 45 days prior to the scheduled public hearing date for consideration of the proposed override decision by the City Council; and
4. Directs staff to take all other actions necessary to effectuate the purpose and intent of this resolution; and
5. The City Council finds that pursuant to the provisions of the California Environmental Quality Act (CEQA) and the CEQA guidelines (Title 14 California Code of Regulations section 15000 et seq.), the General Plan Amendment and Rezoning were considered in the Draft Environmental Impact Report (EIR) prepared for the Tanforan Redevelopment Project published on June 27, 2025. Development on the project site may result in significant and unavoidable air quality impacts to future residents of the proposed housing sites themselves due to air contaminants, and noise impacts in the vicinity of the project during construction. Proposed mitigations related to Project impacts may be referenced in the Draft EIR under Table ES-1 of the Executive Summary. The site’s location relative to the airport does not contribute to any significant and unavoidable impacts.

---oOo---

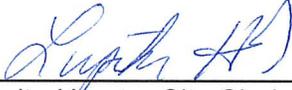
I hereby certify that foregoing **Resolution No. 2025 - 93**  
was introduced and adopted by the San Bruno City Council at a regular meeting on  
September 23, 2025, by the following vote:

AYES: Councilmembers: Alvarez, Hamilton, Salazar, M. Medina

NOES: Councilmembers: None

ABSENT: Councilmembers: None

RECUSED: Councilmembers: Mayor R. Medina

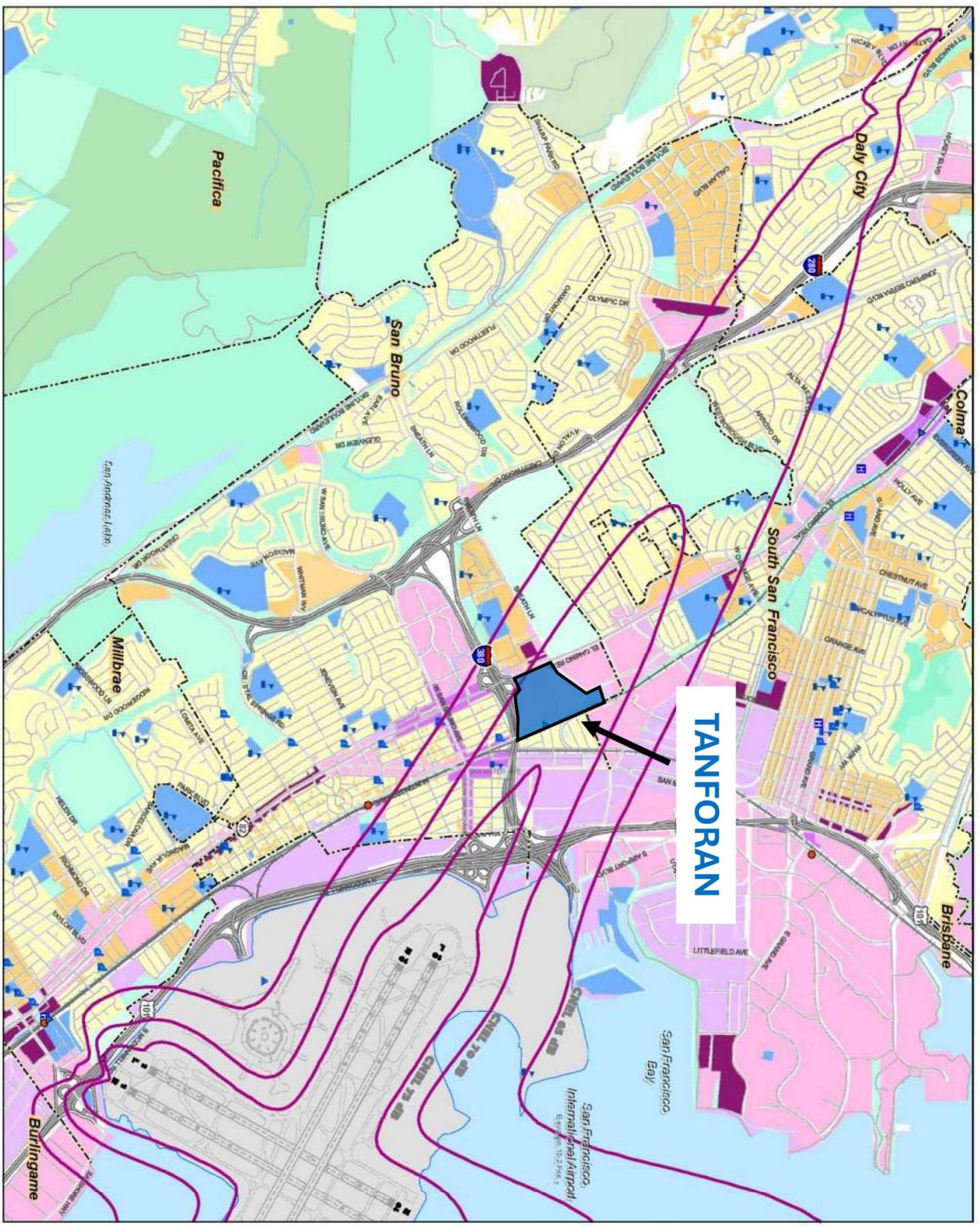
  
\_\_\_\_\_  
Lupita Huerta, City Clerk

## Exhibit A: Draft Findings

1. The foregoing recitals are true and correct and made a part of this Resolution.
2. The first purpose of Section 21670 is to provide for the orderly development of each public use airport in this State, and the area surrounding these airports so as to promote the overall goals and objectives of California airport noise standards and to prevent the creation of new noise and safety problems. The second purpose of Section 21670 is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.
3. With respect to noise policies, SFO ALUCP Policy NP-1 Noise Compatibility Zones identifies the noise compatibility zones for the purposes of the ALUCP. The Tanforan Planned Development (PD) on the 44-acre site containing the Tanforan Shopping Center (1122, 1150, 1178 and 1188 El Camino Real) and a neighboring vacant parcel to the north (1292 Huntington Ave) lies principally within the Community Noise Equivalent Level (CNEL) 70 decibel (dBA) noise exposure contour range where housing development would be incompatible per SFO ALUCP Table IV, Noise/Land Use Compatibility Criteria.
4. Pursuant to SFO ALUCP, Table IV-1, residential land uses are conditionally compatible in the CNEL 65-70 dBA noise exposure contour range and are acceptable if sound insulation is provided to reduce interior noise levels from exterior sources to CNEL 45 dBA or lower and if an avigation easement is granted to the City and County of San Francisco as operator of SFO.
5. Any housing project on these properties shall incorporate noise control measures and construction standards that will lessen noise impacts to residents as follows:
  - a. The project shall require building materials to be selected and residential units be designed such that interior noise levels would be below 45 dBA CNEL. The use of sound-rated windows, doors, and walls would be required.
  - b. The project shall include real estate disclosures in residential leases or as a deed restriction disclosing the presence of an airport within two miles of the property per Section 11010 of the Business and Professions Code.
  - c. The property owners shall grant an avigation easement to the City and County of San Francisco prior to issuance of a building permit for the proposed building or structure.
  - d. The project shall include an indemnification agreement with the City of San Bruno prior to issuance of building permits ensuring that liability related to noise is assumed by the project.
6. Approval of the PD as described above is consistent with the noise standards of the SFO ALUCP as it would provide for orderly development adjacent to the airport and promote the overall goals and objectives of the California airport noise standards and prevent the creation of new noise and safety problems because the proposed Project provides much needed housing near transit on underutilized sites, while also utilizing advanced construction techniques to minimize any noise impacts to residents, and helping the City satisfy its RHNA allocation and respond to the housing crisis facing the region and the State.
7. With respect to safety policies, the PD is principally located with Safety Zone 4 (Outer Approach / Departure Zone). Per SFO ALUCP Table IV-2, Safety Compatibility Criteria,

Biosafety level 2 uses included in the PD are classified as uses to be, “avoided unless no feasible alternative is available”. The San Bruno City Council finds there is no feasible alternative for the inclusion of biosafety level 2 uses within the PD as the Project would not occur without their inclusion. Any biosafety level 2 facility constructed within zone 4 will be subject to additional ALUCP requirements for building egresses.

# EXHIBIT E



**TANFORAN**

- LEGEND**
- CNEL Contour, 2020 Forecast
  - ▭ Airport Property
  - ▲ BART Station
  - CALTRAIN Station
  - ▭ School
  - ▭ Place of Worship
  - ▭ Hospital
  - Municipal Boundary
  - Railroad
  - Freeway
  - Road
  - Planned Land Use Per General Plans:
    - ▭ Public
    - ▭ Multi-Family Residential
    - ▭ Single Family Residential
    - ▭ Mixed Use
    - ▭ Transit Oriented Development
    - ▭ Commercial
    - ▭ Industrial, Transportation, and Utilities
    - ▭ Local Park, Golf Course, Cemetery
    - ▭ Regional Park or Recreation Area
    - ▭ Open Space
    - ▭ Planned use not mapped

**Sources:**

- Noise Contour Data:**
- Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport, URS Corporation and Bridgeway International, June 2011
- County Base Maps:**
- San Mateo County Planning & Building Department, 2007
- Local Plans:**
- Burlingame Backfront Specific Area Plan, August 2006
  - Burlingame Downtown Specific Plan, January 2009
  - Burlingame General Plan, September 1984
  - North Burlingame/Rollins Road Specific Plan, February 2007
  - Colma Municipal Code Zoning Maps, December 2003
  - Day City General Plan Land Use Map, 1987
  - Hillsborough General Plan, March 2005
  - Millbrae Land Use Plan, November 1988
  - Pacific General Plan, December 1986
  - San Bruno General Plan, August 1986
  - San Bruno City Land Use Plan, March 2007
  - San Mateo County Zoning Map, 1992
  - South San Francisco General Plan, 1998

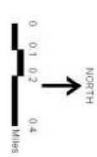


Exhibit IV-6  
**NOISE COMPATIBILITY ZONES --**  
**DETAIL**  
 Comprehensive Airport Land Use Plan  
 for the Environs of San Francisco International Airport  
**CICAG**  
 City/County Association of Governments  
 of San Mateo County, California

## RESOLUTION 25-52

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY, ACTING AS THE SAN MATEO COUNTY AIRPORT LAND USE COMMISSION, DETERMINING THAT THE TANFORAN PLANNED DEVELOPMENT, A 44-ACRE TRANSIT-ORIENTED, MIXED-USE REDEVELOPMENT PLAN FOR THE TANFORAN SHOPPING CENTER IN SAN BRUNO, IS INCONSISTENT WITH NOISE COMPATIBILITY POLICIES OF THE COMPREHENSIVE AIRPORT LAND USE COMPATIBILITY PLAN FOR THE ENVIRONS OF SAN FRANCISCO INTERNATIONAL AIRPORT.**

**RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), in its capacity as the San Mateo County Airport Land Use Commission (ALUC), that,

**WHEREAS**, in accordance with the requirements of California Public Utilities Code Section 21676(b) a local agency general plan, zoning ordinance and/or any affected specific plan must be consistent with the applicable airport/land use criteria in the relevant adopted Airport Land Use Compatibility Plan; and

**WHEREAS**, San Bruno has received an application for a zoning amendment to establish a Planned Development (PD) for the Tanforan Shopping Center, intended to guide redevelopment of the 44-acre Tanforan Shopping Center (plus an additional parcel north of Sneath Lane), into a transit-oriented, mixed-use development including housing, retail uses, life-science laboratory uses, office uses, and potentially a hotel, and has referred the proposal to the ALUC for a determination of consistency with the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* (SFO ALUCP); and

**WHEREAS**, three airport/land use compatibility factors are addressed in the SFO ALUCP that relate to the proposed PD zoning amendment: (a) noise compatibility, (b) safety compatibility, and (c) airspace protection, as discussed below:

- a. Noise Compatibility - The project site is located almost entirely within the CNEL 70 dB aircraft noise contour. As outlined in SFO ALUCP Table IV-1 - Noise/Land Use Compatibility Criteria, with a limited exception, residential land use is deemed “not compatible” in the CNEL 70-75 dB noise exposure contour range. [The exception applies to existing lots of record zoned for residential use as of the effective date of the SFO ALUCP (November 8, 2012), which does not apply to the subject proposal.] In addition, SFO ALUCP Policy NP-4.4 states: “The rezoning of land for residential use within the CNEL 70 dB contour shall be considered incompatible and inconsistent with this ALUCP.”

The proposed amendments, which rezone properties for residential use within the CNEL 70 dB contour, are incompatible and inconsistent with the SFO ALUCP noise compatibility policies.

- b. Safety Compatibility - Most of the PD site, aside from a small area in the southwest corner of the project area, is located with Safety Zone 4 (Outer Approach / Departure Zone). SFO ALUCP Table IV-2, Safety Compatibility Criteria, identifies uses that should either be

avoided or are incompatible within Safety Zone 4, including Biosafety Level 3 & 4 facilities, children's schools, large childcare centers (more than 14 children), hospitals, nursing homes, stadiums and arenas. The PD Permitted Land Use Table includes notes on particular uses that could be construed to constitute an incompatible use to clarify that these uses must comply with the ALUCP Safety Compatibility Policies.

Hazardous Uses, such as biosafety level 2 uses (which encompasses the life sciences/R&D use) are determined to be "not incompatible" but are classified as uses that should be "avoided unless no feasible alternative is available". To ensure safety compatibility, prior to approval, the San Bruno City Council should make a specific finding that there is no feasible alternative for the proposed inclusion of Biosafety level 2 use within the Planned Development.

- c. **Airspace Protection** - The SFO ALUCP airspace protection policies establish maximum heights for the compatibility of new structures, outline the responsibilities to comply with federal regulations requiring notification of the Federal Aviation Administration (FAA) of certain proposed construction or alterations of structures, and address other incompatible site characteristics, especially as they pertain to building materials or features that reflect and create bright lights or glare or which may attract wildlife (ex. large flocks of birds), which can pose serious safety hazard to pilots and aircraft.
  1. **Structure Heights** – Per SFO ALUCP Airspace Policy AP-3, in order to be consistent, the maximum height of a structure must be the lower of (1) the height shown on the critical aeronautical surfaces map (Exhibits IV-17 & IV 18), or (2) the maximum height determined by the FAA not to be a "hazard to air navigation" by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.

Per Exhibit IV-17 of the SFO ALUCP, the elevations of the critical aeronautical surfaces over the PD sites range from approximately 125 to 145 feet above mean sea level (AMSL). Additionally, per ALUCP Exhibit IV-11, development projects on any of these sites exceeding 30 ft. in height would require the filing of Form 7460-1 with the FAA and subsequent issuance of a Determination of No Hazard to Air Navigation.

Heights in the PD generally are limited to a maximum of 79'7" or lower, and the PD includes language to ensure that building heights will adhere to the requirements of the ALUCP.

2. **Other Hazards** – Within AIA B, certain land use characteristics are recognized as hazards to air navigation and, per Airspace Protection Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations, including sources of glare, distracting lights, sources of dust, sources of electrical interference, uses that produce thermal plumes, and uses that may attract wildlife, particularly large flocks of birds. The PD addresses this policy by including provisions to prohibit design features that would conflict with ALUCP Policy AP-4.

Adherence to these requirements will ensure that future projects will comply with applicable Airspace Protection policies; and

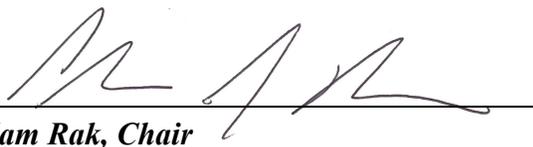
**WHEREAS**, consistent with the requirements of the SFO ALUCP, the PD includes a

requirement that all new developments comply with the real estate disclosure requirements of California Business and Professions Code Section 11010(b)(13); and

**WHEREAS**, at its June 26, 2025 meeting, based on the factors listed above, the Airport Land Use Committee recommended that the C/CAG Board of Directors, acting as the Airport Land Use Commission, determine that the proposed amendments be found inconsistent with the noise compatibility policies of the SFO ALUCP; and,

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments for San Mateo County, acting as the San Mateo County Airport Land Use Commission, that the Tanforan Planned Development, a 44-acre transit-oriented, mixed-use redevelopment plan for the Tanforan Shopping Center in San Bruno, is inconsistent with noise compatibility policies of the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*.

**PASSED, APPROVED, AND ADOPTED, THIS 30<sup>TH</sup> DAY OF JULY 2025.**

  
\_\_\_\_\_  
*Adam Rak, Chair*