

# 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, March 26, 2026	<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

### \*\*\* IN-PERSON MEETING WITH REMOTE PUBLIC PARTICIPATION AVAILABLE\*\*\*

This meeting of the Airport Land Use Committee will be held in person (at the location listed above). 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>(Pappajohn)                  |        |
| 2. Public Comment on Items not on the Agenda  | Limited to 2<br>minutes per<br>speaker |        |
| 3. Approval of Minutes for the January 22, 2026 meeting.  | Action<br>(Pappajohn)                  | Page 1 |
| 4. San Francisco International Airport Land Use<br>Compatibility Plan Consistency Review – Proposed<br>amendments to the Oyster Point Specific Plan and<br>associated Zoning District regulations to increase the<br>maximum Floor Area Ratio from 1.25 to 2.0 for<br>remaining development phases at 355-389 Oyster Point<br>Blvd., South San Francisco. | Action<br>(Kalkin)                     | Page 4 |

- |  |                    |         |
|--|--------------------|---------|
| 5. San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed amendments to Belmont’s Zoning Ordinance and associated procedures related to Airport Land Use Plan Consistency. | Action<br>(Kalkin) | Page 21 |
| 6. Member Comments/Announcements   | Information        |         |
| 7. Items from Staff  | Information        |         |
| 8. Adjournment – <i>Next regular meeting – April 23, 2026</i>  |                    |         |

**NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.**

If you have any questions regarding the C/CAG Airport Land Use Committee Meeting Agenda, please contact Susy Kalkin at [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org).

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

**PUBLIC RECORDS:** Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the office of 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 open to the public by appointment only; 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:** 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. 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.

If you have any questions about this agenda, please contact C/CAG staff:

Executive Director: Sean Charpentier (650) 599-1409 or [scharpentier@smcgov.org](mailto:scharpentier@smcgov.org)

ALUC Staff: Susy Kalkin (650) 599-1467 or [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org)

**Airport Land Use Committee (ALUC)**  
**Meeting Minutes**  
**January 22, 2026**

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

Vice-chair Pappajohn called the meeting to order at 4:34 pm. The attendance sheet is attached.

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

None.

**3. Minutes of the October 23, 2025 Meeting**

Member Nicolas noted that Item 7 in the minutes should be revised to identify that the notice of intent to consider an override for the Tanforan project should identify San Bruno rather than Millbrae.

Motion: Member Yakabe moved, and Member Sullivan seconded, approval of the October 23, 2025 minutes as revised. Motion carried (7-0-0) by the following roll call vote: AYE - Members Sullivan, Sturken, Hamilton, Nicolas, Ford, Yakabe and Vice-chair Pappajohn. NO – none. ABSTAIN – none.

**4. San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed 5-story, 140-unit multi-family housing development at 500-580 Masonic Way, Belmont.**

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

Member Sullivan noted concern with the amount of parking provided and the lack of clear connection to transit.

Motion: Member Sturken moved, and Member Hamilton seconded, approval of the staff recommendation. Motion carried (6-1-0) by the following roll call vote: AYE - Members Sturken, Hamilton, Nicolas, Ford, Yakabe and Vice-chair Pappajohn. NO – Sullivan. ABSTAIN – none.

**5. San Francisco International Airport Land Use Compatibility Plan Consistency Review - Proposed 4-story, 35-unit residential project with 2 additional accessory dwelling units at 271 El Camino Real, San Bruno.**

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

Motion: Member Hamilton moved, and Member Nicolas seconded, approval of the staff recommendation. Motion carried (7-0-0) by the following roll call vote: AYE - Members Sullivan, Sturken, Hamilton, Nicolas, Ford, Yakabe and Vice-chair Pappajohn. NO – none. ABSTAIN – none.

**6. San Francisco International Airport Land Use Compatibility Plan Consistency Review - Proposed 4-story, 20-unit residential project at 990 El Camino Real, San Bruno.**

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

Motion: Member Hamilton moved, and Member Sturken seconded, approval of the staff recommendation. Motion carried (7-0-1) by the following roll call vote: AYE - Members Sullivan, Sturken, Hamilton, Nicolas, Ford, Yakabe and Vice-chair Pappajohn. NO – none. ABSTAIN – Member Mueller.

## **7. Election of ALUC Officers for Calendar Year 2026**

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

Motion: Member Hamilton moved, and Member Nicolas seconded, the nomination of Vice-chair Pappajohn as Chair for 2026. Motion carried (8-0-0) by the following roll call vote: AYE - Members Sullivan, Sturken, Hamilton, Mueller, Nicolas, Ford, Yakabe and Vice-chair Pappajohn. NO – none. ABSTAIN – none.

Motion: Member Yakabe moved, and Member Hamilton seconded, the nomination of Member Nicolas as Vice-chair for 2026. Motion carried (8-0-0) by the following roll call vote: AYE - Members Sullivan, Sturken, Hamilton, Mueller, Nicolas, Ford, Yakabe and Vice-chair Pappajohn. NO – none. ABSTAIN – none.

## **8. Member Comments/Announcements**

None

## **9. Items from Staff**

Ms. Kalkin provided an update on the status of SFO's Recommended Airport Development Plan (RADP): last May the ALUC received a presentation from SFO on its RADP, a long-range plan of on-airport property improvements, and advised that the draft EIR analyzing the impacts of the project was in circulation; C/CAG had submitted comments on the draft EIR in July and had copied the ALUC on those comments; the Final EIR, which was certified by the SF Airports Commission in December has now been appealed by the City of Palo Alto, and the appeal is due to be considered on February 3; Palo Alto's comments generally note that the EIR does not adequately address noise impacts of the project and they object to the EIR's assertions that the project will not affect overall growth projections (approximately 71.1 million annual passengers and ~506,600 annual aircraft operations) regardless of whether the RADP is implemented or not.

## **Adjournment**

The meeting was adjourned at 4:59 pm.

## 2026 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Jan				
Terry O'Connell	City of Brisbane					
Andrea Pappajohn	City of Burlingame	X				
Pamela DiGiovanni	City of Daly City					
Patrick Sullivan	City of Foster City	X				
Paul Nagengast	City of Half Moon Bay					
Bob Nguyen	City of Millbrae					
Christopher Sturken	City of Redwood City	X				
Tom Hamilton	City of San Bruno	X				
Pranita Venkatesh	City of San Carlos					
Ray Mueller	County of San Mateo & Aviation Rep.	X <sup>arrived 4:53</sup>				
Flor Nicolas	City of South San Francisco	X				
Carol Ford	Aviation Rep.	X				
Chistopher Yakabe	Half Moon Bay Pilots Assn.	X				

X - Committee Member Attended  
 Y - Designated Alternate Attended

Staff and guests in attendance for the Jan. 22, 2026 meeting: Susy Kalkin, Sean Charpentier and Sophia Palacio C/CAG staff; Gretchen Kelly, San Mateo County Airports Mgr.; and Jonathan Stone

## C/CAG AGENDA REPORT

Date: March 26, 2026

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan Consistency Review – Amendments to the Oyster Point Specific Plan and associated Zoning District regulations to increase the maximum Floor Area Ratio from 1.25 to 2.0 for remaining development phases at 355-389 Oyster Point Blvd., South San Francisco.

(For further information or response to questions, contact Susy Kalkin – [kkalkin@smcgov.org](mailto:kkalkin@smcgov.org))

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### RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the Airport Land Use Commission, determine that amendments to the Oyster Point Specific Plan and associated Zoning District regulations to increase the maximum Floor Area Ratio from 1.25 to 2.0 for remaining development phases at 355-389 Oyster Point Blvd., South San Francisco, are consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (SFO ALUCP).

### DISCUSSION

#### Background/Project Description

The Oyster Point Specific Plan, originally approved in 2011, provides for phased development of approximately 2.3 million square feet office/R&D and accessory uses with a maximum Floor Area Ratio (FAR) of 1.25 on approximately 41 acres at the easterly end of Oyster Point Boulevard in South San Francisco, adjacent to San Francisco Bay. Phases 1 and 2 are complete, and now the City of South San Francisco is processing an application to allow an increase in the FAR from 1.25 to 2.0 for Phases 3 and 4 of the Specific Plan area.

#### 2022 South San Francisco General Plan and Zoning Ordinance Update

The City of South San Francisco updated its General Plan and Zoning Ordinance in 2022. These documents were reviewed prior to City adoption by the ALUC and determined to be consistent with the SFO ALUCP (C/CAG Board of Directors Resolution 22-80). The Zoning Ordinance contains a section entitled, “Airport Land Use Compatibility Plan Consistency”, **Attachment 1c**, which requires all applicable projects, including those within the Oyster Point Specific Plan Area to comply with the provisions of the SFO ALUCP.

## **ALUCP Consistency Evaluation**

California Government Code Section 65302.3 states that a local agency General Plan 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 (ALUCP). Accordingly, the City of South San Francisco has referred the subject amendments to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the SFO ALUCP.

Four airport / land use compatibility factors are addressed in the SFO ALUCP that relate to the proposed Amendments. These include policies for: (a) aircraft noise compatibility, (b) safety compatibility, (c) height of structures/airspace protection, and (d) Airport Influence Area (AIA) Real Estate Disclosure notification.

In accordance with the guidance provided in the ALUCP, local agencies must establish procedures in their zoning ordinances to implement and ensure compliance with the compatibility policies and address any direct conflicts between the zoning ordinance (heights, permitted uses, etc.) and the ALUCP.

### *(a) Aircraft Noise Compatibility*

The CNEL (Community Noise Equivalent Level) 65 dB aircraft noise contour defines the threshold for airport noise impacts established in the SFO ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the SFO ALUCP.

As shown on **Attachment 1d**, the project area is located outside of the 65dB CNEL noise contour, so the noise policies would not apply. Therefore, the project would be consistent with the noise compatibility policies of the SFO ALUCP.

### *(b) Safety Compatibility*

The SFO ALUCP includes five safety zones and related land use compatibility policies and criteria. As shown on **Attachment 1e**, the subject properties are not located within a Safety Compatibility Zone, so are not impacted by these policies.

### *(c) Airspace Protection*

Pursuant to the SFO ALUCP, airspace protection compatibility of proposed land uses within its AIA is evaluated in accordance with the following criteria: (1) 14 Code of Federal Regulations Part 77 (FAR Part 77), “Safe, Efficient Use and Preservation of the Navigable Airspace”, which establishes the standards for determining obstructions to air navigation; and (2) FAA notification surfaces. The regulations contain three key elements: (1) standards for determining obstructions in the navigable airspace and designation of imaginary surfaces for airspace protection, (2) requirements for project sponsors to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction or alteration of structures that may affect the navigable airspace, and (3) the initiation of

aeronautical studies, by the FAA, to determine the potential effect(s), if any, of the proposed construction or alteration of structures on the subject airspace.

The Project area is located within the FAR Part 77 airspace protection surfaces for San Francisco International Airport (see **Attachment 1f**).

The Specific Plan references the requirement to comply with Section 20.300.003 of the South San Francisco Zoning Ordinance which states the following:

- E. Airspace Protection Evaluation.** All projects shall comply with Airspace Protection Policies of the ALUCP.
1. ***Notice of Proposed Construction or Alteration.*** Building heights east of Highway 101, and buildings within the Business and Professional Office (BPO), Business Technology Park High (BTP-H), and Southline Campus Zoning Districts are allowed the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height.
  2. ***Maximum Compatible Building Height.*** Building heights east of Highway 101 and within the Business Professional Office and Business Technology Park -High zoning districts are allowed the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height.
  3. ***Other Flight Hazards.*** Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:
    - a. Sources of glare, such as highly reflective buildings, building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight.
    - b. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting.
    - c. Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of an aircraft in flight.
    - d. Sources of electrical/electronic interference with aircraft communications/navigation equipment.
    - e. 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.

Adherence to these requirements will ensure that future projects will comply with the Airspace Protection policies of the SFO ALUCP.

(d) AIA Real Estate Disclosure

The project site is located within the Airport Influence Area (AIA) of SFO, the real estate disclosure area. Pursuant to Policy IP-1, notification is required, prior to sale or lease of property located within the AIA, of the proximity of the airport and that therefore the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations.

To ensure compliance with this provision, the South San Francisco Zoning Ordinance Section 20.300.003 includes the following requirement that would apply to any project in the Specific Plan District.

- A. Airport Real Estate Disclosure Notices.** All new development is required to comply with the real estate disclosure requirements of State law (California Business and Professions Code Section 11010(b)(13)). The following statement must be included in the notice of intention to offer the property for sale or lease:

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

**ATTACHMENTS**

1. ALUCP application
  - a. 2011 OPSP Project – Site Plan
  - b. 2025 OPSP Project – Site Plan
  - c. SSFMC 20.300.003 ALUCP Consistency
  - d. ALUCP Exhibit IV-6 “Noise Compatibility Zones – Detail” (with OPSP Area highlighted)
  - e. ALUCP Exhibit IV-3 “AIA B” w/Safety Compatibility Zones & OPSP Area highlighted
  - f. ALUCP Exhibit IV-14 “14 CFR Part 77 Airport Imaginary Surface North Side” (with OPSP Area highlighted)
2. Comment letter from SFO Planning & Environmental Affairs dated March 9, 2026 (letter only)

*The following attachment is available on the C/CAG website (See “Additional Agenda Materials”) at: <https://ccag.ca.gov/committees/airport-land-use-committee/> :*

3. Comment letter from SFO Planning & Environmental Affairs dated March 9, 2026



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

**APPLICANT INFORMATION**

Agency: City of South San Francisco

Project Name: 2025 Oyster Point Specific Plan Update

Address: 355-389 Oyster Point Blvd

APN: 015-010-910, 015-010-940

City: South San Francisco

State: CA

ZIP Code: 94080

Staff Contact: Billy Gross, Principal  
Planner

Phone: 650-877-8535

Email: billy.gross@ssfca.gov

**PROJECT DESCRIPTION**

**2011 Oyster Point Redevelopment Project Overview**

The original Oyster Point Redevelopment Project, including the current Oyster Point Specific Plan (OPSP), was approved by the South San Francisco City Council in 2011 (2011 OPSP Project). The 2011 OPSP Project allowed a maximum 1.25 floor area ratio (FAR), approximately 2.25 million square feet (sq. ft.), of office / research and development (R&D) space across an approximately 45-acre developer-owned site to be built out in four phases (1D, 2D, 3D and 4D). In addition, two phases of infrastructure and open space improvements were approved throughout the site and across the adjacent 40-acre site owned by the City of South San Francisco (Phases 1C and 2C). See [Attachment 1](#) for the 2011 OPSP Project Site Plan; note that a “C” after a phase refers to activities involving the City and/or former Redevelopment Agency (now the Successor Agency), while “D” after a phase refers to the Developer.

Both City-related Phases (Phases 1C and 2C) and the first two Developer-related phases (Phases 1D and 2D) have been completed. The remaining Developer-related phases, Phases 3D and 4D, would construct the remaining ~850,000 sq. ft. of Office/R&D uses allowed up to the 2011 OPSP Project maximum 1.25 FAR, and continue the infrastructure and open space improvements.

**2017 Oyster Point Specific Plan Update Project (Withdrawn, for Informational Purposes Only)**

In 2017, a previous project owner submitted a preliminary application that would have amended the 2011 entitlements to allow residential uses, instead of office/R&D, in the Phase 3D-4D area. The 2017 OPSP Project would have required amendments to the General Plan and Zoning Ordinance and therefore was referred to C/CAG to determine consistency with the Airport Land Use Compatibility Plan (ALUCP). The C/CAG Board of Directors adopted Resolution 18-13 determining that the 2017 OPSP Project was consistent with the ALUCP at its meeting of March 8, 2018. Subsequent to this C/CAG action, but prior to entitlement hearings before the South San Francisco Planning Commission and City Council, the project applicant withdrew the 2017 OPSP Project from further consideration.

**2022 South San Francisco General Plan and Zoning Ordinance Update**

The City of South San Francisco updated its General Plan and Zoning Ordinance in 2022; the C/CAG Board of Directors adopted Resolution 22-80 determining that the SSF General Plan and Zoning Ordinance were consistent with the Airport Land Use Compatibility Plan (ALUCP) at its meeting of September 15, 2022.

The adopted Zoning Ordinance includes standards and requirements related to consistency with the ALUCP. These standards are referenced in Zoning Ordinance Section 20.300.003 Airport Land Use Compatibility Plan Consistency (see [Attachment 3](#) for the full text); in summary, this Section requires all applicable projects, including the 2025 OPSP Project, to comply with applicable standards related to:

- A. Airport Real Estate Disclosure Notices
- B. Airport Noise Evaluation and Mitigation
- C. Avigation Easement
- D. Safety Compatibility Evaluation
- E. Airspace Protection Evaluation

### **2025 Oyster Point Specific Plan Update Project Overview**

The current project applicant, Kilroy Realty, has submitted an application to amend the existing OPSP and its corresponding Zoning District to increase the maximum FAR from 1.25 to 2.0 for office/R&D uses (2025 OPSP Project); the higher FAR would match the current maximum FAR in the surrounding Business Technology Park High zoning districts that were adopted as part of the 2022 SSF General Plan and Zoning Ordinance Update. All additional floor area allowed under the increased FAR would continue to be subject to Zoning Ordinance Section 20.300.003 Airport Land Use Compatibility Plan Consistency referenced above. [Attachment 2](#) shows the 2025 OPSP Project Site Plan, which is generally identical to the 2011 OPSP Project Site Plan; the additional square footage allowed under the increased FAR would be accommodated through additional building stories in Phases 3D and 4D.

The environmental document for the 2025 OPSP Project is an Addendum to both the *South San Francisco General Plan Update, Zoning Code Amendments and Climate Action Plan EIR* (SCH#2021020064) and the *Oyster Point Specific Plan and Phase I Project EIR* (SCH#2010022070). Relevant references from the Addendum are included in the discussion below.

## **REQUIRED PROJECT INFORMATION**

### **RELATIONSHIP OF PROJECT PROPOSAL TO AIRPORT LAND USE COMPATABILITY**

#### **Noise**

ALUCP Exhibit IV-6 “Noise Compatibility Zones – Detail” (see [Attachment 4](#)) indicates that the OPSP Project area is located well outside of the airport’s noise-affected 65 dBA CNEL noise contour.

***KOP Phase 3-4 Update Addendum*** includes the following analysis related to Aircraft Noise Impacts.

#### **Noise and Vibration**

**Project Analysis.** The project would be located at the same site as was analyzed in the OPSP EIR and included in the planning area analyzed in the SSF General Plan EIR, and would not be exposed to louder aircraft noises than was analyzed in the OPSP EIR. The project would be well outside the airport’s noise-affected 65 dBA CNEL noise contour and SSF General Plan Mitigation Measure NOI-3 would therefore not be applicable. The exterior noise environment at the OPSP area resulting from aircraft would be considered compatible with proposed uses. Therefore, the project’s impact due to airport noise would be less than significant, consistent with the conclusions of the OPSP EIR and a reduced conclusion from the SSF General Plan EIR. This Addendum presents only minor technical changes or additions to the OPSP EIR and SSF General Plan EIR and the project would not result in new or substantially worsened significant impacts related to this topic.

## **Safety**

ALUCP Exhibit IV-8 “Safety Compatibility Zones in SSF” (see [Attachment 5](#)) indicates that the OPSP Project Area is located outside of all five of the Safety Compatibility Zones.

## **Airspace Protection**

### **Building Heights**

Within the South San Francisco Zoning Ordinance, building heights east of Highway 101 are allowed the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements, as stipulated in Zoning Ordinance Section 20.300.003 (see [Attachment 3](#)). The OPSP Project Area has been indicated on ALUCP Exhibit IV-14 “14 CFR Part 77 Airport Imaginary Surfaces – North Side” (see [Attachment 6](#)), showing that the OPSP Project Area is located in an area where critical aeronautical surfaces are between approximately 400 and 500 feet, which is well above the proposed maximum building heights of approximately 270 feet, including rooftop elements, if a fifteen-story building were constructed.

The OPSP Project Area is within Airport Influence Area B of the ALUCP and is required to comply with policies and actions concerning maximum building heights, as included in the General Plan and Zoning Ordinance. Consultation with C/CAG and the Federal Aviation Administration (FAA) would be required prior to project construction, so the project applicant would be required to receive a determination of no hazard to air navigation as a condition of approval for a building permit for the proposed project.

### **Impacts to Migratory Birds from Buildings and Lighting**

The 2011 OPSP Project EIR included an analysis of impacts to migratory birds from buildings and lighting and included the following mitigation measures to reduce the impact to less than significant:

#### Mitigation Measures

**“Bio-10a: Lighting Measures to Reduce Impacts to Birds.** During design of any building greater than 100 feet tall, the OPSP shall consult with a qualified biologist experienced with bird strikes and building/lighting design issues to identify lighting-related measures to minimize the effects of the building’s lighting on birds. Such measures, which may include the following and/or other measures, shall be incorporated into the building’s design and operation.

- Use strobe or flashing lights in place of continuously burning lights for obstruction lighting. Use flashing white lights rather than continuous light, red light, or rotating beams
- Install shields onto light sources not necessary for air traffic to direct light towards the ground.
- Extinguish all exterior lighting (i.e., rooftop floods, perimeter spots) not required for public safety.
- When interior or exterior lights must be left on at night, the operator of the buildings shall examine and adopt alternatives to bright, all-night, floor-wide lighting, which may include:
  - Installing motion-sensitive lighting.
  - Using desk lamps and task lighting.
  - Reprogramming timers.
  - Use of lower-intensity lighting.
- Windows or window treatments that reduce transmission of light out of the building shall be implemented to the extent feasible.

**Bio-10b: Building Design Measures to Minimize Bird Strike Risk.** During design of any building greater than 100 feet tall, the OPSP shall consult with a qualified biologist experienced with bird

strikes and building/lighting design issues to identify measures related to the external appearance of the building to minimize the risk of bird strikes. Such measures, which may include the following and/or other measures, shall be incorporated into the building’s design.

- Use non-reflective tinted glass.
- Use window films to make windows visible to birds from the outside.
- Use external surfaces/designs that “break up” reflective surfaces rather than having large, uninterrupted areas of surfaces that reflect, and thus may not appear noticeably different (to a bird) from the sky.”

*Attachments:*

- 1a. 2011 OPSP Project – Site Plan
- 1b. 2025 OPSP Project – Site Plan
- 1c. SSFMC 20.300.003 ALUCP Consistency
- 1d. ALUCP Exhibit IV-6 “Noise Compatibility Zones – Detail” (with OPSP Area highlighted)
- 1e. ALUCP Exhibit IV-3 “AIA B” w/Safety Compatibility Zones & OPSP Area highlighted)
- 1f. ALUCP Exhibit IV-14 “14 CFR Part 77 Airport Imaginary Surface North Side” (with OPSP Area highlighted)

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



**MASTER PLAN PHASING - ORIGINAL ENTITLEMENT**

OYSTER POINT, SOUTH SAN FRANCISCO  
PHASE 3&4 PRECISE PLAN  
December 19, 2025



City of South San Francisco, CA  
Wednesday, April 23, 2025

## Title 20. Zoning

### Division V. Citywide Standards

## Chapter 20.300. LOT AND DEVELOPMENT STANDARDS

### § 20.300.003. Airport Land Use Compatibility Plan Consistency.

This section establishes standards and requirements related to consistency with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (ALUCP). The following requirements and criteria shall be incorporated into all applicable projects.

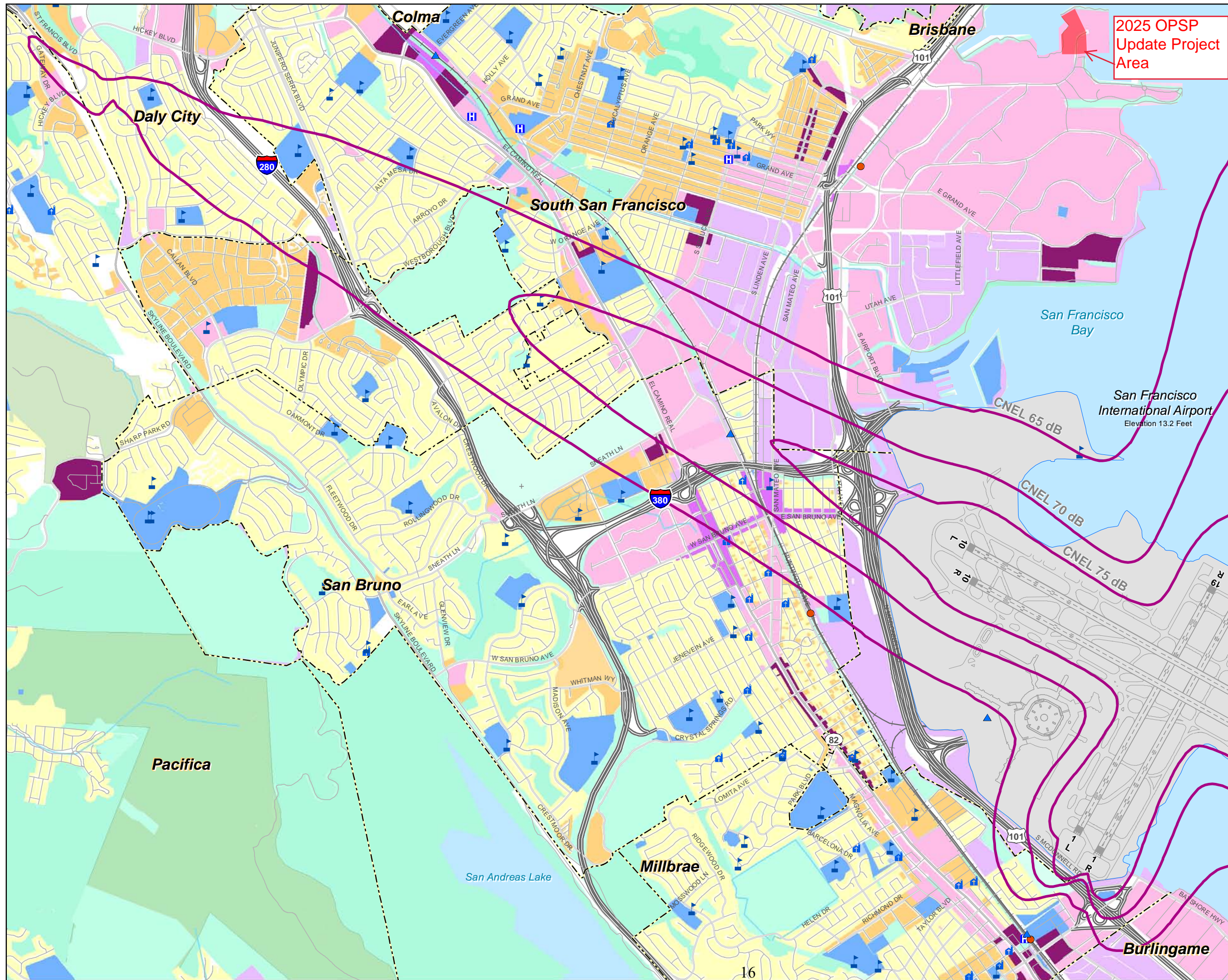
- A. **Airport Real Estate Disclosure Notices.** All new development is required to comply with the real estate disclosure requirements of State law (California **Business and Professions Code** Section 11010(b)(13)). The following statement must be included in the notice of intention to offer the property for sale or lease:

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

- B. **Airport Noise Evaluation and Mitigation.** All projects shall comply with the Noise Compatibility Policies of the ALUCP. Uses shall be reviewed per the Noise/Land Use Compatibility Criteria listed in Table IV-1 of the ALUCP. Projects shall also be evaluated for potential airport noise impacts if the project is located within the 65 CNEL contour line of San Francisco International Airport (as mapped in the ALUCP). All projects so located shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the ALUCP or South San Francisco General Plan, whichever is more restrictive. Unless otherwise precluded by State law, projects shall also be consistent with ALUCP Policy NP-4 Residential Uses within CNEL 70 dB Contour.
- C. **Avigation Easement.** Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL 65 dB or greater (as mapped in the ALUCP) shall include the grant of an avigation easement to the City and County of San Francisco prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with ALUCP Policy NP-3 Grant of Avigation Easement.
- D. **Safety Compatibility Evaluation.** All uses must comply with Safety Compatibility Policies of the ALUCP. Project applicants shall be required to evaluate potential safety issues if the property is located within any of the Safety Compatibility Zones established in ALUCP Policy SP-1 and depicted in Exhibit IV-8 of the ALUCP. All projects located within a Safety Compatibility Zone shall be required to determine if the proposed land use is compatible with the Safety Compatibility Land Use Criteria as noted in ALUCP Policy SP-2 and listed in Table IV-2 of the ALUCP.

- E. **Airspace Protection Evaluation.** All projects shall comply with Airspace Protection Policies of the ALUCP.
1. **Notice of Proposed Construction or Alteration.** Building heights east of Highway 101, and buildings within the Business and Professional Office (BPO), Business Technology Park High (BTP-H), and Southline Campus Zoning Districts are allowed the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height.
  2. **Maximum Compatible Building Height.** Building heights east of Highway 101 and within the Business Professional Office and Business Technology Park -High zoning districts are allowed the maximum height limits permissible under FAA regulations and the SFO ALUCP Critical Aeronautical Surfaces requirements. For avoidance of doubt, the lower of the two heights identified by the ALUCP and the FAA shall be the controlling maximum height.
  3. **Other Flight Hazards.** Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per ALUCP Policy AP-4, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:
    - a. Sources of glare, such as highly reflective buildings, building features, or bright lights, including search lights or laser displays, which would interfere with the vision of pilots in command of an aircraft in flight.
    - b. Distracting lights that could be mistaken for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting.
    - c. Sources of dust, smoke, water vapor, or steam that may impair the visibility of a pilot in command of an aircraft in flight.
    - d. Sources of electrical/electronic interference with aircraft communications/navigation equipment.
    - e. 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.

(Ord. 1646 § 2, 2022; Ord. 1656, 6/12/2024)



**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 BridgeNet International, June 2011
- County Base Maps:  
 - San Mateo County Planning & Building Department, 2007
- Local Plans:  
 - Burlingame Bayfront Specific Area Plan, August 2006  
 - Burlingame Downtown Specific Plan, January 2009  
 - Burlingame General Map, September 1984  
 - North Burlingame/ Rollins Road Specific Plan, February 2007  
 - Colma Municipal Code Zoning Maps, December 2003  
 - Daly City General Plan Land Use Map, 1987  
 - Hillsborough General Plan, March 2005  
 - Millbrae Land Use Plan, November 1998  
 - Pacifica General Plan, August 1996  
 - San Bruno General Plan, December 2008  
 - San Mateo City Land Use Plan, March 2007  
 - San Mateo County Zoning Map, 1992  
 - South San Francisco General Plan, 1998

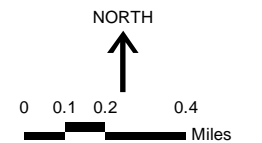
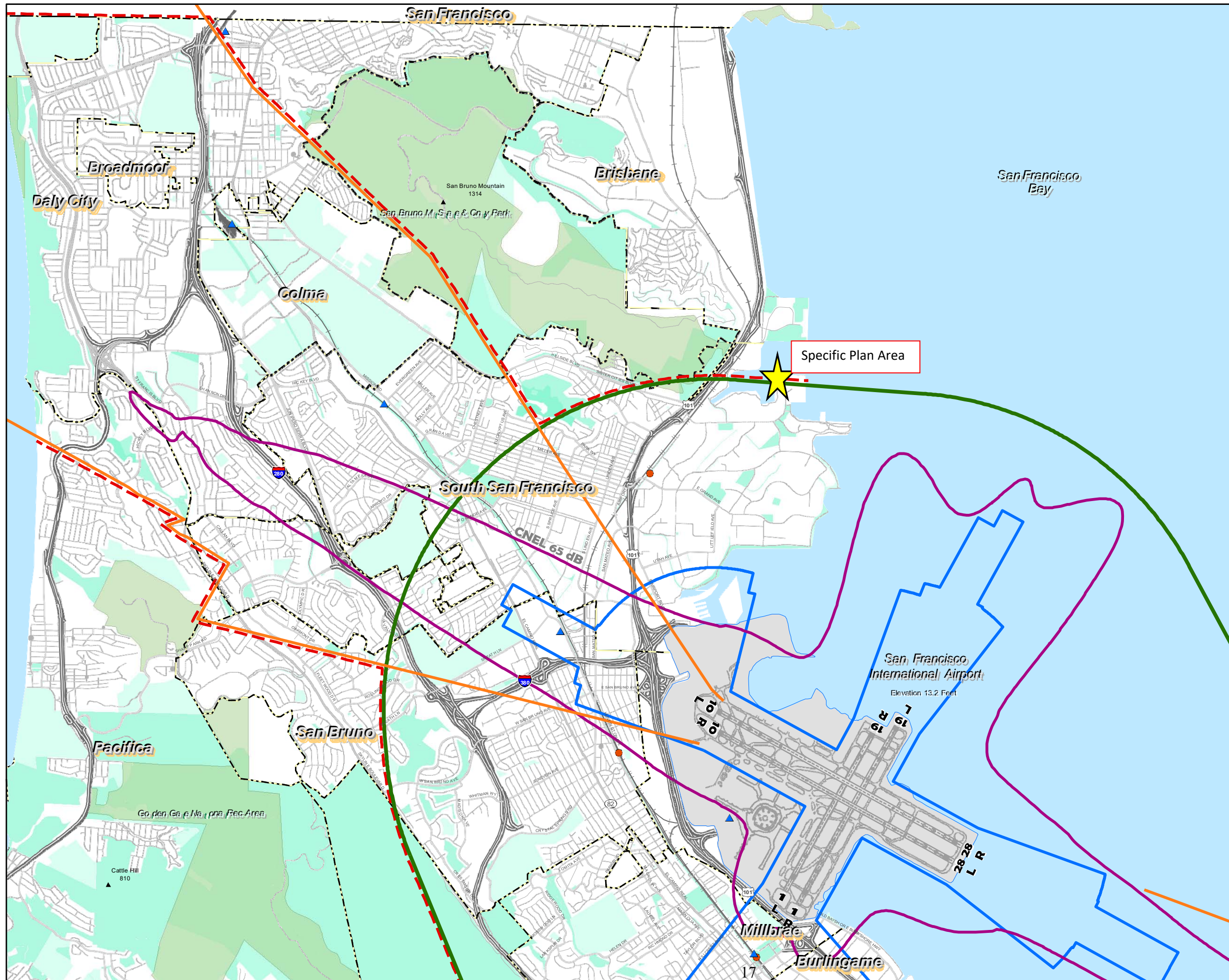


Exhibit IV-6  
**NOISE COMPATIBILITY ZONES --  
 DETAIL**

Comprehensive Airport Land Use Plan  
 for the Environs of San Francisco International Airport



- LEGEND**
- Boundary for Airport Influence Area B
  - Outer Boundary of Safety Zones
  - CNEL Contour, 2020 Forecast
  - 14 CFR Part 77 Conical Surface
  - Outer Boundary of TERPS Approach and OEI Departure Surfaces
  - Airport Property
  - ▲ BART Station
  - CALTRAIN Station
  - Municipal Boundary
  - Railroad
  - Freeway
  - Road
  - Local Park, Golf Course, Cemetery
  - Regional Park or Recreation Area
  - Open Space

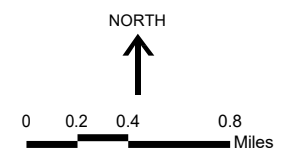
Sources:

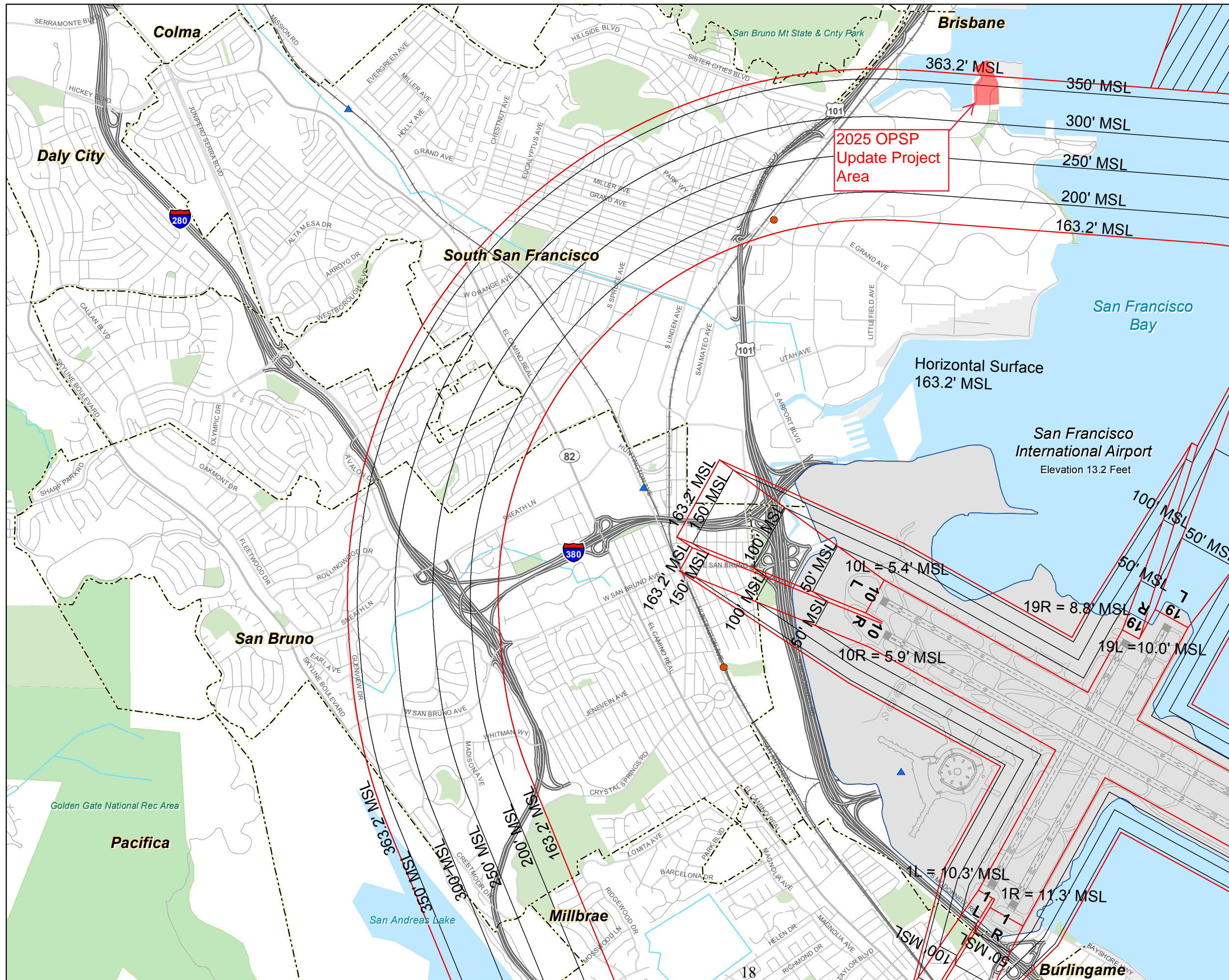
100:1 FAA Notification Zone: Ricondo & Associates, Inc. and Jacobs Consultancy, based on 14 CFR Part 77, Subpart B, Section 77.9.

Outer Boundary of TERPS Approach and OEI Departure Surfaces: San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009

Safety Compatibility Zones: Jacobs Consultancy Team, 2009; Ricondo & Associates, Inc., 2011

Noise Contour: URS Corporation and BridgeNet International. Draft Environmental Assessment, San Francisco International Airport Proposed Runway Safety Area Program, June 2011

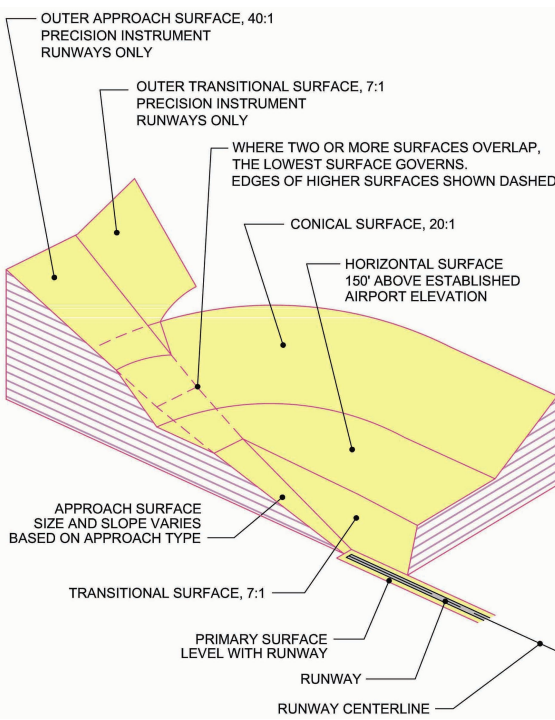




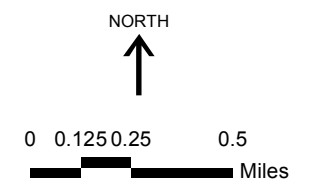
**LEGEND**

- 14 CFR Part 77 Civil Airport Imaginary Surfaces
- 100' MSL Elevation Contour, feet AMSL
- BART Stations
- CALTRAIN Stations
- Regional Park or Recreation Area
- Municipal Boundary
- Railroads
- Freeways
- Roads

**Isometric Drawing of 14 CFR Part 77, Section 77.19 Civil Airport Imaginary Surfaces**



Sources:  
 14 CFR Part 77 Surfaces: City and County of San Francisco, Ricondo & Associates, Inc., 2010





March 9, 2026

Susy Kalkin  
ALUC Staff

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

**TRANSMITTED VIA EMAIL**

*kkalkin@smcgov.org*

**Subject: San Francisco International Airport's Comments on the Land Use Consistency Determination for 2025 Oyster Point Project Specific Plan Update**

Dear Susy:

Thank you for notifying San Francisco International Airport (SFO or the Airport) regarding the Airport Land Use Commission's (ALUC) land use consistency determination for the 2025 Oyster Point Project Specific Plan (the Proposed Project) within the City of South San Francisco. We appreciate this opportunity to coordinate with the ALUC in evaluating the Proposed Project.

According to the application, the Proposed Project would develop remaining Phases 3D and 4D at an approximately 45-acre developer-owned site for office/research development space. The Proposed Project increases the maximum floor area ratio (FAR) from 1.25 to 2.0. The site is bounded by San Francisco Bay to the east, north and south, and portions of San Francisco Bay and Gull Drive to the west.

### **AIRPORT INFLUENCE AREAS**

The Proposed Project lies within two Airport Influence Areas: Area A – Real Estate Disclosure Area (all of San Mateo County) and Area B – Policy/Project Referral Area, as defined by the *Comprehensive Airport Land Use Compatibility Plan for the Environs of SFO* (SFO ALUCP). Within Area A, the real estate disclosure requirements of state law apply. A property owner offering a property for sale or lease must disclose the presence of planned or existing airports within two miles of the property. Within Area B, the Board of Directors of the City/County Association of Governments of San Mateo County, acting as the designated ALUC, shall review proposed land use policy actions, including new general plans, specific plans, zoning ordinances, plan amendments and rezonings, and land development proposals. The real estate disclosure requirements in Area A also apply in Area B.

### **NOISE AND SAFETY COMPATIBILITY AND AIRSPACE PROTECTION POLICIES**

The Proposed Project site is located outside the Airport's 65 dB Community Noise Equivalent Level (dB CNEL) noise contour. Therefore, the project does not appear to be incompatible with the noise compatibility policies of the SFO ALUCP. The Airport would like to remind the project proponent that while the area is outside of any defined noise zones, it does experience frequent overflights, particularly at night, as a result of noise abatement procedures designed to avoid overflights of residential areas. The project proponent should take this into account as they develop the site.

**AIRPORT COMMISSION** CITY AND COUNTY OF SAN FRANCISCO

**DANIEL LURIE**  
MAYOR

**MALCOLM YEUNG**  
PRESIDENT

**SUSAN LEAL**  
VICE PRESIDENT

**JOSE F. ALMANZA**

**MARK BUELL**

**NANCY TUNG**

**MIKE NAKORNKHET**  
AIRPORT DIRECTOR

POST OFFICE BOX 8097 SAN FRANCISCO, CA 94128 TEL 650.821.5000 **19** FLYSFO.COM

S. Kalkin, C/CAG

March 9, 2026

Page 2 of 2

The proposed project appears to be located outside all Safety Compatibility Zones identified in the SFO ALUCP and therefore does not appear to be incompatible with the noise compatibility policies of the SFO ALUCP.

The Proposed Project is located beneath the critical aeronautical surfaces for Airport operations. As described in Exhibit IV-17 (see **Attachment A**) of the SFO ALUCP, the elevations of the critical aeronautical surfaces above the Proposed Project site are at least 300 feet above mean sea level, as defined from the 0-foot origin of the North American Vertical Datum of 1988 (AMSL NAVD88). Ground elevation at the Proposed Project site ranges from 15 to 17 feet AMSL NAVD88. While the proposal does not specifically list heights of the new buildings, there is reference to proposed maximum building heights of approximately 270 feet. If the proposal remains consistent with these heights, it would not appear to be incompatible with the airspace protection requirements of the SFO ALUCP. The Airport emphasizes that no portion of the permanent structures, including any antennas, appurtenances, davits, or architectural parapets, may penetrate the critical aeronautical surfaces defined in the SFO ALUCP.

This evaluation does not waive the requirement for any developments which result from the Proposed Project to undergo Federal Aviation Administration (FAA) airspace review as described in 14 Code of Federal Regulations Part 77 and in Exhibit IV-10 of the SFO ALUCP for both (1) the permanent structures and (2) any equipment taller than the permanent structures required to construct those structures. The FAA requires notification of proposed construction for any project that may have a potential effect on air navigation facilities. FAA Form 7460-1, Notice of Proposed Construction or Alteration, may be submitted by the project sponsor through the FAA's Obstruction Evaluation/Airport Airspace Analysis website (<http://oeaaa.faa.gov>). A Determination of No Hazard from the FAA should be obtained prior to project approval.

\* \* \*

The Airport appreciates your consideration of these comments. If I can be of assistance, please do not hesitate to contact me at (650) 821-6678 or at [nupur.sinha@flysfso.com](mailto:nupur.sinha@flysfso.com).

Sincerely,

DocuSigned by:  
*Nupur Sinha*  
7D552AE6A4CE495...

Nupur Sinha  
Director of Planning and Environmental Affairs  
San Francisco International Airport

Attachments:

A. SFO ALUCP Airspace Compatibility Policies

cc: K. Kennedy, SFO  
C. DiPrima, SFO

## C/CAG AGENDA REPORT

Date: March 26, 2026

To: Airport Land Use Committee

From: Susy Kalkin

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Proposed amendments to Belmont’s Zoning Ordinance and associated implementation procedures related to Airport Land Use Plan Consistency.

(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 proposed amendments to Belmont’s Zoning Ordinance and associated implementation procedures related to Airport Land Use Consistency are consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP).

### BACKGROUND

In 2017, Belmont prepared updates to its General Plan and Zoning Ordinance which were reviewed by the ALUC and found conditionally consistent with the San Carlos ALUCP. Subsequently, the San Carlos ALUCP was updated in 2022, to require recorded Overflight Notification for new residential projects, and in 2025 to address childcare within Safety Zone 6. Belmont has now drafted zoning amendments and related procedures to incorporate those changes and otherwise enhance its review procedures related to airport land use consistency compliance. Included in these changes are minor zoning text changes and a new development implementation checklist that focuses directly on ALUCP compatibility.

California Government Code Section 65302.3 states that a local agency General Plan 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 (ALUCP). Accordingly, the City of Belmont has referred the subject amendments to C/CAG, acting as the San Mateo County Airport Land Use Commission, for a determination of consistency with the San Carlos ALUCP.

The full text of the proposed amendments and associated checklists are included in **Attachment 1**. In general, the amendments clarify that all development within the San Carlos Airport Influence Area shall comply with all applicable provisions of the San Carlos ALUCP, and that compliance will be demonstrated through completion of the comprehensive implementation checklist(s).

## DISCUSSION

### ALUCP Consistency Evaluation

Four airport / land use compatibility factors are addressed in the San Carlos ALUCP that relate to the proposed Amendments. These include policies for: (a) noise compatibility, (b) safety compatibility, (c) airspace protection, and (d) overflight notification.

In accordance with the guidance provided in the ALUCP, local agencies must establish procedures in their zoning ordinances to implement and ensure compliance with the compatibility policies and address any direct conflicts between the zoning ordinance (heights, permitted uses, etc.) and the ALUCP.

The proposed zoning amendments stipulate that all proposed development projects in Belmont that are located within San Carlos Airport Influence Area shall demonstrate compliance with the applicable noise, safety, airspace protection, and overflight notification policies of the San Carlos ALUCP through completion of an ALUCP Implementation Checklist, **Attachment 1b**, the accuracy of which will be verified by staff as part of the development review process. Accordingly, the following sections address how the implementation checklists address 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 impact established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP. As noted in the application materials, and depicted in **Attachment 1f**, there are only four parcels in Belmont that are impacted by the 60 dB CNEL contour. Belmont's application includes a Supplemental Checklist, **Attachment 1c**, to apply to only those four parcels.

The Supplemental Checklist specifically addresses each of the ALUCP noise policies, provides references to the relevant sections within the ALUCP and requires the applicant to indicate whether the project is in conformance with the standards and criteria indicated in the ALUCP Noise Policies.

Adoption of the proposed amendments and implementation procedures will ensure compliance with the Noise Compatibility policies of the San Carlos 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 **Attachment 1e**, a number of parcels within Belmont lie within Safety Zone 6, and one parcel lies within Safety Zone 4.

The implementation checklist requires the project applicant review the safety compatibility criteria shown on Table 4-4 of the San Carlos ALUCP, **Attachment 2**, determine whether the project is “compatible”, “conditionally compatible” or “incompatible”, and respond accordingly. Additionally, the checklist references the additional safety policies applicable to specific project types that are subject to more limitation (ex. hazardous materials, childcare, assembly uses), with weblinks provided to the relevant sections in the ALUCP, and directs the applicant to review those individual policies and indicate whether the project complies or whether the policy is not applicable to the project.

Adoption of the proposed amendments and implementation procedures will ensure compliance with the Safety Compatibility policies of the ALUCP.

**(c) Airspace Protection**

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 implementation checklist references all of the ALUCP policies relating to Airspace protections, including: 1) when the applicant needs to notify the FAA of new construction and/or construction related equipment; 2) the responsibility to comply with any FAA findings; 3) the maximum allowable building height; and 4) consideration of *Other Flight Hazards* (ex. sources of glare or highly reflective building materials; distracting lights; sources of dust, steam smoke or similar features; sources of electrical interference; wildlife attractants), that could affect aircraft in flight or take off/landing procedures. The checklist provides additional context and weblinks to the relevant ALUCP sections to assist the applicant.

Adoption of the proposed amendments and implementation procedures will ensure compliance with the Airspace Protection Compatibility policies of the ALUCP.

**(d) Overflight Compatibility**

The San Carlos ALUCP contains two policies regarding overflight notification 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 implementation checklist clearly notes these requirements and their applicability, so adoption of the proposed amendments and implementation procedures will ensure compliance with the Overflight Notification policies of the San Carlos ALUCP.

#### **ATTACHMENTS**

1. Application Materials
  - a. Proposed Zoning Code Amendments
  - b. ALUCP Implementation Checklist
  - c. Supplemental Noise Compatibility Checklist
  - d. Map - Airport Influence Area B w/in the City of Belmont
  - e. San Carlos Airport Safety Zones w/in the City of Belmont
  - f. San Carlos Airport 2035 Noise Contours w/in the City of Belmont
  
2. San Carlos ALUCP Table 4-4, Safety Compatibility Criteria



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

APPLICANT INFORMATION

Agency: **City of Belmont**

Project Name: **City of Belmont Zoning Code Amendments and Implementation Plan for ALUP Consistency**

Address: **1 Twin Pines Lane**

APN: **N/A**

City: **Belmont**

State: **CA**

ZIP Code: **94002**

Staff Contact: **Rob Gill**

Phone: **650-598-4204**

Email: **rgill@cityofbelmont.gov**

PROJECT DESCRIPTION

The City of Belmont is proposing minor amendments to its Zoning Code, as well as developing a detailed implementation plan in order to comply with the Final Comprehensive Airport Land Use Plan For the Environs of San Carlos Airport adopted October 2015 and as amended 10/22 & 9/25.

REQUIRED PROJECT INFORMATION

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

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

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

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

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

Additional information For Development Projects:

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

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

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

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



March 6, 2026

Community Development Department  
Planning Division

C/CAG of San Mateo  
Airport Land Use Commission  
555 County Center  
Redwood City, CA 94063

**RE: City of Belmont – Application for Land Use Consistency Determination**

This letter is intended to provide the required, supplemental information and details to accompany the City of Belmont’s, Application for Land Use Consistency Determination, dated March 6, 2026.

The City of Belmont (the City) proposes a series amendments to its existing Zoning Code, as well the creation of a detailed implementation plan, in order for the City to demonstrate compliance with the “*Final Comprehensive Airport Land Use Plan For the Environs of the San Carlos Airport, adopted October 2015, and as amended 10/22 and 9/25*” (the Plan). The proposed Zoning Code amendments and implementation plan checklist are intended to address incompatibility issues for all three (3) areas of the Airport Land Use Plan; Noise, Safety, and Airspace Protection, including disclosures and notifications, to adequately address the 2022 revisions to the Plan the KEY 2022 revisions, including Noise Policy 7– Noise Easement Review Area, Airspace Protection Policy 7 – Airspace Protection Avigation Easement and Overflight Policy 2, as well as a comprehensive approach to assuring compliance with all other policies and elements of the Plan.

(A) Proposed Zoning Code Amendments

The City of Belmont proposes the following amendments to its Zoning Code to include procedures to implement and ensure compliance with the ALUCP policies. Proposed new text is shown **bold and underlined**, while proposed deleted text is shown ~~strikethrough~~.

1. GENERAL REGULATIONS Section 9.5.6 USES IN SAN CARLOS AIRPORT SAFETY ZONES **INFLUENCE AREA** ~~-For properties located within San Carlos Airport Safety Zones 4 or 6, uses must comply with the airport land use compatibility criteria listed in Table 4-4 of the San Carlos ALUCP. Some uses may be incompatible in safety zones. Project sponsors in the airport environs must determine whether they are required to file Form 460-1 notice of proposed construction or alteration with the Federal Aviation Administration (FAA), in accordance with airspace protection Policy 2. Project applicants who are required to submit~~

~~a Form 7460-1 to the FAA must provide the local government permitting agency with a copy of the FAA's study findings with their applications for development approval.~~ **Development projects shall conform and comply with the Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Carlos Airport. Development applications shall demonstrate compliance with applicable Airport Land Use Compatibility Plan standards, including but not limited to Noise, Safety, Airspace Protection, and Overflight Notification shall be demonstrated through completion of the Planning Department's Airport Land Use Compatibility Implementation Checklist, which shall be required as part of any entitlement application. The Community Development Director shall establish the Airport Land Use Compatibility Implementation Checklist.**

2. Section 31.3.1 Land Use Table 31.3.1 (b) Land Use Table. *Airport Land Use Compatibility Plan Consistency*. Allowable uses shown in Table 31-1 may be restricted on particular parcels located in San Carlos Airport Safety Zones 4 or 6 under **subject to** Section 9.5.6.
3. Table 31.-1: Village District Use Regulations Note 1. ~~For properties located within San Carlos Airport Safety Zones 4 or 6, uses must comply with the airport land use compatibility criteria listed in Table 4-4 of the San Carlos ALUCP. Some uses may be incompatible in safety zones. Project sponsors in the airport environs must determine whether they are required to file Form 460-1 notice of proposed construction or alteration with the Federal Aviation Administration (FAA), in accordance with airspace protection Policy 2. Project applicants who are required to submit a Form 7460-1 to the FAA must provide the local government permitting agency with a copy of the FAA's study findings with their applications for development approval.~~ **Development projects shall conform and comply with the Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Carlos Airport. Development applications shall demonstrate compliance with applicable Airport Land Use Compatibility Plan standards, including but not limited to Noise, Safety, Airspace Protection, and Overflight Notification shall be demonstrated through completion of the Planning Department's Airport Land Use Compatibility Implementation Checklist, which shall be required as part of any entitlement application. The Community Development Director shall establish the Airport Land Use Compatibility Implementation Checklist.**
4. Section 4.2.1 PERMITTED USES – **Subject to Section 9.5.6, the following are permitted uses.**
5. Section 5.2.1 PERMITTED USES - **Subject to Section 9.5.6, the following are permitted uses.**

(B) Proposed Airport Land Use Compatibility Implementation Checklist

The City has also created a new implementation checklist to further ensure and implement compliance with the Plan's policies – see Attachment 1. This checklist would guide future development

Belmont – Land Use Consistency Application

March 6, 2026

Page 3

applications in demonstrating compliance with all applicable Noise, Safety, and Airspace Protection policies and requirements of the Plan and would be implemented and confirmed by City staff as part of the formal development review process prior to any project approval, and is included within the new Zoning Code text amendments noted above. This checklist further created Belmont specific maps utilizing GIS data obtained from C/CAG to further define applicability of various Plan policies and regulations for Belmont-specific parcels.

If you have any questions or would like to set up a meeting to discuss the contents of, or attachments to this letter, please contact me at [lrussell@belmont.gov](mailto:lrussell@belmont.gov) or at 650-595-7437.

Sincerely,



Laura Russell

Deputy Community Development Director

Attachments:

1. DRAFT - ALUP Implementation Checklist Belmont Feb 2026



One Twin Pines Lane  
Belmont, CA 94002

## ATTACHMENT 1

### DRAFT

#### AIRPORT LAND USE COMPATABILITY PLAN (ALUCP) IMPLEMENTATION CHECKLIST

Note: The entire City of Belmont is within the San Carlos Airport Influence Area and significant areas of the City are subject to restrictions and requirements due to proximity to the San Carlos Airport. Before starting or investing in plans, property owners and design professionals should review:

- [2015 Airport Land Use Compatibility Plan \(ALUCP\) with Amendments](#) for the Environs of the San Carlos Airport
- This checklist.

This will help verify if the potential project complies with the criteria for compatibility and compliance with the ALUCP.

#### PURPOSE

California law requires compliance with ALUCP requirements (California Government Code, Section 65302.3). The ALUCP provides a set of policies that protect the health and safety of people who live and work in the vicinity of the airport, while ensuring smooth operation of air traffic and includes four key compatibility factors: safety, noise, air space protection, and overflight. Relevant standards are discussed primarily in Chapter 4: Compatibility Factor Maps and Policies of the ALUCP. The Belmont Zoning Ordinance includes related requirements applicable to development within the City, within [Section 9.5.6 “General Regulations in the San Carlos Airport Safety Zones”](#) and [Section 31.3.1 \(b\) “Land Uses Regulations – Land Use Table”](#).

Completing this checklist and providing required supporting materials are intended to provide information on, and help staff verify conformance with, ALUCP related regulations which is reviewed during planning applications for development, alteration, or change of use projects.

**Note:** For all properties within the City of Belmont a real estate disclosure is required to be included in the notice of intention to offer the property for sale or lease. Required disclosure language is provided in the [ALUCP within Overflight Policy 1 on p. 4-42](#) (pdf pg. 111).

Some projects within the Belmont Airport Influence Area that may not conflict with any ALUCP requirements may be exempt from this checklist at the discretion of the



One Twin Pines Lane  
Belmont, CA 94002

Community Development Director. These projects may include, but are not limited to, single family homes, changes to the interior of a building that do not include a change of use and projects outside of San Carlos Airport Safety Zone 6 that do not cause a building height increase beyond the existing height. Please contact the Planning Division for instructions regarding a project that may be exempt from these requirements at: [ComDev@belmont.gov](mailto:ComDev@belmont.gov).

Please also refer to the following key document for a detailed account of applicable requirements of the Airport Land Use Compatibility Plan:

- [2015 Airport Land Use Compatibility Plan \(ALUCP\) with Amendments](#) for the Environs of the San Carlos Airport

#### **INSTRUCTIONS AND ADDITIONAL INFORMATION**

Provide a response for all applicable criteria. A complete planning application will include all necessary justifications and/or supporting material to demonstrate the proposed project is in conformance with all requirements, including for any applicable policies not referenced below. All applicable items are required at the time of submittal. Applicants are required to complete all of Parts 1-6 of this checklist. Any applicant who selects “YES” for Part 2 should contact the Planning Department for required, supplemental information to also be completed.

All City maps reference within the checklist are included at this end of this document for reference.

<https://www.belmont.gov/departments/community-development/app-packets-and-forms>



One Twin Pines Lane  
Belmont, CA 94002

### AIRPORT LAND USE COMPATABILITY CHECKLIST

Part 1: PROJECT INFORMATION (to be completed by all applicants)	RESPONSE
i. PROJECT ADDRESS	
ii. APN(s)	
iii. Zoning District	
iv. General Plan Land Use Designation	
v. Current Use	
vi. Proposed Use	
vii. Current maximum height (feet above *MSL)	
viii. Proposed maximum height (feet above *MSL)	

\*Mean Sea Level (MSL)

Part 2: NOISE COMPATIBILITY (to be completed by all applicants)	RESPONSE
<p>There are currently four (4) parcels located within the noise contour CNEL 60 dB as defined by <a href="#">Exhibit 4-2 Future Conditions (2035) Aircraft Noise Contours of the San Carlos ALUCP</a> with Amendments. (pg 78 of pdf)</p> <p>Please refer to the City of Belmont San Carlos Airport 2035 Noise Contours Map of these four (4) affected parcels. These parcels and addresses are listed below.</p> <ol style="list-style-type: none"> <li>1. 040-373-030 ; 1401 Shoreway Road</li> <li>2. 040-371-180 ; 1399 Shoreway Road</li> <li>3. 040-371-130 ; No address</li> <li>4. 040-371-120 ; 1355 Shoreway Road</li> </ol>	
<p>i. Does the application include any of the 4 parcels noted above?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p><b><i>*If "YES" the proposed project includes any of the four (4) parcels located above, please contact the Planning Department to complete a supplemental Noise Compatibility checklist <u>in addition</u> to completion of this remainder of this entire checklist.</i></b></p>	



One Twin Pines Lane  
Belmont, CA 94002

**\*If “NO” please proceed to Part 3: SAFETY COMPATIBILITY**

Part 3: SAFETY COMPATIBILITY (to be completed by all applicants)	RESPONSE
i. Indicate which Safety Zone (4 or 6) the proposed project falls within as depicted on the City of Belmont San Carlos Airport Safety Zones Map and also as shown <a href="#">in Exhibit 4-3 (on pdf page 88) of the ALUCP.</a>	<input type="checkbox"/> N/A <input type="checkbox"/> Zone 4 <input type="checkbox"/> Zone 6
<p><b>*If “N/A” is selected please proceed to Part 4: AIRPORT INFLUENCE AREA.</b></p> <p><b>*If either “Zone 4” or “Zone 6” is selected, please complete the remaining sections of this Part 3: SAFETY COMPATIBILITY.</b></p>	
ii. Indicate if the use is “compatible”, “conditionally compatible”, or “incompatible” with the exposure to aircraft accident risks as defined in <a href="#">Table 4-4 “Safety Compatibility Criteria” of the 2015 ALUCP with Amendments on page 4-27,4-28,&amp; 4-29.</a> (on pdf pages 96,97,&98).  <i>Note: The meaning of these terms is provided in the table.</i>	<input type="checkbox"/> Compatible <input type="checkbox"/> Conditionally Compatible <input type="checkbox"/> Incompatible
iii. Residential development in Safety Zones 4 or 6 indicated City of Belmont San Carlos Airport Safety Zones Map and also as shown in Exhibit 4-3 (on page 85) of the ALUCP, complies with <a href="#">Safety Compatibility Policy 2 – Residential Development Criteria of the 2015 ALUCP with Amendments on page 4-18.</a> (on pdf page 87).  <i>Note: How residential land uses are restricted and provides guidance for conditionally compatible uses.</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
iv. Nonresidential development: the proposed project complies with <a href="#">Safety Compatibility Policy 3 - Nonresidential Development Criteria</a> on page 4-21. (on pdf page 90 ).  <i>Note: Criteria applicable to most new nonresidential developments.</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A



**BELMONT**  
 One Twin Pines Lane  
 Belmont, CA 94002

<p>v. For land uses of particular concern: The proposed project complies with <a href="#">Safety Compatibility Policy 4 - Land Uses of Particular Concern</a> on page 4-21 &amp; 22 (on pdf page 90 &amp; 91)..</p> <p><i>Note: Land uses of particular concern are those in which occupants have reduced effective mobility or are unable to respond in emergency situations such as schools, day care centers, healthcare facilities, nursing homes, etc..</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>iii. Mixed-use: the proposed project complies with <a href="#">Safety Compatibility Policy 5 - Mixed-Use Development</a> on page 4-22 &amp; 4-23.(on pdf page 91 &amp; 92).</p> <p><i>Note: Additional requirements for mixed-use projects.</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>iv. Clustered development: the proposed project complies with <a href="#">Criteria of Clustering of Development Safety Compatibility Policy 6</a> on page 4-23.(on pdf page 92).</p> <p>v. <i>Note: Requires development clustered in any portion of a site would not exceed the intensity limits listed as incompatible within <a href="#">Table 4-4 “Safety Compatibly Criteria” of the 2015 ALUCP with Amendments on page 4-27,4-28,&amp; 4-29.</a> (on pdf pages 96,97,&amp;98).</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>vi. Open land: the proposed project complies with <a href="#">Safety Compatibility Policy 7 - Open Land</a> on page 4-23 &amp; 4-24 .(on pdf pages 92&amp;93).</p> <p><i>Note: Open land requirements generally only apply to projects of five acres or more.</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>vii. Infill exceptions: the proposed project complies with <a href="#">Safety Compatibility Policy 8 – Infill Criteria</a> on page 4-24.(on pdf page 93).</p> <p><i>Note: In instances where development of surrounding nonconforming uses or development is already present this policy can sometimes provide a mechanism for similar non-conforming infill development to occur.</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<p>viii. Hazardous uses: the proposed project complies with <a href="#">Safety Compatibility Policy 9 – Hazardous Uses on page 4-25 &amp; 4-26.</a> (on pdf page 94 &amp; 95).</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A



One Twin Pines Lane  
Belmont, CA 94002

<p><i>Note: prohibits certain hazardous materials in specific safety zones.</i></p>	
<p>ix. Projects crossing safety zones: the proposed project complies with <a href="#">Safety Compatibility Policy 10 – Project Sites Lying Partially within a Safety Zone or within Two or More Safety Zones</a> on page 4-26.(on pdf page 95).</p> <p><i>Note: Process for sites split by compatibility zone boundaries.</i></p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>

<p><b>Part 4: AIRPORT INFLUENCE AREA (to be completed by all applicants)</b></p>	<p><b>RESPONSE</b></p>
<p>i. The applicant understands that the entire City of Belmont is within Airport Influence Area A.</p> <p><i>Note: <a href="#">See Exhibit 4-7 Airport Influence Area for the San Carlos Airport ALUCP on pdf page 119.</a></i></p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>ii. The applicant understands when the subject property is available for sale, a real estate disclosure will be required.</p> <p><i>Note: Required disclosure language is provided of the <a href="#">2015 ALUCP with Amendments on 4-48</a> &amp; 4-49. (on pdf page 117 &amp; 118 ).</i></p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>iii. The applicant has reviewed the <a href="#">City of Belmont’s Airport Influence Area B</a> and has determined the subject property is located in “Area B”.</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>

<p><b>Part 5: OVERFLIGHT NOTIFICATION ZONE (to be completed by all applicants)</b></p>	<p><b>RESPONSE</b></p>
<p>i. The applicant understands that the entire City of Belmont is an Overflight Notification Zone.</p>	<p><input type="checkbox"/> Yes</p>



One Twin Pines Lane  
Belmont, CA 94002

<p><i>Note: See <a href="#">Exhibit 4-6 Overflight Notification zone – San Carlos Airport</a> on pdf page 114 .</i></p>	<input type="checkbox"/> No
<p>ii. The applicant understands when the subject property is available for sale, a real estate disclosure will be required.</p> <p><i>Note: Required disclosure language is provided of the <a href="#">2015 ALUCP with Amendments on 4-42</a>. (pdf page 111).</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<p>iv. The applicant understands the proposed project complies with Overflight Policy 1: Real Estate Transfer Disclosure.</p> <p><i>Note: Required transfer disclosure language is provided in the <a href="#">2015 ALUCP with Amendments on 4-42</a>. (pdf page 111).</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<p>v. The applicant understands that for the project to comply with <a href="#">Overflight Policy 2: Overflight Notification Zone 2</a> (pdf page 116 ) (which is contiguous to City of Belmont Airport Influence Area B – please see Map) the City will require a recorded overflight notification as a Condition of Approval.</p> <p><i>Note: This only applies to new residential development projects within Overflight Notification Zone 2. The recordation template is available as <a href="#">, Exhibit E-2 on PDF page 235.</a></i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No

<p align="center"><b>Part 6: AIRSPACE PROTECTION (to be completed by all applicants)</b></p>	<p align="center"><b>RESPONSE</b></p>
<p>i. The applicant understands the proposed project shall comply with Airspace Protection Policy 1: Airspace Protection Compatibility for New Development with Amendments on page 4-31. (pdf page 100).</p> <p><i>Note: The airspace protection compatibility of proposed land uses within the Airport Influence Area for San Carlos Airport shall be evaluated in accordance with the airspace protection surfaces depicted on <a href="#">Exhibit 4-4 on pdf page 102</a> and the</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No



**BELMONT**  
 One Twin Pines Lane  
 Belmont, CA 94002

<p>FAA’s notification surface depicted on <a href="#">Exhibit 4-4a on pdf page 104.</a></p> <p>Please provide sufficient detail which was used in making the determination of “Yes” or “No”, including any consultation the applicant may have had with the FAA.</p>	
<p>ii. The applicant understands the proposed project shall comply with <a href="#">Airspace Protection Policy 2 – Requirements for FAA Notification of Proposed Construction of the 2015 ALUCP</a> with Amendments on page 4-37. (pdf page 106).</p> <p><i>Note: Proponents of projects (his includes construction of structures or other objects) that may exceed the height standards defined in FAR Part 77, must submit notification of the proposal to the FAA through submittal of Form 7460-1 with the FAA as defined in Airspace Protection Policy 2. Additional requirements apply to locations where the terrain penetrates the FAA notification surface.</i></p> <p><i>The applicant must submit with application for development permit the findings of the FAA’s aeronautical study, or evidence demonstrating that the applicant is exempt from having to file Form 7460-1 with the FAA.</i></p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No  <input type="checkbox"/> N/A</p>
<p>iii. The applicant understands the proposed project shall comply with <a href="#">Airspace Protection Policy 3 – Compliance with Findings of FAA Aeronautical Studies of the 2015 ALUCP with Amendments</a> on page 4-37. (pdf page 106).</p> <p><i>Note: Project proponents shall be required to comply with the findings of FAA aeronautical studies.</i></p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No  <input type="checkbox"/> N/A</p>
<p>iv. The applicant understands the proposed project shall comply <a href="#">Airspace Protection Policy 4 – Airspace Obstruction Criteria of the 2015 ALUCP</a> with Amendments on page 4-37 &amp; 4-38 . (pdf pages 106 &amp; 107 ).</p>	<p><input type="checkbox"/> Yes  <input type="checkbox"/> No  <input type="checkbox"/> N/A</p>



One Twin Pines Lane  
Belmont, CA 94002

<p><i>Note: No structure or object, including a temporary object such as a construction crane, shall have a height that would result in penetration of any of the airspace protection surfaces defined in FAR Part 77, Subpart C and depicted on <a href="#">Exhibit 4-4 on pdf page 102</a>. Limited exceptions are described in Airspace Protection Policy 4.</i></p>	
<p>v. The applicant understands the proposed project shall comply with <a href="#">Airspace Protection Policy 5 – Maximum Compatible Building Height of the 2015 ALUCP</a> with Amendments on page 4-38. (pdf page 107).</p> <p><i>Note: The maximum height of a new building/structure must be the lower of (1) the height of the controlling airspace protection surface shown on <a href="#">Exhibit 4-4 on pdf page 102</a>., or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1. Compliance with zoning district height limits does not relieve the construction proponent/project proponent of the obligation to file Form 7460-1, if required, or to comply with the determinations resulting from the FAA’s aeronautical study.</i></p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>
<p>vi. The applicant understands the proposed project shall comply. <a href="#">Airspace Protection Policy 6 – Other Flight Hazards are Incompatible of the 2015 ALUCP</a>. on page 4-38 &amp; 4-39. (pdf page 107 &amp; 108 ).</p> <p><i>Note: Land policy actions <sup>1</sup> that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at San Carlos Airport are incompatible in the City of Belmont’s Airport Influence Area B Map.</i></p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>
<p>viii. The applicant understands the proposed project shall comply <a href="#">Airspace Protection Policy 7 – Airspace Protection Avigation</a></p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>

<sup>1</sup> Defined as “Land Use Policy Action: Any city or county general plan, specific plan, or zoning ordinance (including zoning maps and/or text) or any amendment to a city or county general plan, specific plan, or zoning ordinance (zoning maps and/or text). A land use policy action also refers to any school district, community college district, or special district facilities master plans or amendments to such master plans.”



**BELMONT**

One Twin Pines Lane  
Belmont, CA 94002

<p><a href="#">Easement of the 2015 ALUCP with Amendments.</a> (pdf pages 108,109,110 ).</p> <p><i>Note: If an aviation easement is required, C/CAG may include a condition approval of the proposed development upon the owner. The issuance of any building permits or any final approval action by the City shall not be given until the grant of an aviation easement is made.</i></p>	
<p>vx. Is FAA Notification Form 7460-1 required to be submitted to the FAA by any of the above Airspace Protection Policies?</p> <p><i>Note: If required, attach a copy of the submitted Form 7460-1, and any response from the FAA associated with such submittal. If the applicant claims to be exempt from filing Form 7460-1, indicate so here and attach evidence demonstrating that the applicant is exempt from having to file Form 7460-1.</i></p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No (Exempt from filing Form 7460-1.)</p>

Thank you for completing the Airport Land Use Compatibility Implementation Checklist and attaching any required supporting materials.



One Twin Pines Lane  
Belmont, CA 94002

### SUPPLEMENTAL NOISE COMPATABILITY CHECKLIST

Please complete this supplemental noise compatibility checklist if the project includes any of the four (4) parcels listed below AND Planning staff has confirmed completion of this supplemental Noise Compatibility Checklist is required.

#### AFFECTED 4 PARCELS:

1. 040-373-030 ; 1401 Shoreway Road
2. 040-371-180 ; 1399 Shoreway Road
3. 040-371-130 ; No address
4. 040-371-120 ; 1355 Shoreway Road

SUPPLEMENTAL NOISE COMPATIBILITY	RESPONSE
i. Indicate whether the proposed use(s) is: compatible, conditionally compatible, or incompatible as defined in <a href="#">Table 4-3 of the 2015 ALUCP, beginning on page 4-15.</a> (pg 84 of the pdf).	<input type="checkbox"/> Compatible <input type="checkbox"/> Conditionally Compatible <input type="checkbox"/> Incompatible
<b>A. Noise Policy 3 – Residential Land Uses</b>	
i. If a residential use is proposed within noise contours CNEL 60-64 dB as indicated on <a href="#">Exhibit 4-2</a> , does the proposed project comply with <a href="#">Noise Policy 3 – Residential Land Uses</a> page 4-11 (pdf pg. 80).  <i>Note: Residential land uses are considered conditionally compatible in areas exposed to noise levels between CNEL 60-64 dB only if the proposed use is on a lot of record zoned exclusively for residential use as of the effective date of this ALUCP. In such a case, the residential land use must be sound-insulated to achieve an indoor noise level of CNEL 45 dB or lower.</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<b>B. Noise Policy 4 – Interior Noise Levels</b>	
i. For projects proposed within noise contours CNEL 60 and above, does the applicant understand the proposed project shall	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A



One Twin Pines Lane  
Belmont, CA 94002

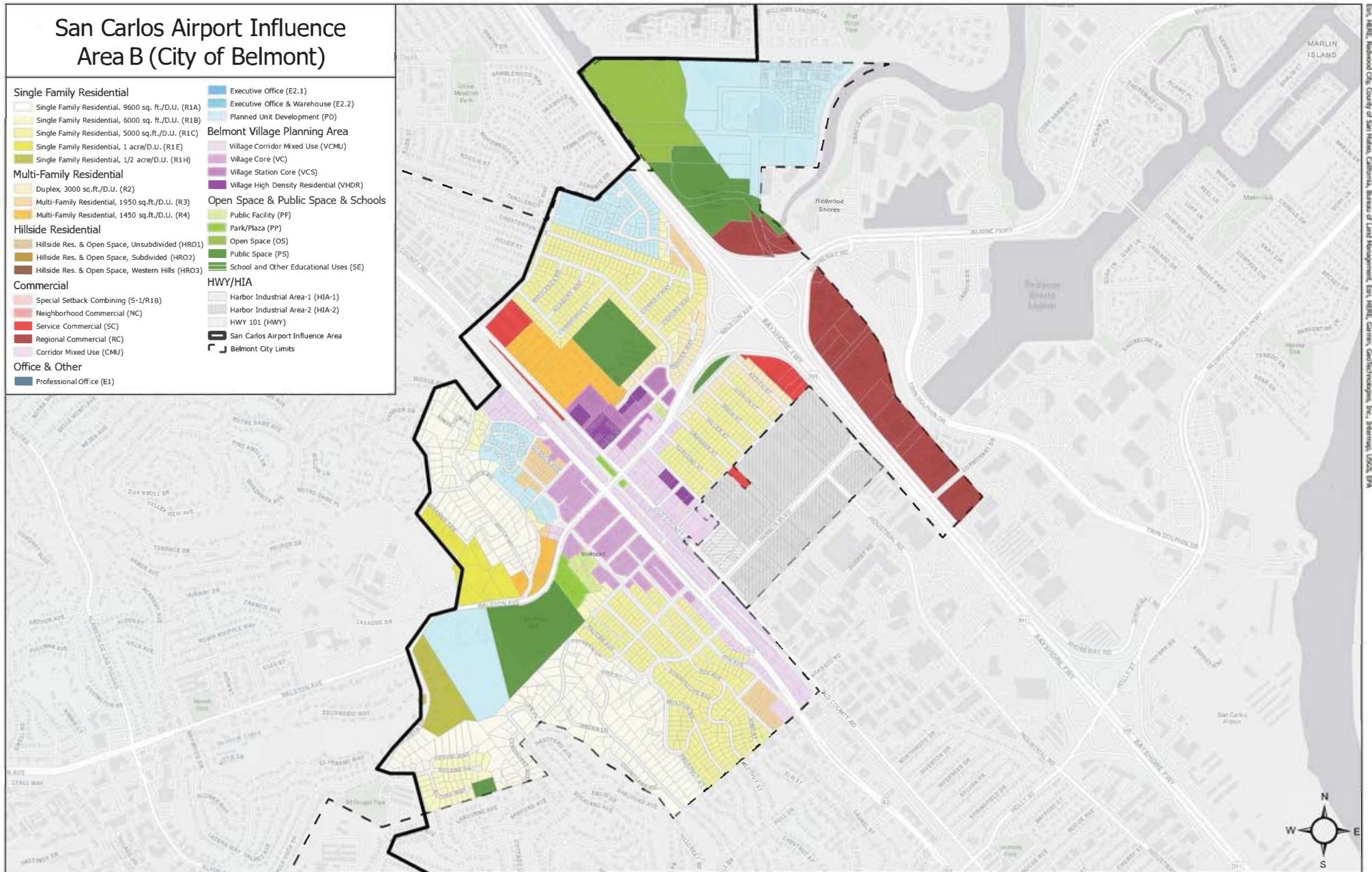
<p>comply with <a href="#">Noise Policy 4 – Interior Noise levels</a> on pages 4-11 &amp; 4-12 (pages 80 – 81 of the pdf).</p> <p><i>Note: The maximum, aircraft-related, interior noise level which shall be considered acceptable for land uses within the airport influence area is CNEL 45 dB in: Living and sleeping areas of single- or multi-family residences; Hotels and motels; Hospitals and nursing homes; Religious facilities, cemetery chapels, and mortuaries; and Schools, libraries, and museums.</i></p>	
<p>ii. For projects proposed within noise contours CNEL 60 does the applicant understand that the proposed project shall comply with <a href="#">Noise Policy 4 – Interior Noise levels</a> on pages 4-11 &amp; 4-12 (pages 80 – 81 of the pdf).</p> <p><i>Note: The maximum, aircraft-related, interior noise level which shall be considered acceptable for the following land uses is CNEL 50 dB in: Office environments; Eating and drinking establishments; and Other commercial facilities.</i></p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>
<p>iii. Does the applicant understand the proposed project shall comply with <a href="#">Noise Policy 4 – Interior Noise levels</a> on pages 4-11 &amp; 4-12 (pages 80 – 81 of the pdf), inclusive of the requirements below.</p> <p><i>For projects involving a general plan or zoning ordinance amendment or as a major land use action, the applicant understands an additional, and potentially lengthy, review process involving the San Mateo County Airport Land Use Commission (the C/CAG Board) may be required if the project involves:</i></p> <p><i>Any single- or multi-family residence within the CNEL 60 dB contour</i></p> <p><i>Any hospital or nursing home, religious facility, school, library, or other noise sensitive nonresidential use within the CNEL 60 dB contour</i></p> <p><i>Any hotel, motel, or transient lodging within the CNEL 65dB contour</i></p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>
<p>C. Noise Policy 7 – Noise Easement Review Area (2022 Amendments)</p>	



**BELMONT**

One Twin Pines Lane  
Belmont, CA 94002

<p>i. The applicant has reviewed <a href="#">Noise Policy 7 – Noise Easement Review Area</a> on pages 4-13 (pg. 82 of the pdf) and understands an avigation easement may be required within the CNEL 60 dB.</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>
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**TABLE 4-4  
SAFETY COMPATIBILITY CRITERIA**

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

**TABLE 4-4 (Continued)  
SAFETY COMPATIBILITY CRITERIA**

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

**TABLE 4-4 (Continued)  
SAFETY COMPATIBILITY CRITERIA**

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