



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.

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



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

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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 or at 650-595-7437.

Sincerely,



Laura Russell

Deputy Community Development Director

Attachments:

1. DRAFT - ALUP Implementation Checklist Belmont Feb 2026



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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



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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.

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>



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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 Exhibit 4-2 Future Conditions (2035) Aircraft Noise Contours of the San Carlos ALUCP 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"> 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 	
<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><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></p>	



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****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 in Exhibit 4-3 (on pdf page 88) of the ALUCP.	<input type="checkbox"/> N/A <input type="checkbox"/> Zone 4 <input type="checkbox"/> Zone 6
<p><i>*If "N/A" is selected please proceed to Part 4: AIRPORT INFLUENCE AREA.</i></p> <p><i>*If either "Zone 4" or "Zone 6" is selected, please complete the remaining sections of this Part 3: SAFETY COMPATIBILITY.</i></p>	
ii. Indicate if the use is "compatible", "conditionally compatible", or "incompatible" with the exposure to aircraft accident risks as defined in Table 4-4 "Safety Compatibility Criteria" of the 2015 ALUCP with Amendments on page 4-27,4-28,& 4-29. (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 Safety Compatibility Policy 2 – Residential Development Criteria of the 2015 ALUCP with Amendments on page 4-18. (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 Safety Compatibility Policy 3 - Nonresidential Development Criteria 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



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<p>v. For land uses of particular concern: The proposed project complies with Safety Compatibility Policy 4 - Land Uses of Particular Concern on page 4-21 & 22 (on pdf page 90 & 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 Safety Compatibility Policy 5 - Mixed-Use Development on page 4-22 & 4-23.(on pdf page 91 & 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 Criteria of Clustering of Development Safety Compatibility Policy 6 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 Table 4-4 “Safety Compatibly Criteria” of the 2015 ALUCP with Amendments on page 4-27,4-28,& 4-29. (on pdf pages 96,97,&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 Safety Compatibility Policy 7 - Open Land on page 4-23 & 4-24 .(on pdf pages 92&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 Safety Compatibility Policy 8 – Infill Criteria 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 Safety Compatibility Policy 9 – Hazardous Uses on page 4-25 & 4-26. (on pdf page 94 & 95).</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A



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<p><i>Note: prohibits certain hazardous materials in specific safety zones.</i></p>	
<p>ix. Projects crossing safety zones: the proposed project complies with Safety Compatibility Policy 10 – Project Sites Lying Partially within a Safety Zone or within Two or More Safety Zones 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>Part 4: AIRPORT INFLUENCE AREA (to be completed by all applicants)</p>	<p>RESPONSE</p>
<p>i. The applicant understands that the entire City of Belmont is within Airport Influence Area A.</p> <p><i>Note: See Exhibit 4-7 Airport Influence Area for the San Carlos Airport ALUCP on pdf page 119.</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 2015 ALUCP with Amendments on 4-48 & 4-49. (on pdf page 117 & 118).</i></p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>iii. The applicant has reviewed the City of Belmont’s Airport Influence Area B and has determined the subject property is located in “Area B”.</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>

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



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<p><i>Note: See Exhibit 4-6 Overflight Notification zone – San Carlos Airport 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 2015 ALUCP with Amendments on 4-42. (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 2015 ALUCP with Amendments on 4-42. (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 Overflight Policy 2: Overflight Notification Zone 2 (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 , Exhibit E-2 on PDF page 235.</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No

<p align="center">Part 6: AIRSPACE PROTECTION (to be completed by all applicants)</p>	<p align="center">RESPONSE</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 Exhibit 4-4 on pdf page 102 and the</i></p>	<input type="checkbox"/> Yes <input type="checkbox"/> No



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<p>FAA’s notification surface depicted on Exhibit 4-4a on pdf page 104.</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 Airspace Protection Policy 2 – Requirements for FAA Notification of Proposed Construction of the 2015 ALUCP 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 Airspace Protection Policy 3 – Compliance with Findings of FAA Aeronautical Studies of the 2015 ALUCP with Amendments 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 Airspace Protection Policy 4 – Airspace Obstruction Criteria of the 2015 ALUCP with Amendments on page 4-37 & 4-38 . (pdf pages 106 & 107).</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>



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<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 Exhibit 4-4 on pdf page 102. Limited exceptions are described in Airspace Protection Policy 4.</i></p>	
<p>v. The applicant understands the proposed project shall comply with Airspace Protection Policy 5 – Maximum Compatible Building Height of the 2015 ALUCP 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 Exhibit 4-4 on pdf page 102., 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. Airspace Protection Policy 6 – Other Flight Hazards are Incompatible of the 2015 ALUCP. on page 4-38 & 4-39. (pdf page 107 & 108).</p> <p><i>Note: Land policy actions ¹ 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 Airspace Protection Policy 7 – Airspace Protection Avigation</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>

¹ 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.”



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<p>Easement of the 2015 ALUCP with Amendments. (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.



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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 Table 4-3 of the 2015 ALUCP, beginning on page 4-15. (pg 84 of the pdf).	<input type="checkbox"/> Compatible <input type="checkbox"/> Conditionally Compatible <input type="checkbox"/> Incompatible
A. Noise Policy 3 – Residential Land Uses	
i. If a residential use is proposed within noise contours CNEL 60-64 dB as indicated on Exhibit 4-2 , does the proposed project comply with Noise Policy 3 – Residential Land Uses 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. Noise Policy 4 – Interior Noise Levels	
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



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<p>comply with Noise Policy 4 – Interior Noise levels on pages 4-11 & 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 Noise Policy 4 – Interior Noise levels on pages 4-11 & 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 Noise Policy 4 – Interior Noise levels on pages 4-11 & 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>	



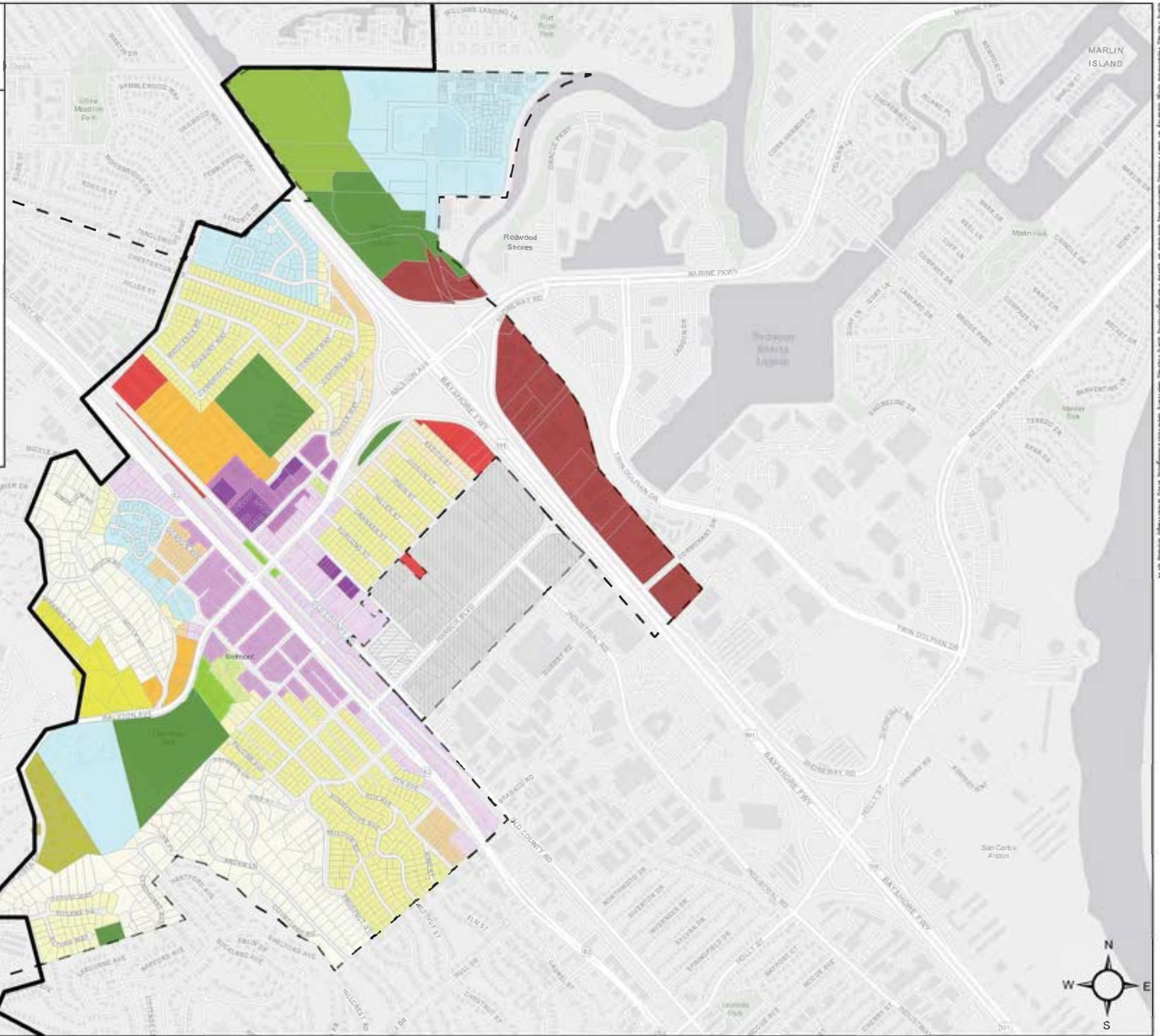
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Belmont, CA 94002

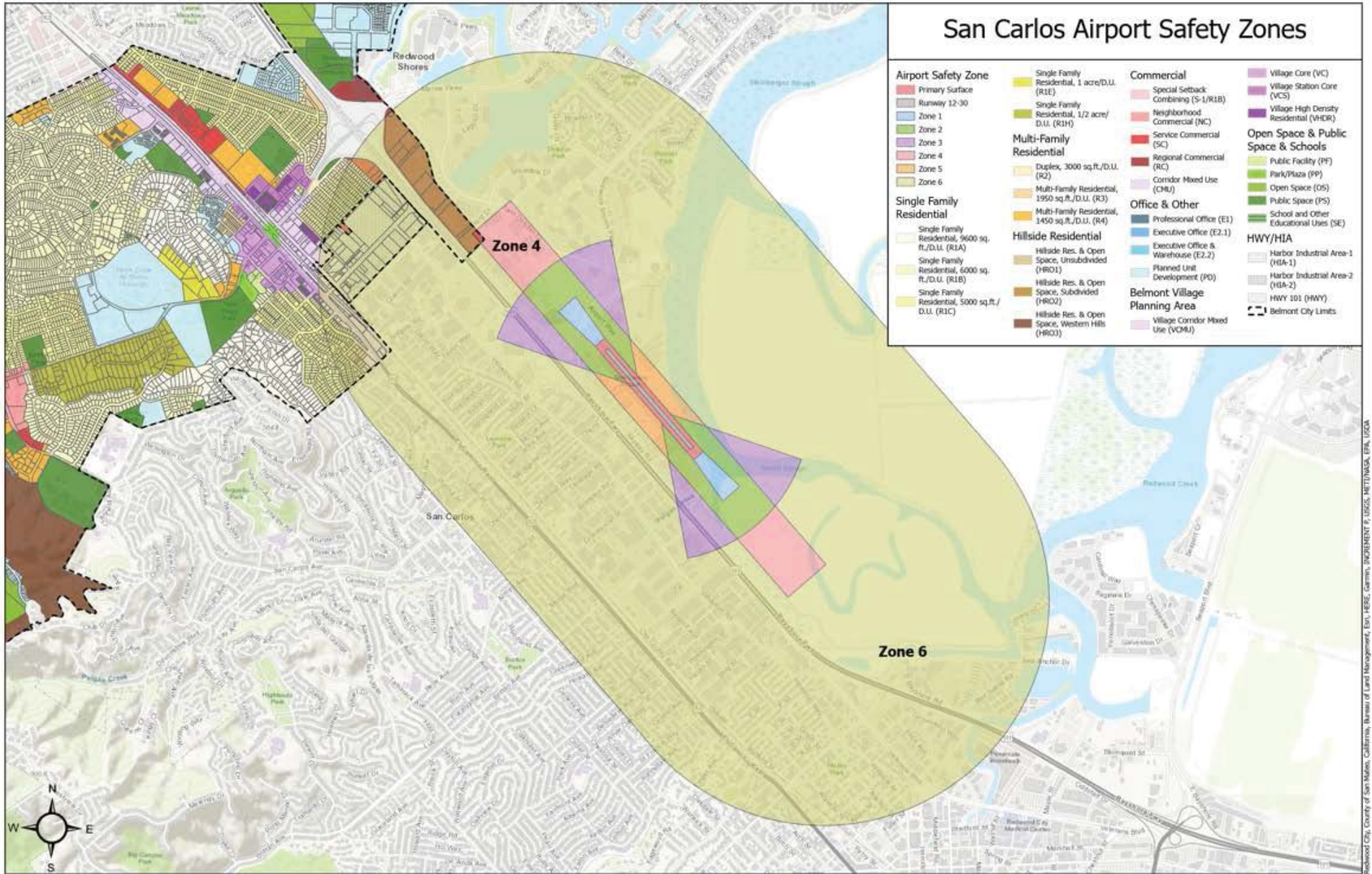
<p>i. The applicant has reviewed Noise Policy 7 – Noise Easement Review Area on pages 4-13 (pg. 82 of the pdf) and understands an avigation easement may be required within the CNEL 60 dB.</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>
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San Carlos Airport Influence Area B (City of Belmont)

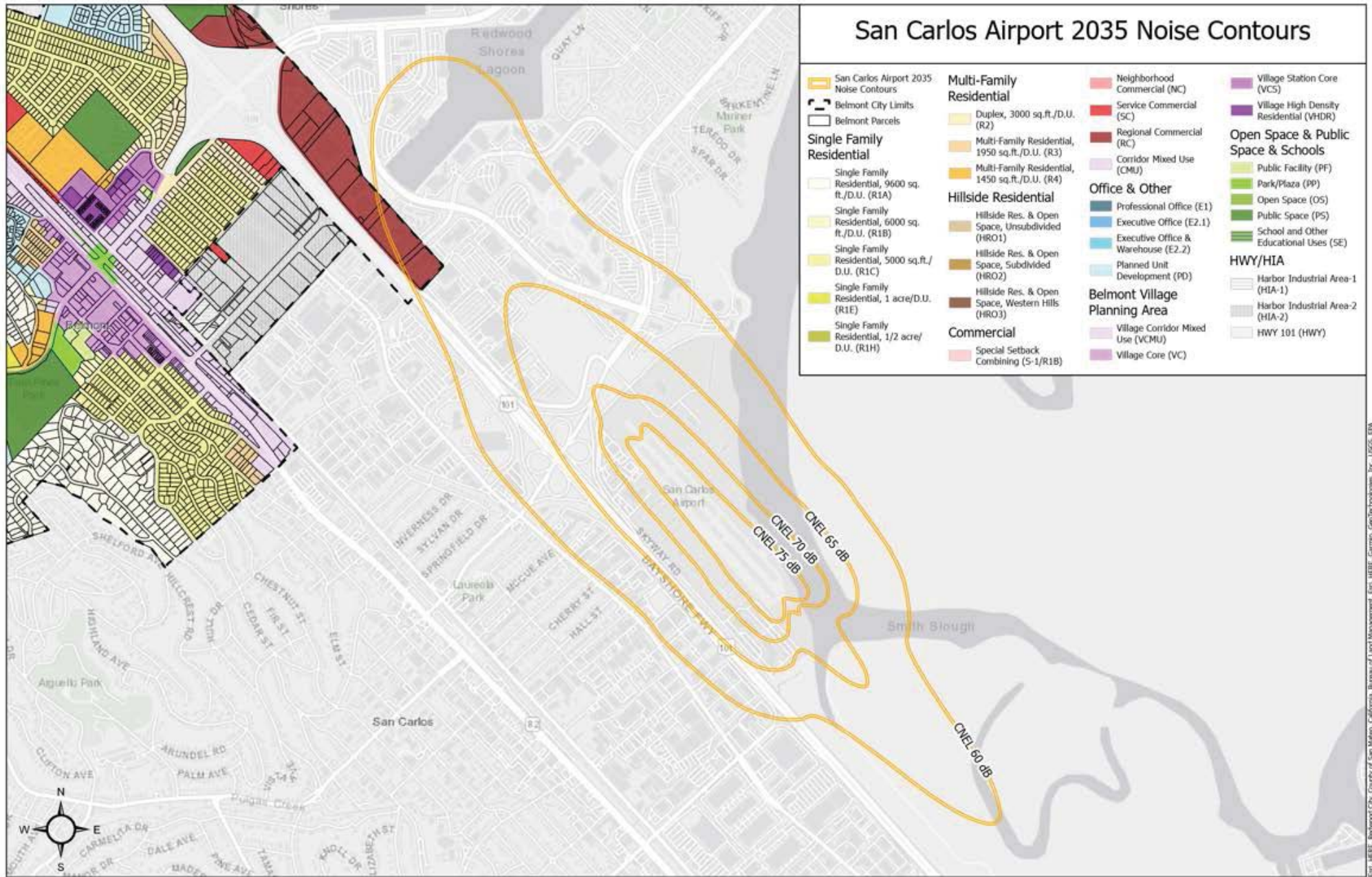
- Single Family Residential**
 - Single Family Residential, 9600 sq. ft./D.U. (R1A)
 - Single Family Residential, 6000 sq. ft./D.U. (R1B)
 - Single Family Residential, 5000 sq.ft./D.U. (R1C)
 - Single Family Residential, 1 acre/D.U. (R1E)
 - Single Family Residential, 1/2 acre/D.U. (R1H)
- Multi-Family Residential**
 - Duplex, 3000 sq.ft./D.U. (R2)
 - Multi-Family Residential, 1950 sq.ft./D.U. (R3)
 - Multi-Family Residential, 1450 sq.ft./D.U. (R4)
- Hillside Residential**
 - Hillside Res. & Open Space, Unsubdivided (HRO1)
 - Hillside Res. & Open Space, Subdivided (HRO2)
 - Hillside Res. & Open Space, Western Hills (HRO3)
- Commercial**
 - Special Setback Combining (S-1/R1B)
 - Neighborhood Commercial (NC)
 - Service Commercial (SC)
 - Regional Commercial (RC)
 - Corridor Mixed Use (CMU)
- Office & Other**
 - Professional Office (E1)
- Executive Office (E2.1)**
- Executive Office & Warehouse (E2.2)**
- Planned Unit Development (PD)**
- Belmont Village Planning Area**
 - Village Corridor Mixed Use (VCMU)
 - Village Core (VC)
 - Village Station Core (VCS)
 - Village High Density Residential (VHDR)
- Open Space & Public Space & Schools**
 - Public Facility (PF)
 - Park/Plaza (PP)
 - Open Space (OS)
 - Public Space (PS)
 - School and Other Educational Uses (SE)
- HWY/HIA**
 - Harbor Industrial Area-1 (HIA-1)
 - Harbor Industrial Area-2 (HIA-2)
 - HWY 101 (HWY)
 - San Carlos Airport Influence Area
 - Belmont City Limits



EIR: HIRB, Redwood City, County of San Mateo, California, Bureau of Land Management, EIR: HIRB, Carrizo, Geotechnological, Inc., Sherman, UCCB, 8/14



Redwood City, County of San Mateo, California, Bureau of Land Management, Ltd., HERE, Garmin, INCREMENT P, USGS, METRACOR, BPA, USGA



ENR, HERR, Robinson City, County of San Mateo, California, Bureau of Land Management, ENR, HERR, Gamm, GeoTechnologies, Inc., 10/20/2016, EPA

**TABLE 4-4
SAFETY COMPATIBILITY CRITERIA**

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

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

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

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

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