

C/CAG

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

AIRPORT LAND USE COMMITTEE (ALUC) AGENDA

Date: Thursday, April 23, 2026	Join by Zoom Webinar: https://us02web.zoom.us/j/81335481228?pwd=eEQ2cmI4VzUrRHk0Nk4ybKZ4cWtDUT09
Time: 4:30 p.m.	
Location: Burlingame Community Center 850 Burlingame Avenue Burlingame, CA	Webinar ID: 813 3548 1228 Passcode: 839437 Join by Phone: (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
(Pappajohn) | |
| 2. Public Comment on Items not on the Agenda | Limited to 2
minutes per
speaker | |
| 3. Approval of Minutes for the March 26, 2026 meeting. | Action
(Pappajohn) | Page 1 |
| 4. San Carlos Airport Land Use Compatibility Plan
Consistency Review – Draft Northeast Area Specific
Plan, San Carlos. | Action
(Charpentier) | Page 4 |
| 5. San Carlos Airport Land Use Compatibility Plan
Consistency Review – Review of amendments to the
Redwood City Zoning Code including general updates, | Action
(Charpentier) | Page 36 |

measures to implement programs in the Housing Element and permit streamlining provisions.

- 6. Member Comments/Announcements Information
- 7. Items from Staff Information
- 8. Adjournment – *Next regular meeting – May 28, 2026*

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

If you have any questions regarding the C/CAG Airport Land Use Committee Meeting Agenda, please contact Matt Petrofsky, mpetrofsky@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 mpetrofsky@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

ALUC Staff: Matt Petrofsky, mpetrofsky@smcgov.org

Airport Land Use Committee (ALUC)
Meeting Minutes
March 26, 2026

1. Call to Order/Roll Call

Chair Pappajohn called the meeting to order at 5:00 pm. The attendance sheet is attached.

2. Public Comment on items not on the Agenda

None.

3. Minutes of the January 22, 2026 Meeting

Motion: Member O'Connor moved, and Vice-chair Nicolas seconded, approval of the January 22, 2026 minutes. Motion carried (7-0-0) by the following voice vote: AYE - Members O'Connor, Sullivan, Chu, Hamilton, Branscomb, Vice-chair Nicolas and Chair Pappajohn. NO – none. ABSTAIN – none.

4. San Francisco International Airport Land Use Compatibility Plan Consistency Review – Proposed 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.

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

Member Sullivan mentioned the letter from SFO Planning attached to the staff report, noting the need to undergo additional airspace review. Staff clarified that it is a standard requirement that the FAA review projects that may have a potential effect on air navigation facilities, and that this requirement is reflected in South San Francisco's Zoning Ordinance.

Motion: Member O'Connell, and Member Hamilton seconded, approval of the staff recommendation. Motion carried (6-0-1) by the following roll call vote: AYE – Member O'Connor, Chu, Hamilton, Branscomb, Vice-chair Nicolas and Chair Pappajohn. NO – none. ABSTAIN – Sullivan.

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.

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

Member O'Connell asked for clarification as to whether approval of these amendments would mean that future development projects would no longer be subject to individual review by the ALUC. Staff confirmed that projects would only be subject to review if an application included a land use policy or zoning change.

Motion: Member O'Connell, and Vice-chair Nicolas seconded, approval of the staff recommendation. Motion carried (7-0-0) by the following roll call vote: AYE – Member

O'Connor, Sullivan, Chu, Hamilton, Branscomb, Vice-chair Nicolas and Chair Pappajohn. NO – none. ABSTAIN – none.

6. Member Comments/Announcements

None

7. Items from Staff

Ms. Kalkin noted that she was due to retire in April, noting this was her last ALUC meeting. She thanked the Committee members for all their hard work.

Sean Charpentier, C/CAG Executive Director, notified the Committee that he too would be leaving C/CAG at the end of April as he had accepted the position of City Manager for Pacifica.

Committee members offered their congratulations and wished them both well in the future.

Adjournment

The meeting was adjourned at 5:25 pm.

DRAFT

2026 C/CAG Airport Land Use Committee Attendance Report

Name	Agency	Jan	Mar			
Terry O'Connell	City of Brisbane		X			
Andrea Pappajohn	City of Burlingame	X	X			
Rod Daus-Magdal	City of Daly City					
Patrick Sullivan	City of Foster City	X	X			
Paul Nagengast	City of Half Moon Bay					
Bob Nguyen	City of Millbrae					
Christopher Sturken	City of Redwood City	X	Y			
Tom Hamilton	City of San Bruno	X	X			
Pranita Venkatesh	City of San Carlos					
Ray Mueller	County of San Mateo & Aviation Rep.	X ^{arrived 4:53}				
Flor Nicolas	City of South San Francisco	X	X			
Carol Ford	Aviation Rep.	X				
Chistopher Yakabe	Half Moon Bay Pilots Assn.	X	Y			

X - Committee Member Attended
 Y - Designated Alternate Attended

Staff and guests in attendance for the March 26, 2026 meeting: Susy Kalkin and Sean Charpentier C/CAG staff; Billy Gross, South San Francisco staff; and Stephanie Davis, Belmont staff

C/CAG AGENDA REPORT

Date: April 23, 2026

To: Airport Land Use Committee

From: Sean Charpentier, C/CAG Executive Director

Subject: San Carlos Airport Land Use Compatibility Plan Consistency Review – Draft Northeast Area Specific Plan, San Carlos.

(For further information please contact Sean Charpentier, scharpentier@smcgov.org)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the San Mateo County Airport Land Use Commission, determine that the Draft Northeast Area Specific Plan, San Carlos, is consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following conditions:

- Amend the Section 4.5 Land Use Regulations – Mixed Use Districts as follows:
 - Residential Care Facilities “Limited” and “Senior” should be identified as “C, Conditional”, rather than “P, Permitted”, consistent with the ALUCP.
 - Include a note under “Additional Regulations” referencing Section 18.21.150 A, for the following use types for which the ALUCP includes capacity restrictions:
 - Community Assembly, 3,500 Square Feet or More
 - Commercial Entertainment and Recreation - Cinema/Theaters and Large Scale
- Amend Section 4.6 Land Use Regulations – Industrial District as follows:
 - Include a note under “Additional Regulations” referencing Section 18.21.150 A, for the following use types
 - Hospitals (not allowed within Safety Zone 3)
 - Commercial Entertainment and Recreation - Cinema/Theaters and Large Scale

BACKGROUND/PROJECT DESCRIPTION

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

CCAG AGENDA REPORT

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The Zoning Ordinance contains the following provisions which apply to all development within AIA B for San Carlos Airport:

- Performance Standards Chapter (18.21) dedicated to Airport Land Use Compatibility Plan Consistency (18.21.150), (see **Attachment 1a**). This section outlines standards and requirements with a section devoted to each of the compatibility issues noted (noise, safety, airspace protection & overflight notification)
- General Site Regulations Chapter (18.15) requires conformance with Airport Land Use Compatibility Plan Consistency (18.21.150)
- Zoning Clearance Chapter (18.28) requires conformance with Airport Land Use Compatibility Plan Consistency (18.21.150).

Project Description

As described in more detail in the application materials, **Attachment 1**, San Carlos has prepared a draft Northeast Area Specific Plan (NEASP), which sets forth regulations for the future development in the plan area that consists of approximately 145 acres and is roughly bounded by Belmont Creek to the north, US Highway 101 to the east, Old County Road to the west, and existing residential uses to the south (see **Attachment 1b**). Key updates include amendments to General Plan Land Use designations, zoning reclassifications, increases to maximum building heights, introduction of a bonus height and community benefits program, updates to permitted land uses, and increases to maximum floor area ratio. The Plan area also encompasses three existing Planned Development sites (PDs) where no changes are proposed, which are shown in blue hatching on the Zoning District diagram (**Attachment 1d**). In accordance with the requirements of California PUC Section 21676 (b), San Carlos has submitted the NEASP for a determination of consistency with the San Carlos ALUCP.

DISCUSSION

ALUCP Consistency Evaluation

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

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

The following sections address how the San Carlos' NEASP and other planning documents 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 impacts established in the San Carlos ALUCP. All land uses located outside this contour are deemed consistent with the noise policies of the ALUCP.

As shown on San Carlos ALUCP Exh. 4-2, **Attachment 2**, a portion of the southeastern corner of the Plan Area lies within the 60 dBA CNEL noise contour, impacting the proposed I-P Industrial Professional zone district. None of the uses proposed for the I-P zone, see **Attachment 1e**, conflicts with the Noise Compatibility Criteria included in San Carlos ALUCP Table 4-3. Additionally, San Carlos Municipal Code Section 18.21.050 outlines the responsibilities of project sponsors to comply with the standards and requirements of the San Carlos ALUCP, so the proposed NEASP is consistent with the Noise Policies of the ALUCP.

(b) Safety Compatibility

The San Carlos ALUCP includes six sets of safety zones and related land use compatibility policies and criteria. As shown on San Carlos ALUCP Exh. 4-3, **Attachment 3**, the majority of the Plan Area is located in Zone 6, the Traffic Pattern Zone, however, a small portion is within Zone 3, the Inner Turning Zone.

To evaluate consistency with safety compatibility criteria, the San Carlos ALUCP Table 4-4 lists land uses that are compatible, conditionally compatible, and incompatible. Most of the uses listed in the NEASP Use Tables are considered compatible in both Safety Zones 3 and 6, and San Carlos Zoning Ordinance section 18.21.150 requires review of new projects to ensure consistency with the San Carlos ALUCP, as follows:

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

However, to better highlight uses that should be reviewed for ALUCP consistency and/or remove any direct inconsistencies, the following conditions are recommended:

- Amend the Section 4.5 Land Use Regulations – Mixed Use Districts as follows:
 - Residential Care Facilities “Limited” and “Senior” should be identified as “C, Conditional”, rather than “P, Permitted”, consistent with the ALUCP.
 - Include a note under “Additional Regulations” referencing Section 18.21.150 A, for the following use types for which the ALUCP includes capacity restrictions:
 - Community Assembly, 3,500 Square Feet or More
 - Commercial Entertainment and Recreation - Cinema/Theaters and Large Scale

- Amend Section 4.6 Land Use Regulations – Industrial District as follows:
 - Include a note under “Additional Regulations” referencing Section 18.21.150 A, for the following use types:
 - Hospitals (not allowed within Safety Zone 3)
 - Commercial Entertainment and Recreation - Cinema/Theaters and Large Scale

Adherence to these requirements will ensure that new uses within the NEASP will comply with the safety compatibility policies of the San Carlos ALUCP.

(c) Airspace Compatibility

The San Carlos ALUCP airspace policies establish maximum heights for the compatibility of new structures. The policies also stipulate the need for compliance with federal regulations requiring notification of the FAA of certain proposed construction or alterations of structures, and to review projects for certain land use characteristics that might pose a hazard to air navigation (*Other Flight Hazards*).

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

- B. Airspace Protection Evaluation. All proposed development projects, alterations, or changes of use subject to the ALUCP will be reviewed for consistency with Airspace Protection Policies of the ALUCP. These include notice of proposed construction or alteration, maximum compatible building height and other flight hazards and aviation easement requirements of San Carlos ALUCP Airspace Protection Policy 7.
- F. Federal Aviation Administration (FAA) Requirements. Proof of consistency with FAA rules and regulations must be provided through one (1) of the following ways:
 - 1. A Federal Aviation Administration Review Not Required Form must be signed prior to issuance of building permit.
 - 2. Receive a determination of no hazard by the FAA after submittal of FAA Form 7460-1, Notice of Proposed Construction. Instructions and additional information on Form 7460 can be found within the ALUCP and on the FAA’s website.

Sections 4.8 & 4.9 of the NEASP, **Attachment 1f**, identify maximum heights for structures within the different zone districts, ranging from 75-100 feet, and also contain provisions for height increases (bonuses), up to a maximum of 155’ above mean sea level (MSL) for projects that provide specific community benefits. These sections also reference “San Carlos Airport FAA Compliance”, noting that “Applicants shall measure mean sea level (MSL) of development site to determine allowable maximum height envelop. All development shall comply with Federal Aviation Administration (FAA) regulations and maintain compliance with C/CAG Airport Land Use Compatibility Plan.”

CCAG AGENDA REPORT

Airport Land Use Committee

RE: Northeast Area Specific Plan, San Carlos

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The Airspace Protection Surface above the Plan area lies at 155 ft. above mean sea level, as indicated on San Carlos ALUCP Exh. 4-4, **Attachment 4**. Additionally, as shown on **Attachment 5**, any project in the Plan area that exceeds between 30-65 feet will require the filing of Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA for any proposed new structure and/or alterations to existing structures that would exceed these FAA notification heights.

Adherence to the provisions of San Carlos Zoning Ordinance section 18.21.150 will ensure that new uses within the Specific Plan area will comply with the airspace protection policies of the San Carlos ALUCP.

(d) Overflight Compatibility

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

The San Carlos Zoning Ordinance includes both of these policy provisions and therefore these requirements will apply to new uses within the NEASP, ensuring consistency with the Overflight Compatibility policies of the San Carlos ALUCP.

ATTACHMENTS

1. Application Materials
 - a. San Carlos Zoning Excerpt – ALUCP Consistency
 - b. Plan Area Exhibit
 - c. Land Use Diagram
 - d. Zoning Diagram
 - e. Use Tables
 - f. Height Exhibit
2. San Carlos ALUCP Exh. 4-2, Aircraft Noise Contours
3. San Carlos ALUCP Exh. 4-3, Airport Safety Zones
4. San Carlos ALUCP Exh. 4-4, Airspace Protection Surfaces
5. San Carlos ALUCP Exh. 4-4a, FAA Notification Reqs.
6. Link to Draft Northeast Area Specific Plan – <https://www.sancarlosnortheastplan.com/>



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

APPLICANT INFORMATION

Agency: [City of San Carlos](#)

Project Name: [Northeast Area Specific Plan](#)

Address: [600 Elm Street](#)

APN: [See description below](#)

City: [San Carlos](#)

State: [CA](#)

ZIP Code: [94070](#)

Staff Contact: [Rendell Bustos](#)

Phone: [\(650\) 802-4255](#)

Email: rbustos@cityofsancarlos.org

PROJECT DESCRIPTION

The Northeast Area Specific Plan (NEASP) is a comprehensive planning and policy document that establishes a long-term vision and guides growth in the Northeast Area of San Carlos. The Northeast Area consists of approximately 145 acres and is roughly bound by Belmont Creek, US Highway 101, the western property lines of residential parcels along Northwood Drive, the northeastern property lines of the residential parcels along Fairfield Drive, the southeast property line of the Palo Alto Medical Foundation, and Old County Road (see Exhibit B). The NEASP incorporates key guiding principles into an overall vision for a district that balances traditional industry, innovation, environmental resiliency, and inclusive community life. Key updates include amendments to General Plan Land Use designations, zoning reclassifications, increases to maximum building heights, introduction of a bonus height and community benefits program, updates to permitted land uses, and increases to maximum floor area ratio. Refer to Exhibit A for a complete version of the draft NEASP.

REQUIRED PROJECT INFORMATION

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

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following: [See Exhibit A: Draft Northeast Area Specific Plan](#)

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
 - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.
 - [See Exhibit B: Northeast Area Specific Plan Boundary](#)
 - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies.
 - [See San Carlos Municipal Code Section 18.21.050.](#)
 - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
 - [See Exhibit B: Northeast Area Specific Plan Boundary](#)
 - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.
 - [See San Carlos Municipal Code Section 18.21.050.](#)
 - 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.
 - [See Exhibit A: Northeast Area Specific Plan, sections 4.6 Height Standards, and 4.7 Bonus FAR and Building Height Provisions for proposed amendments to maximum building heights.](#)

- 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.

See San Carlos Municipal Code Section 18.21.050(F)(2).

2. Real Estate Disclosure requirements related to airport proximity

See San Carlos Municipal Code Section 18.21.050(D).

3. Any related environmental documentation (electronic copy preferred)

See Exhibit C: Draft EIR (In Public Review until April 16, 2026). Appendices can be viewed online at www.sancarlosnortheastplan.com

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>

18.21.150 San Carlos Airport land use compatibility plan consistency.

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

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

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

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

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

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

property before you complete your purchase and determine whether they are acceptable to you.

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

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

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

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

H. Required Disclosures. In the event of local override action of an Airport Land Use Commission determination, disclosures may be required from property owners as a condition of approval for any use listed as conditional in the ALUCP noise or safety compatibility zone that corresponds with the site of the proposed project, including childcare, congregate care facilities, etc. Property owners are encouraged to provide appropriate notices to their tenants. (Ord. 1606 (Exh. A), 2023; Ord. 1438 § 4 (Exh. A (part)), 2011)

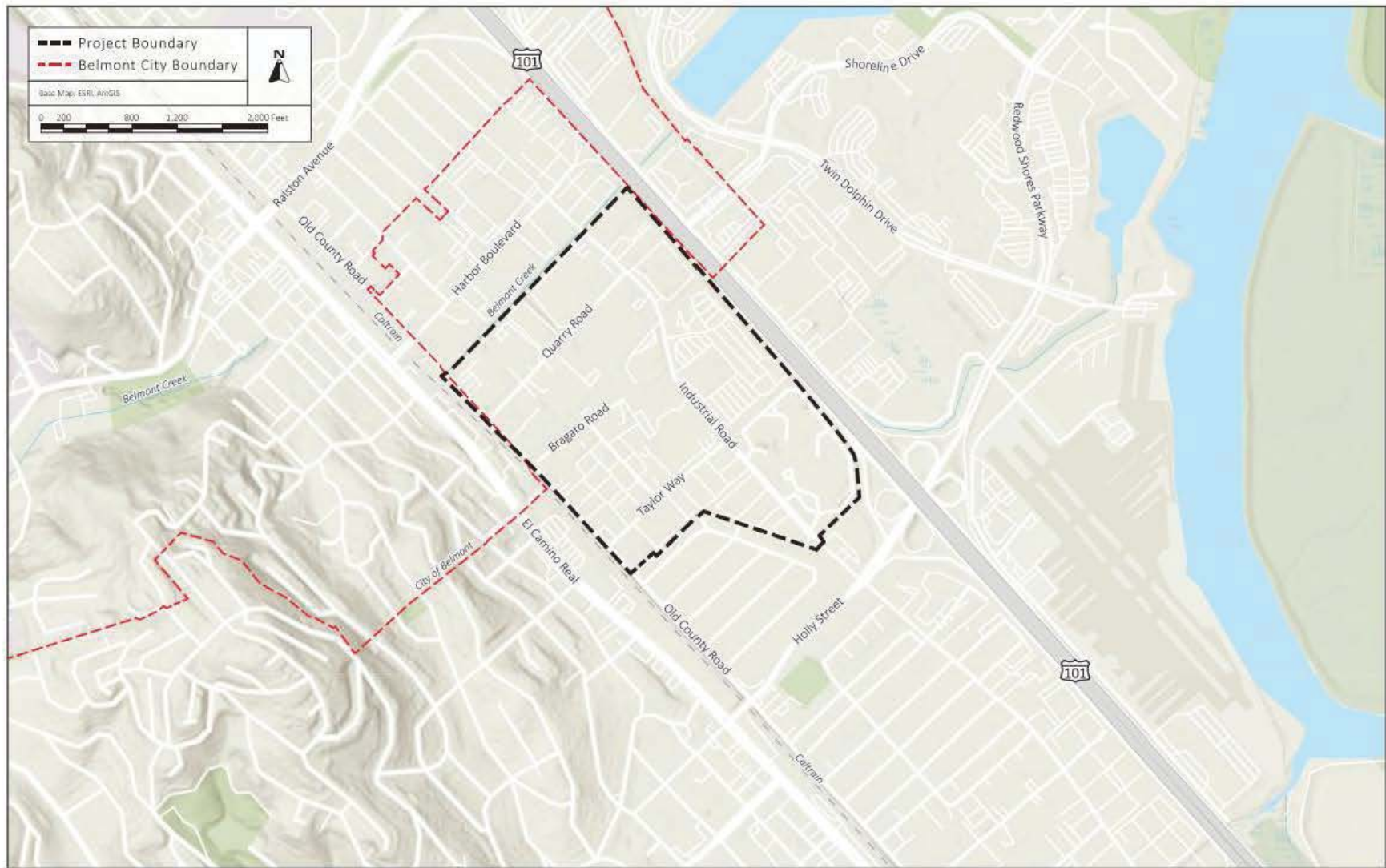


Figure 2 Vicinity Map

Source: City of San Carlos; David J. Powers & Associates, Inc.

LAND USE AND URBAN FORM

4.1

Land Use Designations

The framework provides flexibility for both existing and future land use designations to advance a 21st century model for mixed-use development focused on makers and innovators.

STANDARDS

4.1.1 Land Use Designations

The District is organized into two land use designations: Planned Industrial and Mixed-Use, 75 and Mixed-Use 90 DUs/Acre.

Planned Industrial

The Planned Industrial land use designation includes the area in purple as illustrated in **Figure 22**. Consistent with the General Plan, this designation permits research and development, bio-tech, light industrial, flex, warehousing, and related uses.

Mixed-Use 75 and Mixed-Use 90 DUs/Acre

The Mixed-Use 75 Du/Acre permits densities of 57-75 Dwelling Units per Acre (DUs/Acre) and Mixed-Use 90 Du/Acre allows densities of 68-90 Dwelling Units per Acre (DUs/Acre). These designations are shown as the area in light yellow and yellow respectively, in **Figure 22**. Due to its proximity to the San Carlos Caltrain Station, Downtown San Carlos, and the Greater East San Carlos Neighborhood, this designation permits multi-family residential uses and mixed-uses at densities of 75-90 DU/Acre.

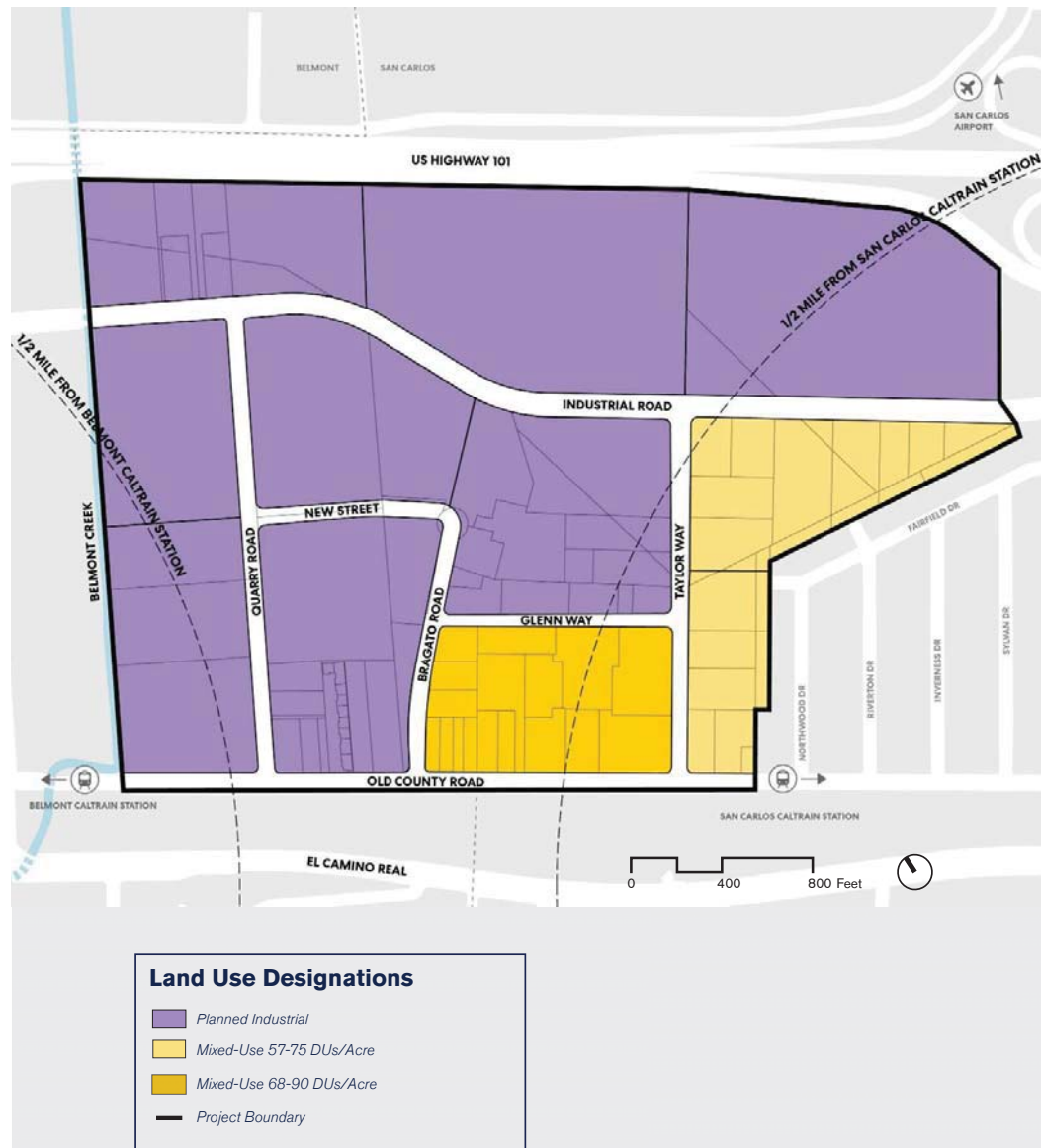


Figure 22 Land Use Designations Map

LAND USE AND URBAN FORM

4.2 Zoning Districts

The Northeast Area's land use designations are codified into distinct Zoning Districts.

STANDARDS

4.2.1 Zoning

The Northeast Area shall be organized into the following zoning districts: Production and Innovation, Mixed-Use Northeast 90, Mixed-Use Northeast 75, Industrial Professional, and Planned Development.

Production and Innovation (P-I)

The Production and Innovation Zone is shown in the area in purple as illustrated in **Figure 23**. This District is intended to foster a mix of industrial workshops, warehouses, commercial recreation, research and development, office, and retail.

Mixed-Use Northeast 90 (MU-NE-90)

The Mixed-Use Northeast 90 Zone is shown in the area in gold as illustrated in **Figure 23**. Due to its proximity to both the San Carlos and Belmont Caltrain Stations, Downtown San Carlos, and El Camino Real, this District is intended for higher density multi-family residential, retail, and ground floor active uses.

Mixed-Use Northeast 75 (MU-NE-75)

The Mixed-Use Northeast 75 Zone is shown in the area in yellow as illustrated in **Figure 23**. Due to its adjacency to the Greater East San Carlos Neighborhood, this District is intended to provide medium to high density mix of multi-family residential, retail and ground floor active uses.

Industrial Professional (IP)

As illustrated in **Figure 23**, the Industrial Professional District is intended for large or campus-like office and technology development that includes office, research, and development, manufacturing, and other large-scale professional uses.

Planned Development (PD)

The Northeast Area contains three Planned Development sites as shown in the blue hatching as illustrated in **Figure 23**. These PDs were established to provide site specific coordination and development standards. This includes PD 18, PD 21, and PD 28.

4.2.2 Legal Non-Conforming Uses

Applicants shall refer to **San Carlos Municipal Code (SCMC) 18.19 Nonconforming uses, Structures, and Lots**.

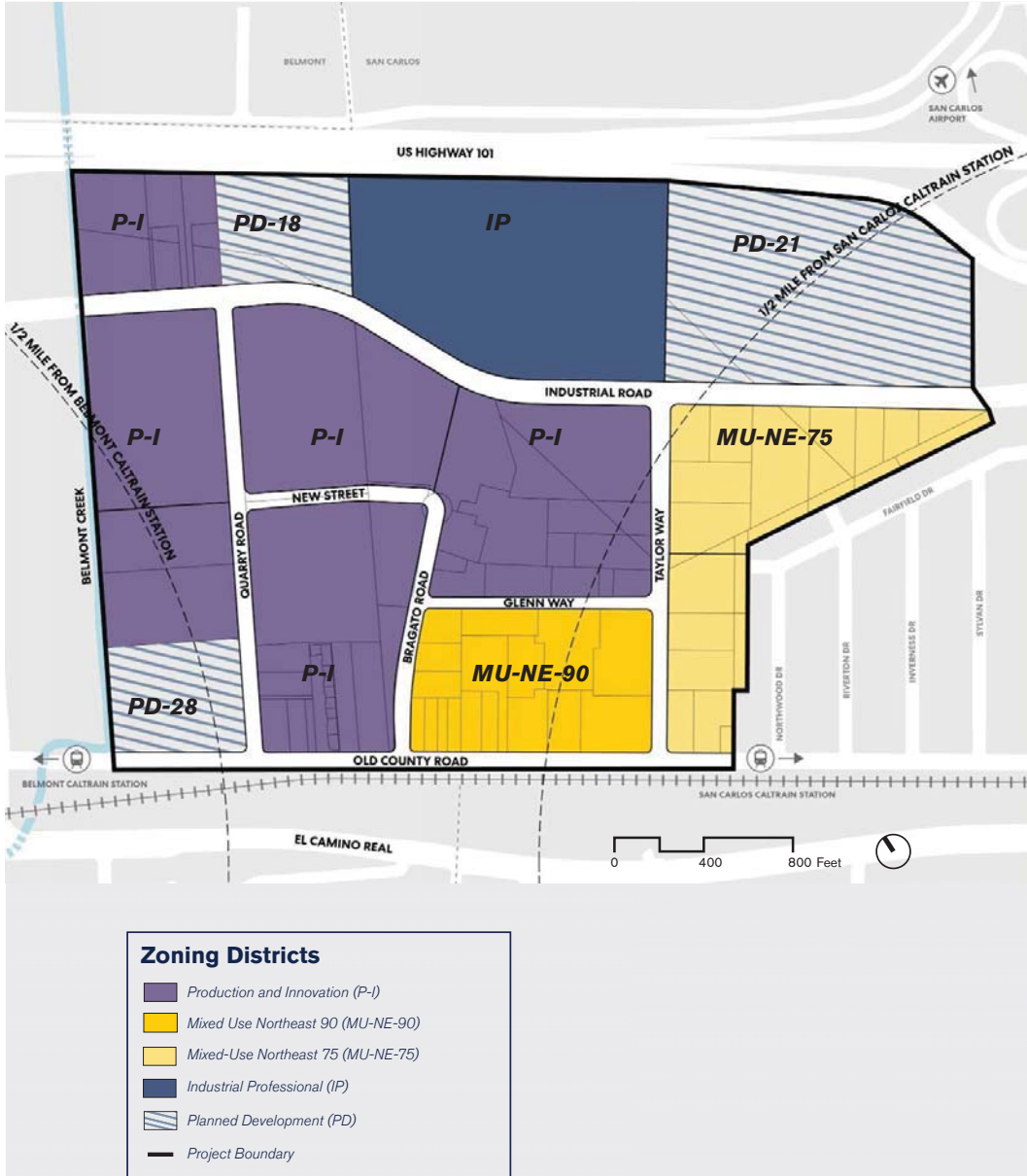


Figure 23 Zoning Districts Map

4.5

Land Use Regulations - Mixed-Use Districts

Use classifications are defined in **San Carlos Municipal Code (SCMC) Chapter 18.40**, Use Classifications. In cases where a specific land use or activity is not defined, the Director shall assign the land use or activity to a classification that is substantially similar in character. Use classifications and subclassifications not listed in the table or not found to be substantially similar to the uses below are prohibited. The table also notes additional use regulations that apply to various uses. Section numbers in the right-hand column refer to other sections of this title.

Use classifications describe one (1) or more uses of land having similar characteristics but do not list every use or activity that may appropriately be within the classification. The Planning and Transportation Commission, upon request from the Director, shall determine whether a specific use shall be deemed to be within one (1) or more use classifications or not within any classification in this chapter. The Commission may determine that a specific use shall not be deemed to be within a classification, whether or not named within the classification, if its characteristics are substantially incompatible with those typical of uses named within the classification.

4.5.1 Permitted Uses for Mixed-Use Districts

The regulations for each are established by letter designation as follows:

- “ **P** ” designates permitted uses.
- “ **C** ” designates use classifications that are permitted after review and approval of a conditional use permit by the Planning and Transportation Commission.
- “ - ” designates uses that are not permitted.
- “ **M** ” designates use classifications that are permitted after review and approval of a minor use permit by the Zoning Administrator.

USE CLASSIFICATIONS	MU-NE-75	MU-NE-90		ALLOWED GROUND FLOOR ACTIVE USE CORRIDORS	REQUIRED RETAIL CORNERS	ADDITIONAL REGULATIONS
RESIDENTIAL USES						
Residential Housing Types	See subclassifications below					
Multi-Unit Residential	P	P		P	-	
Accessory Dwelling Unit	P	P		P	-	Only if the site includes a proposed or existing dwelling. See Section 18.23.210, Accessory dwelling units
Junior Accessory Dwelling Unit	-	-		-	-	
Elderly and Long-Term Care	C	C		P	-	
Family Child Care	See subclassifications below					

Table 3 Land Use Regulations - Mixed-Use Districts

LAND USE AND URBAN FORM

USE CLASSIFICATIONS	MU-NE-75	MU-NE-90		ALLOWED GROUND FLOOR ACTIVE USE CORRIDORS	REQUIRED RETAIL CORNERS	ADDITIONAL REGULATIONS
Small	P	P		P	-	
Large	P	P		P	-	See Section 18.23.090, Day care centers and large family child care homes
Residential Care Facilities	See subclassifications below					
General	-	-		-	-	See Section 18.23.200, Residential care facilities
Limited	P	P		P	-	
Senior	P	P		P	-	See Section 18.23.200, Residential care facilities
Single Room Occupancy	C	C		C	-	See Section 18.23.220, Single room occupancy hotels
Transitional Housing	P	P		P	-	See Section 18.23.250, Transitional and supportive housing
Supportive Housing	P	P		P	-	See Section 18.23.250, Transitional and supportive housing
PUBLIC AND SEMI-PUBLIC USES						
Colleges and Trade Schools, Public or Private	-	-		C	-	
Community Assembly, Less Than 3,500 Square Feet	-	-		P	-	See Section 18.23.080, Community assembly facilities
Community Assembly, 3,500 Square Feet or More	-	-		C	-	See Section 18.23.080, Community assembly facilities
Community Garden	P	P		P	C	
Cultural Institutions	-	-		P	M	
Day Care Centers	-	-		P(4)	-	See Section 18.23.090, Day care
Emergency Shelters	C	C		-	-	

LAND USE AND URBAN FORM

USE CLASSIFICATIONS	MU-NE-75	MU-NE-90		ALLOWED GROUND FLOOR ACTIVE USE CORRIDORS	REQUIRED RETAIL CORNERS	ADDITIONAL REGULATIONS
Government Offices	-	-		M	-	
Hospitals	-	-		-	-	
Clinics	-	-		P	-	
Instructional Services	-	-		P(4)	M	
Park and Recreation Facilities, Public	P	P		P	-	
Public Safety Facilities	-	-		M	-	
Schools, Public or Private	-	-		C	-	
Social Service Facilities	-	-		C	-	
COMMERCIAL USES						
Animal Care, Sales and Services	See subclassifications below					
Grooming and Pet Stores	-	-		P	P	
Veterinary Services	-	-		C	C	
Artist's Studio	-	-		P	M	
Automobile/Vehicle Sales and Services	See subclassifications below					
Automobile Rentals	-	-		C	-	See Section 18.23.050, Automobile/ vehicle sales and services
Automobile/Vehicle Repair, Major	-	-		-	-	
Automobile/Vehicle Service and Repair, Minor	-	-		-	-	
Automobile/Vehicle Sales and Leasing	-	-		-	-	
Automobile/Vehicle Washing	-	-		-	-	
Large Vehicle and Equipment Sales, Service and Rental	-	-		-	-	

LAND USE AND URBAN FORM

USE CLASSIFICATIONS	MU-NE-75	MU-NE-90		ALLOWED GROUND FLOOR ACTIVE USE CORRIDORS	REQUIRED RETAIL CORNERS	ADDITIONAL REGULATIONS
Service Station	-	-		-	-	See Section 18.23.050, Automobile/ vehicle sales and services
Towing and Impound	-	-		-	-	
Vehicle Storage	-	-		-	-	
Banks and Financial Institutions	-	-		P	-	
Business Services	-	-		P	-	
Commercial Entertainment and Recreation	See subclassifications below					
Cinema/Theaters	-	-		C	C	
Large-Scale	-	-		C	C	
Small-Scale	-	-		C	C	
Eating and Drinking Establishments	See subclassifications below					
Bars/Night Clubs/Lounges	-	-		C	C	See Section 18.23.060 Bars/nightclubs/ lounges and commercial entertainment and recreation
Full Service	-	-		P	P	See Section 18.23.140, Outdoor dining
Convenience	-	-		P	P	
Food Preparation	-	-		P(4)	-	
Lodging	-	-		-	-	
Offices	See subclassifications below					
Business and Professional	-	-		P	-	
Medical and Dental	-	-		P	-	
Walk-In Clientele	-	-		P	-	

USE CLASSIFICATIONS	MU-NE-75	MU-NE-90		ALLOWED GROUND FLOOR ACTIVE USE CORRIDORS	REQUIRED RETAIL CORNERS	ADDITIONAL REGULATIONS
Funeral Parlors and Interment Services	-	-		-	-	
Personal Services	See subclassifications below					
General Personal Services	-	-		P	C	
Tattoo or Body Modification Parlor	-	-		P	C	See Section 18.23.170, Personal service
Retail Sales	See subclassifications below					
Building Materials and Services	-	-		-	-	
Cannabis Dispensary	-	-		-	-	
Convenience Markets	-	-		P	P	
Food and Beverage Sales	-	-		P(3)	P(3)	
General Retail	-	-		P(3)	P(3)	
Price Point Retail	-	-		-	-	
Second Hand Store	-	-		P	P	
Retail Establishments Selling Ammunition or Firearms	-	-		-	-	See Section 18.23.290, Retail establishments selling ammunition or firearms
Construction and Material Yards	-	-		-	-	See Section 18.23.160, Outdoor storage
Custom Manufacturing	-	-		P	C	
Industry, General	-	-		-	-	See Section 18.23.270, Commercial cannabis businesses
Industry, Limited	-	-		-	-	
Recycling Facility	See subclassifications below					

USE CLASSIFICATIONS	MU-NE-75	MU-NE-90		ALLOWED GROUND FLOOR ACTIVE USE CORRIDORS	REQUIRED RETAIL CORNERS	ADDITIONAL REGULATIONS
Reverse Vending Machine	-	-		-	-	See Section 18.23.190, Recycling facilities
Recycling Collection Facility	-	-		-	-	
Recycling Processing Facility	-	-		-	-	
Research and Development	-	-		-	-	See Section 18.23.270, Commercial cannabis businesses
Salvage and Wrecking	-	-		-	-	
Warehousing and Storage	See subclassifications below					
Chemical, Mineral, and Explosives Storage	-	-		-	-	
Indoor Warehousing and Storage	-	-		-	-	
Outdoor Storage	-	-		-	-	
Wholesaling and Distribution	-	-		-	-	
Cannabis Microbusiness	-	-		-	-	See Section 18.23.270, Commercial cannabis businesses
Communication Facilities	See subclassifications below					
Antenna and Transmission Towers	See Chapter 18.24, Wireless Telecommunications Facilities					
Facilities within Buildings	-	-		-	-	
Freight/Truck Terminals and Warehouses	-	-		-	-	
Light Fleet-Based Services	-	-		-	-	
Parking, Public or Private	-	-		-	-	
Utilities, Major	-	-		-	-	
Utilities, Minor	P	P		P	P	

USE CLASSIFICATIONS	MU-NE-75	MU-NE-90		ALLOWED GROUND FLOOR ACTIVE USE CORRIDORS	REQUIRED RETAIL CORNERS	ADDITIONAL REGULATIONS
Waste Transfer Facility	-	-		-	-	
OTHER APPLICABLE TYPES						
Accessory Uses and Structures	See Section 18.23.030, Accessory uses, and Section 18.15.020, Accessory buildings and structures					
Home Occupations	P	P		P	-	See Section 18.23.120 Home occupations
Drive-In and Drive-Through Facilities	Prohibited in MU districts; see Section 18.23.100, Drive-in and drive-through facilities					
Nonconforming Use	Chapter 18.19, Nonconforming Uses, Structures, and Lots					
Temporary Use	Chapter 18.31, Temporary Use Permits					

Specific Limitations:

1. Shall be conducted entirely within an enclosed building.
2. Limited to establishments with a gross floor area of five thousand (5,000) square feet.
3. Minor use permit required for uses adjacent to R districts.
4. Shall be required to submit a Pick-Up and Drop-Off Plan, subject to review and approval by the Planning Director. The Planning Director may refer items directly to the Zoning Administrator when in his/her/their opinion the public interest would be better served by having the Zoning Administrator conduct review and approval of Instructional Services.

4.6

Land Use Regulations - Industrial District

4.6.1 Permitted Uses for Production and Innovation, and Industrial Professional Uses

The regulations for each are established by letter designation as follows:

“**P**” designates permitted uses.

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

“-” designates uses that are not permitted.

“**M**” designates ministerial approval

USE CLASSIFICATIONS	P-I	IP		ALLOWED GROUND FLOOR ACTIVE USE CORRIDORS	INDUSTRIAL, ARTISAN, MANUFACTURING USES (IAM) FRONTAGES	REQUIRED RETAIL CORNERS	ADDITIONAL REGULATIONS
PUBLIC AND SEMI-PUBLIC USES							
Colleges and Trade Schools, Public or Private	C	-		C	C	-	
Government Offices	C	C		M	-	-	
Hospitals	-	C		-	-	-	
Clinics	-	-		P	-	-	
Public Safety Facilities	M	-		M	-	-	
COMMERCIAL USES							
Animal Care, Sales and Services	See subclassifications below						
Grooming and Pet Stores	M	-		P	-	P	
Kennels	M	-		M	-	-	

Table 4 Land Use Regulations - Industrial Districts

USE CLASSIFICATIONS	P-I	IP		ALLOWED GROUND FLOOR ACTIVE USE CORRIDORS	INDUSTRIAL, ARTISAN, MANUFACTURING USES (IAM) FRONTAGES	REQUIRED RETAIL CORNERS	ADDITIONAL REGULATIONS
Veterinary Services	M	-		M	-	C	
Artist's Studio	P	-		P	P	M	
Automobile/Vehicle	See subclassifications below						
Automobile Rentals	C(1)	C(4)		C(1)	-	-	See Section 18.23.050, Automobile/vehicle sales and services
Automobile/Vehicle Repair, Major	P	C		P	-	-	See Section 18.23.050, Automobile/vehicle sales and services
Automobile/Vehicle Service and Repair, Minor	P	-		P	-	-	See Section 18.23.050, Automobile/vehicle sales and services
Automobile/Vehicle Sales and Leasing	C(1)	C(4)		C(1)	-	-	See Section 18.23.050, Automobile/vehicle sales and services
Automobile/Vehicle Washing	P	-		P	-	-	See Section 18.23.050, Automobile/vehicle sales and services
Large Vehicle and Equipment Sales, Service and Rental	P	-		M	-	-	See Section 18.23.050, Automobile/vehicle sales and services
Service Station	P(3)	-		P(3)	-	-	See Section 18.23.050, Automobile/vehicle sales and services
Towing and Impound	M	-		M	-	-	See Section 18.23.050, Automobile/vehicle sales and services
Vehicle Storage	M	-		M	-	-	See Section 18.23.050, Automobile/vehicle sales and services

USE CLASSIFICATIONS	P-I	IP		ALLOWED GROUND FLOOR ACTIVE USE CORRIDORS	INDUSTRIAL, ARTISAN, MANUFACTURING USES (IAM) FRONTAGES	REQUIRED RETAIL CORNERS	ADDITIONAL REGULATIONS
Banks and Financial Institutions	-	-		P	-	-	
Business Services	P	P		P	P	-	
Commercial Entertainment and Recreation	See subclassifications below						
Cinema/Theaters	C	-		C	-	C	See Section 18.23.060 Bars/nightclubs/lounges and commercial entertainment and recreation
Large-Scale	C	-		C	-	C	See Section 18.23.060 Bars/nightclubs/lounges and commercial entertainment and recreation
Small-Scale	C	-		C	-	C	See Section 18.23.060 Bars/nightclubs/lounges and commercial entertainment and recreation
Eating and Drinking Establishments	See subclassifications below						
Bars/Night Clubs/Lounges	C	-		C	C	C	See Section 18.23.140, Outdoor dining See Section 18.23.060 Bars/nightclubs/lounges and commercial entertainment and recreation
Full Service	P(5)	P(5)		P(5)	P(5)	P(5)	See Section 18.23.140, Outdoor dining
Convenience	M(5)	M(5)		P(5)	P(5)	P(5)	

LAND USE AND URBAN FORM

USE CLASSIFICATIONS	P-I	IP		ALLOWED GROUND FLOOR ACTIVE USE CORRIDORS	INDUSTRIAL, ARTISAN, MANUFACTURING USES (IAM) FRONTAGES	REQUIRED RETAIL CORNERS	ADDITIONAL REGULATIONS
Food Preparation	P	-		M	P	-	
Nurseries and Garden Centers	M	-		M	M	-	
Lodging	-	-		-	-	-	
Bed and Breakfast	-	-		-	-	-	
Hotels and Motels	C	-		C	-	-	
Offices	See subclassifications below						
Business and Professional	P	M		P	M	-	
Medical and Dental	P	M		P	-	-	
Walk-In Clientele	P	P		P	M	-	
Funeral Parlors and Interment Services	-	-		-	-	-	
Personal Services	See subclassifications below						
General Personal Services	C	C		P	P	C	See Section 18.23.170 Personal services
Tattoo or Body Modification Parlor	C	C		M	P	C	See Section 18.23.170 Personal services
Retail Sales	See subclassifications below						
Building Materials and Services	M	-		-	-	-	
Cannabis Dispensary	-	-		-	-	-	
Convenience Markets	M(5)	M(5)		P(5)	-	P(5)	
Food and Beverage Sales	M(5)	M(5)		P(5)	P(5)	P(5)	
General Retail	M(5)	-		P(5)	-	P(5)	

LAND USE AND URBAN FORM

USE CLASSIFICATIONS	P-I	IP		ALLOWED GROUND FLOOR ACTIVE USE CORRIDORS	INDUSTRIAL, ARTISAN, MANUFACTURING USES (IAM) FRONTAGES	REQUIRED RETAIL CORNERS	ADDITIONAL REGULATIONS
Price Point Retail	-	-		-	-	-	
Second Hand Store	P(5)	P(5)		P(5)	P(5)	P(5)	
Retail Establishments Selling Ammunition or Firearms	-	-		-	-	-	See Section 18.23.290, Retail establishments selling ammunition or firearms
INDUSTRIAL USES							
Construction and Material Yards	P	-		M	M	-	
Custom Manufacturing	P	-		P	P	M	
Industry, General	P	-		P	P	-	
Industry, Limited	P	P		P	P	-	
Reverse Vending Machine	P	-		P	-	-	
Recycling Collection Facility	C	-		C	-	-	See Section 18.23.190 Recycling facilities.
Recycling Processing Facility	C	-		C	-	-	
Salvage and Wrecking	M	-		-	-	-	
Research and Development	P	P		P	M	-	
Research and Development Activities Requiring BSL-1 and BSL-2 Containment	P	P		P	M	-	
Research and Development Activities Requiring BSL-3 Containment	-	-		-	-	-	
Research and Development Activities Requiring BSL-4 Containment	-	-		-	-	-	
Warehousing and Storage	See subclassifications below						

LAND USE AND URBAN FORM

USE CLASSIFICATIONS	P-I	IP		ALLOWED GROUND FLOOR ACTIVE USE CORRIDORS	INDUSTRIAL, ARTISAN, MANUFACTURING USES (IAM) FRONTAGES	REQUIRED RETAIL CORNERS	ADDITIONAL REGULATIONS
Chemical, Mineral, and Explosives Storage	C(6)	-		C(6)	-	-	
Indoor Warehousing and Storage	P	-		P	-	-	See Section 18.15.090, Screening
Outdoor Storage	P	-		-	-	-	See Section 18.15.090, Screening See Section 18.23.160 Outdoor storage
Wholesaling and Distribution	P	-		P	-	-	
Cannabis Microbusiness	-	-		-	-	-	See Section 18.23.270, Commercial cannabis businesses
Communication Facilities	See subclassifications below						
Antenna and Transmission Towers	See Chapter 18.24, Wireless Telecommunications Facilities						
Facilities within Buildings	M	M		M	-	-	
Freight/Truck Terminals and Warehouses	C	-		C	-	-	
Light Fleet-Based Services	P	-		P	-	-	
Parking, Public or Private	P	-		P	-	-	
Utilities, Major	C	C		C	-	-	
Utilities, Minor	P	P		P	P	P	
Waste Transfer Facility	P	-		P	-	-	
OTHER APPLICABLE TYPES							
Accessory Uses and Structures	See Section 18.23.030, Accessory uses, and Section 18.15.020, Accessory buildings and structures						
Nonconforming Use	Chapter 18.19, Nonconforming Uses, Structures, and Lots						
Temporary Use	Chapter 18.31, Temporary Use Permits						

Specific Limitations:

1. Shall be conducted entirely within an enclosed building.
2. Limited to establishments with a gross floor area of five thousand (5,000) square feet or less.
3. Limited to alternative fueling stations such as for electric or hybrid vehicles, hydrogen-powered vehicles, and similar vehicles using alternative fuels.
4. Limited to properties between Industrial Road and Highway 101 and adjacent to Shoreway Road.
5. Permitted only as an accessory use.
6. Prohibited within five hundred (500) feet of a residential district.

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LAND USE AND URBAN FORM

4.8

Height Standards

The Northeast Area uses a calibrated height framework designed to accommodate future growth and redevelopment, while preserving an appropriate scale and transition to surrounding residential neighborhoods.

STANDARDS

4.8.1 Maximum Building Heights

Maximum building heights shall adhere to **Figure 27**, with heights ranging from 75 feet to 100 feet. Bonus heights for select properties shall be allowed as set forth under **Section 4.8**. Properties zoned MU-NE-75 and MU-NE-90 do not qualify for additional heights unless otherwise allowed under State Law for housing development.

4.8.2 Measuring Building Height

Building height shall be measured pursuant to **San Carlos Municipal Code (SCMC) 18.03 Rules of Measurement**.

4.8.3 San Carlos Airport FAA Compliance

Applicants shall measure mean sea level (MSL) of development site to determine allowable maximum height envelop. All development shall comply with Federal Aviation Administration (FAA) regulations and subject to review by C/CAG Airport Land Use Commission (ALUC), as necessary.

4.8.4 Height Stepdowns

New development in the MU-NE-75 Zoning District shall step down to 35 feet when a building is within 130 feet of the rear lot line abutting the 50 foot easement. The minimum 30 foot landscape buffer shall occur within the 130 feet. For more information on Landscape Buffers go to **Section 4.13.2**. An example of the stepdown is illustrated in **Figure 26**.

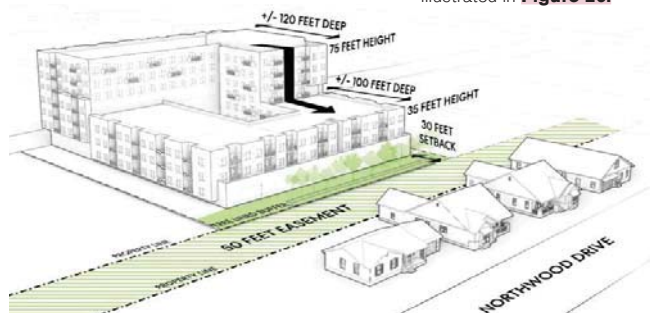


Figure 26 Easement, Setback and Height Diagram

Northeast Area Specific Plan



Figure 27 Maximum Building Heights Map



4.9

Bonus FAR and Building Height Provisions

To provide an incentive for development, and in partnership with the City to provide community benefits that would not otherwise be created, a non-residential project may have increased FAR, and/or height in return for provision of specific community benefits. Bonus FAR and height regulations provide opportunity to deliver tangible community benefits within the district. These standards apply to new development within sites zoned P-I.

STANDARDS

4.9.1 Bonus FAR and Building Height

Applicants shall adhere to **Figure 28** to determine if property is qualified to earn an FAR or Building Height bonus. There is no cap on bonus FAR.

4.9.2 Community Benefits Menu

Applicants shall refer to **Section 7.10** to review the Community Benefits menu and calculation method.

4.9.3 San Carlos Airport FAA Compliance

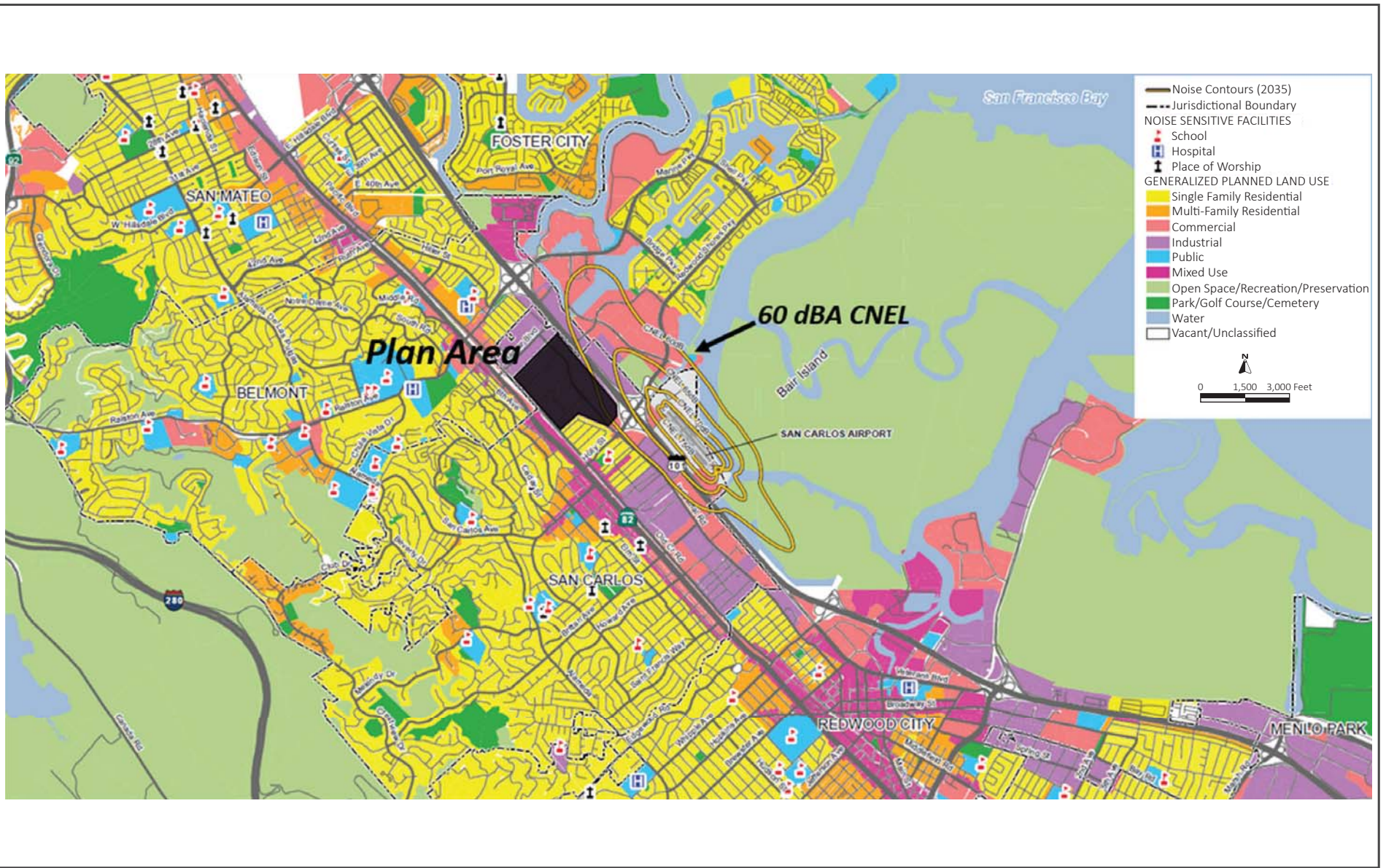
Applicants shall measure mean sea level (MSL) of development site to determine allowable maximum height envelop. All development shall comply with Federal Aviation Administration (FAA) regulations and maintain compliance with C/CAG Airport Land Use Compatibility Plan (ALUCP).



Figure 28 Bonus Density and Height Map

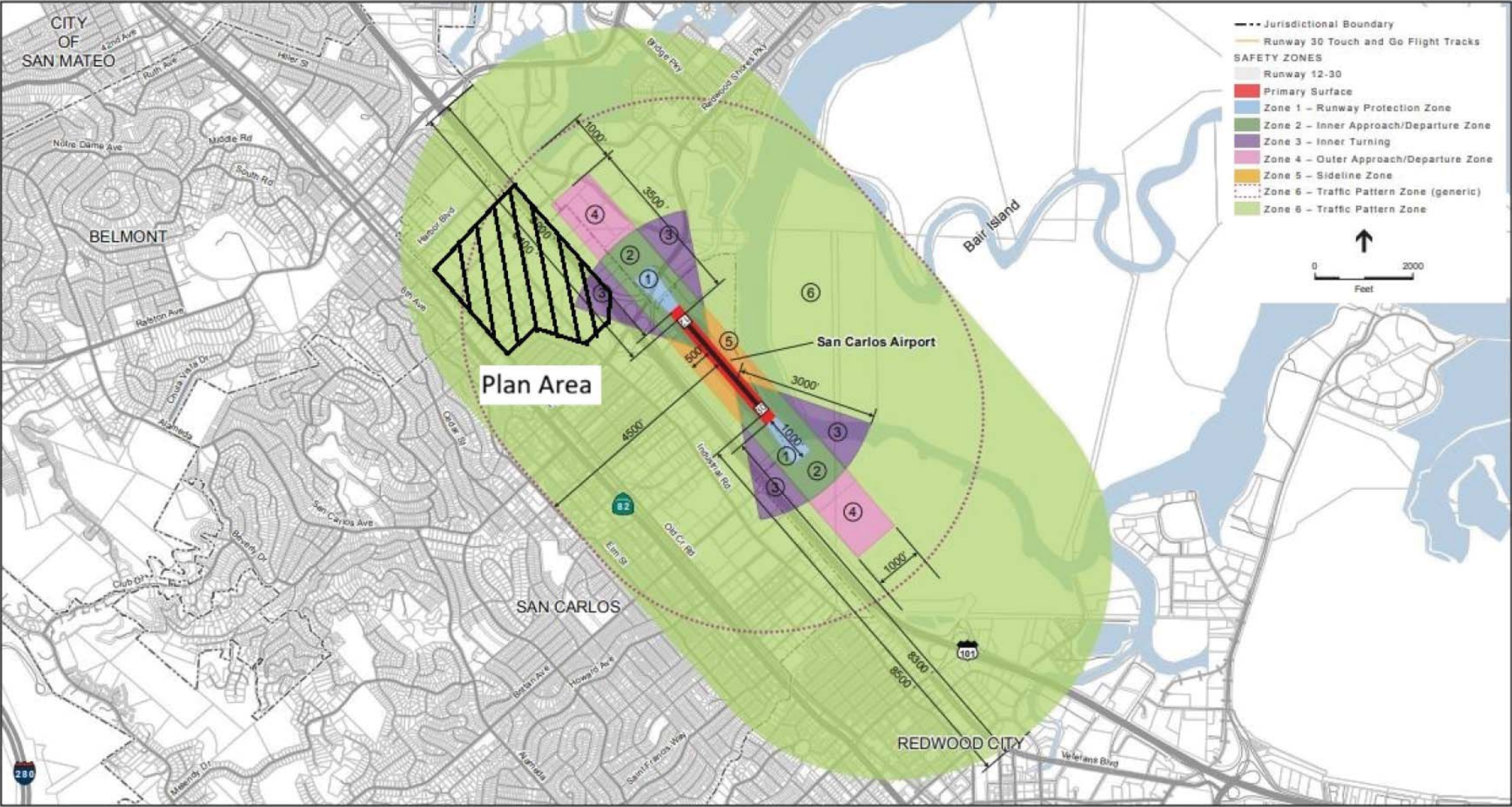
Bonus FAR and Building Height Provisions

- No FAR Cap, Maximum Height - 155 Feet above MSL
- Project Boundary

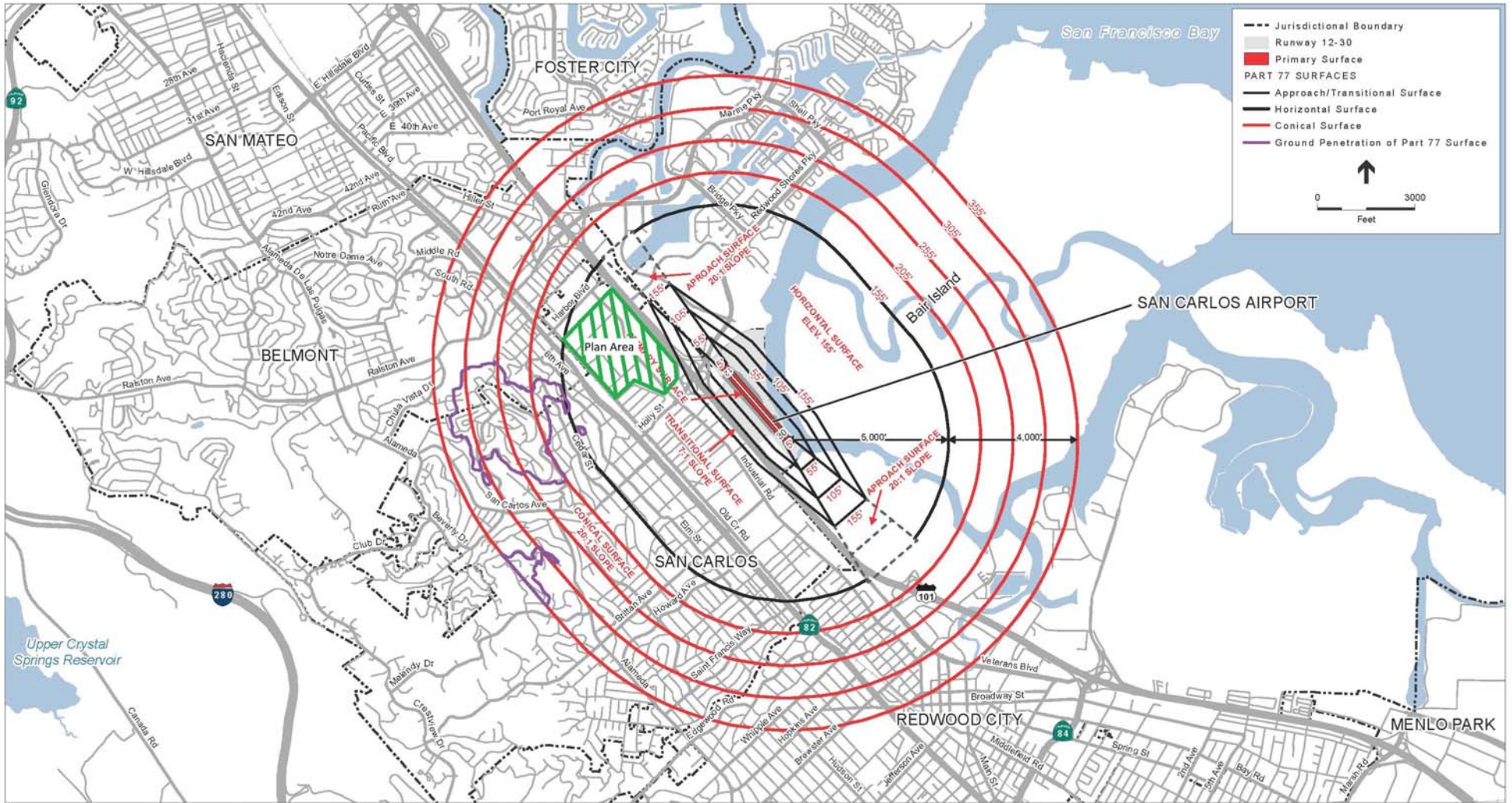


SAN CARLOS AIRPORT 2035 NOISE CONTOURS

FIGURE 3.13-2



SOURCE: ESRI, 2014; ESA Airports, 2014

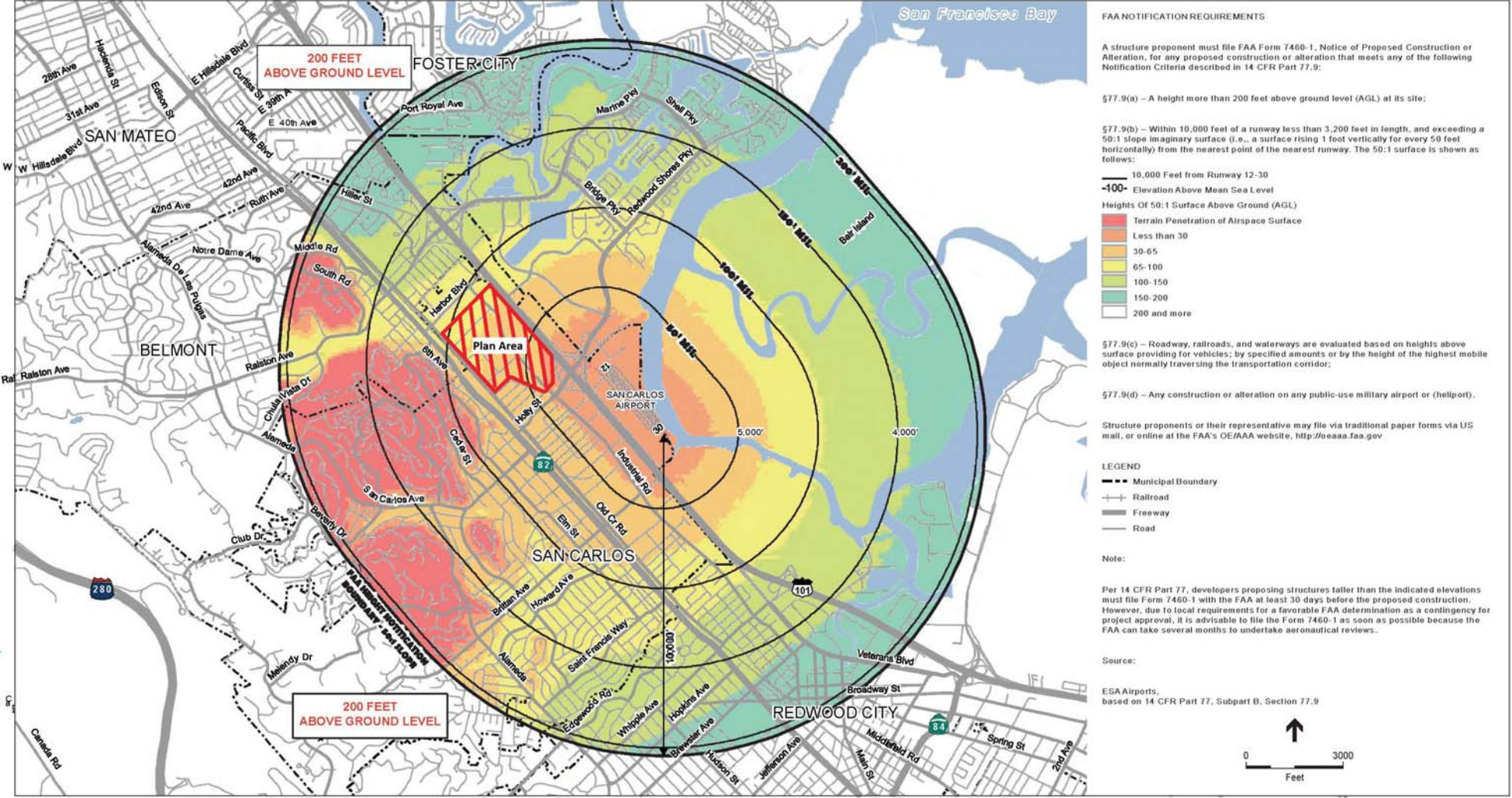


SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

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

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

San Carlos Airport ALUCP . 130753
Exhibit 4-4
 San Carlos Airport Part 77 Airspace Protection Surfaces



SOURCE: USGS, 1989-2013; ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

C/CAG AGENDA REPORT

Date: April 23, 2026

To: Airport Land Use Committee

From: Sean Charpentier, C/CAG Executive Director

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

(For further information please contact Sean Charpentier, scharpentier@smcgov.org)

RECOMMENDATION

That the C/CAG Airport Land Use Committee (ALUC) recommend to the C/CAG Board of Directors, that the C/CAG Board, acting as the San Mateo County Airport Land Use Commission, determine that the proposed amendments to the Redwood City Zoning Code including general updates, measures to implement programs in the Housing Element and permit streamlining provisions are consistent with the applicable airport/land use policies and criteria contained in the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (San Carlos ALUCP), subject to the following condition:

- Prior to adoption, the Use Tables for the MUC and MUT zone districts shall be amended to note that health/fitness club uses need to be reviewed for ALUCP Safety Compatibility criteria related to assembly uses.

BACKGROUND/ PROJECT DESCRIPTION

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

The proposed amendments (complete text) are included in **Attachment 3**, and cover a wide range of topics, many of which are not relevant to ALUCP compatibility. Accordingly, this report will focus only on those text amendments that relate to ALUC concerns.

The proposed amendments build on previous Zoning Ordinance revisions that Redwood City adopted in 2023, that included a section in the Code entitled, “Airport Land Use Compatibility Plan Consistency”, referencing the provisions of the San Carlos ALUCP, and requiring all applicable projects comply with the relevant Noise, Safety, Airspace Protection and Overflight policies (see **Attachment 2**). Relevant to ALUCP consistency, the proposed amendments include minor changes

CCAG AGENDA REPORT

Airport Land Use Committee

RE: Redwood City Zoning Amendments – Clean-up/Housing Element Implementation

Date: April 23, 2026

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in allowable uses, adjustments in development standards (height limits for roof top appurtenances) and rezoning of two parcels identified in **Attachment 1c**. In addition to the proposed amendment text, Redwood City also provided two summary matrixes. **Attachment 1a** discusses each proposed change and how it has been reviewed and/or tailored to address ALUCP consistency. **Attachment 1b** is a condensed version that includes only the amendments that have relevance for ALUCP related amendments.

DISCUSSION

ALUCP Consistency Evaluation

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

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

The following sections address how the subject amendments address each of the land use compatibility factors.

(a) Noise Compatibility

Pursuant to San Carlos ALUCP Noise Policy 1, the CNEL 60 dB contour defines the noise impact area of the Airport. All land uses located outside of this contour are deemed consistent with the noise compatibility policies of the ALUCP. As shown in **Attachment 2**, Redwood City's Zoning Ordinance currently addresses ALUCP noise policy requirements as follows:

“Airport Noise Evaluation and Mitigation. All projects shall comply with the Noise Compatibility Policies of the ALUCP. Uses shall be reviewed per the Noise/Land Use Compatibility Criteria listed in Table 4-3 of the ALUCP. Uses listed as “conditionally compatible” shall be required to mitigate impacts to comply with the interior (CNEL 45 dB or lower, unless otherwise stated) and exterior noise standards established by the ALUCP or Redwood City General Plan, whichever is more restrictive...”

Attachment 1d shows the San Carlos ALUCP noise contours in relation to the Redwood City Zoning Districts. Only two zone districts are located within the noise impact area – CP (Commercial Park) and IR (Industrial Restricted). In accordance with the San Carlos ALUCP Table 4-3, Noise Compatibility Criteria, various uses are identified as either consistent, conditionally consistent, or not consistent, and Redwood City's zoning code includes footnotes on these various uses in these zone districts to reference the need for future project applications to be reviewed for consistency with the ALUCP requirements. Neither the proposed rezoning nor any of the proposed text

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amendments would introduce a new use type into either the CP or IR zone district that is either conditionally compatible or incompatible per ALUCP Table 4-3, so therefore the proposed amendments are consistent with the Noise Compatibility Policies of the ALUCP.

(b) Safety Compatibility

The San Carlos ALUCP includes safety zones and related land use compatibility policies and criteria. ALUCP Table 4-4 identifies the Safety Compatibility Criteria for the various Safety Zones, noting uses that are compatible, conditionally compatible, or incompatible.

The following text is currently included in the Redwood City Zoning Ordinance to address ALUCP Safety Policy consistency:

“Safety Compatibility Evaluation. All uses must comply with Safety Compatibility Policies of the ALUCP. Project applicants shall be required to evaluate potential safety issues if the property is located within any of the Safety Compatibility Zones established in the ALUCP and depicted in Exhibit 4-3 of the ALUCP. All projects located within a Safety Compatibility Zone shall be required to determine if the proposed land use is compatible with the Safety Compatibility Land Use Criteria as noted in ALUCP Safety Compatibility Policy 1 - Evaluating Safety Compatibility for New Development and listed in Table 4-4 of the ALUCP.”

Attachment 1e depicts the San Carlos ALUCP Safety Zones in relation to the Redwood City Zoning Map. As shown, portions of many different zone districts are situated within a safety zone. The existing zoning code includes footnotes throughout these zone districts to highlight the various uses that need to be reviewed for ALUCP compatibility. The proposed amendments include modifications to several zone districts to include new uses that would need to be reviewed for consistency with the ALUCP Safety policies and criteria and generally include a footnote to highlight this requirement. The exception is with the proposal to increase the size of “by-right” health/fitness club from 2,500 sf to 5,000 sf. Health clubs are not listed in San Carlos ALUCP Table 4-4, but due to the potential concentration of people that such uses could attract it is recommended that the use be considered as an assembly use and reviewed for ALUCP consistency based on the associated occupancy factors. Accordingly, the following condition is recommended:

- Prior to adoption, the Use Tables for the MUC and MUT zone districts shall be amended to note that health/fitness club uses need to be reviewed for ALUCP Safety Compatibility criteria related to assembly uses.

Subject to this condition, the text amendments would be consistent with the Safety Compatibility policies and criteria of the San Carlos ALUCP.

The proposed rezoning impacts two parcels that are currently zoned MUW (Mixed Use Waterfront) and would be rezoned to CG-R (General Commercial-Residential). The CG-R zone currently exists in Safety Zone 6 and no changes to permissible uses are proposed. The CG-R zone includes

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footnotes on any use identified in San Carlos ALUCP Table 4-4 as conditionally compatible, so the proposed rezoning is consistent with the Safety Compatibility policies and criteria of the San Carlos ALUCP.

(c) **Airspace Compatibility**

The San Carlos ALUCP airspace policies establish maximum heights for the compatibility of new structures. The policies also stipulate the need for compliance with federal regulations requiring notification of the Federal Aviation Administration of certain proposed construction or alterations of structures.

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

Airspace Protection Evaluation. All projects shall comply with Airspace Protection Policies of the ALUCP.

- Requires project applicants to file Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA for any proposed new structure and/or alterations to existing structures that would exceed the FAA notification heights, consistent with Airspace Protection Policies 2 & 3.
- Restricts maximum height of a new buildings/structures to (1) the height of the controlling airspace protection surface s or (2) the maximum height determined not to be a “hazard to air navigation” by the FAA, consistent with Airspace Protection Policies 4 & 5.
- Other Flight Hazards. Consistent with Airspace Protection Policy 6, for projects located within AIA B, calls for evaluation of land use characteristics to assure they are not hazards to air navigation, including sources of glare; distracting lights; sources of dust, smoke, steam, electric or electronic interference; wildlife attractants (especially flocks of birds), etc.

The proposed amendments introduce a provision to establish a maximum 10’ height limit above the standard building height limits established in the individual zone districts to accommodate roof-mounted equipment and other rooftop structures (ex. stair towers, elevator penthouses, etc.). Such features are currently allowed by the zoning code with no maximum limits. As noted above, the Airspace Protection Evaluation measures contained in the existing code will ensure future compatibility with the Airspace Protection Policies of the San Carlos ALUCP.

(d) **Overflight Compatibility**

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

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dwelling units (ADUs), within Overflight Notification Zone 2 (AIA B) shall incorporate a recorded overflight notification requirement as a condition of approval.

Redwood City's existing zoning code incorporates both of the Overflight Policies and the proposed amendments do not impact any of these requirements. Therefore, the proposed amendments are consistent with the Overflight Compatibility policies of the San Carlos ALUCP.

ATTACHMENTS

1. Application Materials
 - a. Analysis Table – All amendments
 - b. Analysis Table – ALUCP related amendments
 - c. Rezoning Sites
 - d. San Carlos Airport Noise Contour/Redwood City Zoning Exhibit
 - e. San Carlos Airport Safety Zones/Redwood City Zoning Exhibit

2. Redwood City Zoning Code Article 32.10 – Airport Land Use Compatibility Plan Consistency (adopted 7/24/23)

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

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

3. Proposed Zoning Amendments



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

APPLICANT INFORMATION

Agency: City of Redwood City, Community Development Department

Project Name: Zoning Ordinance Amendments for code maintenance, Housing Element implementation, and development streamlining

Address: Citywide

APN: Citywide

City: Redwood City

State: California

ZIP Code: 94063

Staff Contact: Apollo Rojas, Senior Planner

Phone: 650-780-7365

Email: arojas@redwoodcity.org

PROJECT DESCRIPTION

Amendments to the City of Redwood City's Zoning Ordinance in order to: 1) clean up sections that have become outdated over time and/or internally inconsistent; 2) implement required programs in City's Housing Element, and ; 3) implement streamlining policies to encourage expedited review of development applications.

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>

Page in Document	Code Section(s)	Summary of Amendment	Consistency with ALUCP Analysis
2, 3, 4	Article 2.2	Amendments to Zoning Ordinance definitions. Updates existing definitions, adds new definitions, deletes obsolete definitions.	Not relevant for ALUCP consistency.
4, 5, 6, 7	Article 5.10 R-1	SB 9 update to comply with State law. (comply with base zoning max height, findings for denial, historic)	Not relevant for ALUCP consistency.
7	Article 6.4 R-2	Reference to supplementary section to clarify that additional requirements exist for sloping lots	Not relevant for ALUCP consistency.
8	Article 8.4 R-3	Reference to supplementary section to clarify that additional requirements exist for sloping lots	Not relevant for ALUCP consistency.
8	Article 9.4 R-4	Reference to supplementary section to clarify that additional requirements exist for sloping lots	Not relevant for ALUCP consistency.
8,9	Article 9.7	Remove additional front and exterior side yard setbacks for buildings taller than 3 stories	Not relevant for ALUCP consistency.
9	Article 10.4 R-5	Reference to supplementary section to clarify that additional requirements exist for sloping lots	Not relevant for ALUCP consistency.
9, 10	Article 10.7	Remove additional setbacks for buildings taller than 3 stories and enforcing additional setback for buildings taller than 5 stories	Not relevant for ALUCP consistency.
10, 11	Article 11.2 & Article 11.4 PO	Allow medical clinics and accessory pharmacies within medical clinics by right. Both were previously conditional uses in the Professional Office (PO) zoning district.	<p>Safety: Only one Professional Office zoned district parcel, APN: 095-222-010, is located within the San Carlos Airport area of influence, which is located in a Safety Zone 6. The parcel is a body of water owned by the State of California and unlikely to develop with a medical office. The proposed amendments would change Medical Office, and accessory pharmacies, from a conditionally permitted use to a by-right permitted use. Medical offices are consistent with outpatient facilities. Table 4-4 lists that within Safety Zone 6 'Outpatient Facilities (>greater 5 patients)' are a compatible use.</p> <p>Noise: Only one Professional Office zoned district parcel, APN: 095-222-010, is located in the San Carlos Airport area of influence, which is located in noise contour (CNEL 60dB). The parcel is a body of water owned by the State of California and unlikely to develop into a medical office. The proposed amendments would change Medical Office, and accessory pharmacies, from a conditionally permitted use to a by-right permitted use. Per Table 4-3, Medical Clinics are listed as compatible uses in the (CNEL 60dB) noise contour.</p> <p>Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p>
12	Article 14.2 - CB	Update open space reference for residential uses to be consistent with other residential districts. Central Business (CB) district consists of only one parcel in Redwood City: 210 Redwood Shores Parkway (Marketplace at RWS shopping center) and no current or proposed residential at the site.	Not relevant for ALUCP consistency.
12, 13	Article 17.2 IR	Allow food preparation (catering) land use in Industrial Restricted (IR) zoning district	<p>Safety: Industrial - Restricted zoned districts in Redwood City are found within San Carlos Airport Safety Zone 4 and Safety Zone 6. The proposed amendments would introduce 'Food Preparation' as a newly permitted land use to the IR zoning district. Food Preparation would primarily involve manufacturing and delivery, and could be considered consistent with "Manufacturing" or "Small eateries/drinking establishments", which Table 4-4 lists as conditionally compatible in Safety Zone 4 and compatible in Safety Zone 6. The IR district permitted uses in Article 17.2 contain existing footnotes for land uses which require a consistency check with applicability San Carlos ALUCP Safety Compatibility policies and State law - the amendments will include an ALUC footnote to "Food Preparation" land use.</p> <p>Noise: Industrial - Restricted zoned districts in Redwood City are found within San Carlos Airport noise contour CNEL 65 dB. The proposed amendments would introduce 'Food Preparation' as a newly permitted land use to the IR zoning district. Food Preparation would primarily involve food manufacturing and delivery, and could be considered consistent with "Industrial": "Processing of food, wood and paper products", which per Table 4-3, is compatible in all noise compatibility contours.</p> <p>Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p>
13, 14, 15	Article 17A.2 - LII	<ol style="list-style-type: none"> 1) Allow food preparation (catering) land use in Light Industrial Incubator (LII) zoning district. 2) Increase minimum square footage threshold for permitted health/fitness uses to be consistent with other districts. 3) Amend indoor commercial recreation to be a conditionally permitted use to permitted by-right 4) Establish reduced parking standards for restaurants and retail sales. 	Not relevant for ALUCP consistency. Entire LII zoning district located outside of area of influence.

16	Article 18.2 IP	1) Allow food preparation (catering) land use in Industrial Park (IP) zoning district 2) Add ALUC Safety compatibility footnote to existing R&D Lab and R&D Office land uses	1) Safety: Industrial Park (IP) zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendments would introduce 'Food Preparation' as a newly permitted land use to the IP zoning district. 'Food Preparation' would primarily involve food manufacturing and delivery, and could be considered consistent with "Manufacturing" or "Small eateries/drinking establishments", which are compatible in safety zone 6. Noise: There are no Industrial Park zoned parcels within the airport noise contours. Airspace Protection: The proposed amendments would not make any changes to allowable building height. 2) Safety: Industrial Park (IP) zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. R&D Lab and R&D Office are not new proposed land uses to the IP zoning district, however amendments would add a footnote to the zoning district land use table to clarify R&D Lab and R&D Office uses would have to comply with San Carlos ALUCP Safety Compatibility Policies. Noise: There are no Industrial Park zoning district parcels within the airport noise contours. Airspace Protection: The proposed amendments would not make any changes to allowable building height.
17, 18, 19, 20, 21	Article 29.5 & 29.7	1) Remove inconsistent reference to affordable housing impact fee 2) Clarify review authority for Affordable Housing Agreements	Not relevant for ALUCP consistency.
21, 22	Article 30.2 Parking	Deleting outdated parking standards that conflict with Downtown Precise Plan	Not relevant for ALUCP consistency.
22, 23	Article 30.4	1) Deleting reference to downtown parking zone, which boundaries did not align with Downtown Precise Plan. 2) Codified that no parking is required for low-barrier navigation centers, group homes, senior housing. 3) Updated code reference for bicycle parking	Not relevant for ALUCP consistency.
23, 24, 25, 26, 27	Article 30.5	1) Codified that no parking is required for low-barrier navigation centers, group homes, senior housing and 100% affordable housing. 2) Clarified square footage thresholds for small and large health / fitness facilities to be consistent with rest of zoning code 3) Relocated existing vehicle parking reduction in the "C", "I", "PO", and "PF" districts for developments that provide bicycle parking from another subsection.	Not relevant for ALUCP consistency.
27, 28	Article 30.6	Deleted bicycle parking standards. See Article 30.19 for replacement standards	Not relevant for ALUCP consistency.
28	Article 30.7	Updating to reflect State law (AB2097) that prohibits the City from requiring certain types of parking within a half mile of a major transit stop	Not relevant for ALUCP consistency.
28, 29	Article 30.18	1) Clean up incorrect code reference 2) Provide more detailed tree shading requirements for surface parking lots	Not relevant for ALUCP consistency.
30, 31, 32, 33	Article 30.19	New bicycle parking standards for a variety of residential and nonresidential land uses	Not relevant for ALUCP consistency.
33	Article 31.1	Updated purpose statement for Special Uses article	Not relevant for ALUCP consistency.
33	Article 31.2	Relocating section of code to another Article of Zoning Ordinance	Not relevant for ALUCP consistency.
34, 35, 36, 37, 38	Article 31.3	Clarifying / strengthening requirements for short-term rentals of residential properties, including implementation of new State law allowances.	Not relevant for ALUCP consistency.
39, 40, 41	Article 31.4	Clarify Live/Work regulations in order to ensure both associated "live" and "work" land uses are permitted in the underlying zoning district to prevent abuse of live/work provision	Not relevant for ALUCP consistency.
41	Article 31.6	Codifying references to State law section for low-barrier navigation centers. Not expanding areas where low-barrier navigation centers are currently allowed, which is determined by State law.	Not relevant for ALUCP consistency.
41, 42	Article 31.7	Modernizing code language around standards for excavations and extraction of natural materials and update review authority. No substantive changes.	Not relevant for ALUCP consistency.
42, 43	Article 31.9	Updating review authority for public utility lines and structures.	Not relevant for ALUCP consistency.
43	Article 31.10	Relocating section of code to another Article of Zoning Ordinance	Not relevant for ALUCP consistency.
43	Article 31.13	Mobile Homes: Add State definition text for 'Manufactured Homes' to be consistent with State law. Clerical update with no change to allowed uses.	Not relevant for ALUCP consistency.
44, 45	Article 31.15	Clarifying accessory outdoor commercial use standards apply to privately owned walkways	Not relevant for ALUCP consistency.
45	Article 31.18	Updated review authority of new Salvage and Wrecking yards from Architectural Advisory Committee to Zoning Administrator	Not relevant for ALUCP consistency.
45	Article 32.1	Updated purpose statement for Supplementary Provisions article	Not relevant for ALUCP consistency.
45, 46	Article 32.2	Clarifying that additional minimum lot area standards for sloping site only applies to residential zoning districts. No changes to slope standards.	Not relevant for ALUCP consistency.

47, 48	Article 32.3	1) Clarify that supplementary second story setback standards only applies to residential zoning districts. 2) Clarify that supplementary angled lot and nonconforming lot standards only apply to the first floor of single-family dwellings. 3) Updating code reference for creek setback. No proposed changes to creek setback. 4) Allow encroachment of porches and stoops into the front setback	Not relevant for ALUCP consistency.
48	Article 32.6	Relocating section of code to another Article of Zoning Ordinance from Article 31.10 to Article 32.6	Not relevant for ALUCP consistency.
48, 49	Article 32.7	Create a maximum 10 foot height limit above zoning district maximum for elevator penthouses, stairwell enclosures, and mechanical equipment. Previous standard allowed for an unlimited exemption for elevator penthouses, stairwell enclosures, and mechanical equipment.	Safety: Proposed amendments to impose height limits on mechanical equipment would not affect applicable land uses and should not be relevant to ALUCP consistency. Noise: Proposed amendments to impose height limits on mechanical equipment would not affect applicable land uses or noise generation and should not be relevant to ALUCP consistency. Airspace Protection: Currently, the zoning code allows for an unlimited height exemption above zoning district maximum heights for elevator penthouses, stairwell enclosures, and mechanical equipment. The proposed amendment would create a maximum 10 foot height limit above zoning district maximum for elevator penthouses, stairwell enclosures, and mechanical equipment, therefore resulting in a reduction in overall potential building height. Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.
49	Article 32.9	Reduce minimum open space requirement from 300 sq. ft. per unit to 125 sq. ft. per unit consistent with the open space requirement within mixed use districts.	Not relevant for ALUCP consistency. Reduces required open spaces, but does not change the allowable uses within required open space within a residential development.
50	Article 32.11	Relocating section of code to another Article of Zoning Ordinance from Article 31.2 to Article 32.11	Not relevant for ALUCP consistency.
50, 51, 52, 53	Article 32.12	Delete outdated stormwater treatment requirements that are already captured within Municipal Code Chapter 27A	Not relevant for ALUCP consistency.
53, 54	Article 32.21	Deleting subjective finding for senior housing that may be inconsistent with State law	Not relevant for ALUCP consistency.
54	Article 33.4	Delete erroneous code reference	Not relevant for ALUCP consistency.
54, 55	Article 33.12	Extend time allowed to rebuild a nonconforming structure destroyed or damage by fire, or other act of nature from 1 year to 2 years	Not relevant for ALUCP consistency.
55, 56, 57, 58	Article 36.3	1) Reduce required clearance for a driveway sight vision triangle from 15 feet to 10 feet. 2) Clarify permitting process for obtaining a taller fence outside of residential districts 3) Increase max fencing height on secondary frontages from 6 ft. to 7ft.	Not relevant for ALUCP consistency.
58	Article 36.7	Clean up zoning text to be consistent with Article 32.7	Not relevant for ALUCP consistency.
58 through 73	Article 37 ADU Ordinance	Repealing and replacing ADU Ordinance in order to restructure for better readability. Changes are limited to below:	Not relevant for ALUCP consistency.
59	Article 37.2	Defined acronyms for Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units (JADU)	Not relevant for ALUCP consistency.
59, 60	Article 37.3	1) Clean up text to more clearly define the number of ADUs and JADUs allowed on a site 2) Allow up to 8 detached ADUs on a multifamily site consistent with State law 3) Codify required 6 ft. separation between ADUs and other buildings, unless it would conflict with State law 4) As required by State law, increase allowable ADU height to be up to 25 feet tall 5) Define square footage measurement of maximum ADU size to include measurement of interior space 6) Consistent with State law, no longer require JADUs to be owner-occupied if separate sanitation facilities are provided 7) Remove impact fees from the zoning code as they are more appropriately captured in our Master Fee Schedule	Not relevant for ALUCP consistency. Amendments would be consistent with State law and would not expand areas where ADUs are allowed or increase maximum building heights allowed in the base zoning district
60, 61	Article 37.4	Update text to clarify types of ADUs required by State law	Not relevant for ALUCP consistency.
62, 63, 64	Article 37.5	Update tax to clarify standards for Local ADUs	Not relevant for ALUCP consistency.
64	Article 37.6	Update to clarify that JADUs also are not eligible to operate a short-term rental	Not relevant for ALUCP consistency.
65	Article 37.7	Update to clarify ADUs must be compliant with Building and Fire Code	Not relevant for ALUCP consistency.
65, 66	Article 37.8	Clarify applicability of utility fees to ADUs	Not relevant for ALUCP consistency.
66	Article 37.9	Clarify short-term rental regulations for ADUs	Not relevant for ALUCP consistency.

66, 67, 68	Article 37.10	Consistent with State law, allow appeal of a determination of incompleteness or denial of an ADU application. Clarify review timelines	Not relevant for ALUCP consistency.
73, 74	Article 40.4, 40.7, & 41.7	Delete outdated language referencing dissolved Subdivision Committee	Not relevant for ALUCP consistency.
74	Article 41.3	Updated to be consistent with state law, which requires a right to appeal a Community Development Director completeness determination for housing development projects	Not relevant for ALUCP consistency.
75	Article 41.4	1) Increase minimum height for a development to be reviewed by the Planning Commission from 35 feet to 45 feet 2) Establish review authority for state mandated ministerial review processes	1) Not relevant for ALUCP consistency. Amendment to review authority threshold would not increase base zoning district maximum densities, intensities, or heights. 2) Not relevant for ALUCP consistency. State mandated ministerial review process.
75, 76, 77	Article 41.7	Per State law clarify that ministerial actions are not subject to appeal. Per State law clarify that CD Director determinations are subject to appeal.	Not relevant for ALUCP consistency.
77	Article 41.8	Adds ability for the Planning Commission to "call up" decisions made by the Community Development Director to a public hearing	Not relevant for ALUCP consistency.
78	Article 41.9	Extend time an entitlement permit may be enacted from 3 years to 5 years.	Not relevant for ALUCP consistency.
78	Article 41.13	(Zoning) Interpretations - Small grammatical corrections	Not relevant for ALUCP consistency.
78, 79, 80	Article 41.14	CEQA Environmental Review - Incorporates State CEQA Guidelines by reference	Not relevant for ALUCP consistency
80, 81	Article 41.15	Establish ministerial review process for 100% affordable housing projects	Not relevant for ALUCP consistency. Amendment allowing ministerial review would not increase base zoning district maximum densities, intensities, or heights.
81	Article 45.4	Clarifies ministerial projects are exempt from Architectural Permit findings	Not relevant for ALUCP consistency.
82	Article 48.3	Updated outdated code reference.	Not relevant for ALUCP consistency.
83, 84, 85, 86, 87	Article 53.2 MUC	MUC - Updated MUC Land Use Table: 1) Allow medical office by right if within a half mile of major transit stop. Would remain conditional outside of half mile from major transit stop. 2) Allow health/ fitness clubs up to 5,000 sq ft by right 3) Allow 'Assembly/Meeting Facilities' on ground floor. (Note: The land use table in this zoning district already has a footnote requiring compliance with applicable San Carlos ALUCP Safety Compatibility Policies and State law) 4) Clean up outdated code reference for Live/Work standards 5) Remove 'Retail Sales, Secondhand Store' and allow thrift retail as part of general retail consistent with state law AB 2632 6) Add ALUC Safety compatibility footnote to existing R&D Lab and R&D Office land uses	1) Safety: Mixed Use Corridor zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendments would change Medical Office from a conditionally permitted use to permitted by-right in areas half a mile from a major transit stop (AB 2097), which overlap with Safety Zone 6. Medical offices are considered outpatient facilities. Table 4-4 Safety Compatibility Criteria shows that within Safety Zone 6 'Outpatient Facilities (>5 patients)' are a compatible use. Noise: There are no Mixed Use Corridor zoning district parcels within the airport noise contours. Airspace Protection: The proposed amendments would not make any changes to allowable building height. 2) Safety: Mixed Use Corridor zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendments would change increase the maximum size for an allowed by-right 'Health/Fitness Club' use from 2,500 sq. ft. to 5,000 sq. ft. Health/Fitness clubs are indoor recreational facilities, which are not listed in the ALUCP Safety compatibility table. Retail is a use that could be considered consistent with Health/Fitness Club due to the amount of business activity. Table 4-4 Safety Compatibility Criteria shows that within Safety Zone 6 'Retail center with no restaurant facility' are a compatible use. Noise: There are no Mixed Use Corridor zoning district parcels within the airport noise contours. Airspace Protection: The proposed amendments would not make any changes to allowable building height. 3) Safety: Mixed Use Corridor zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The Mixed Use Corridor zoned district already requires the 'Assembly/Meeting Facilities' land use to comply with applicable San Carlos ALUCP Safety Compatibility Policies and State law through the standards in its land use table. Noise: There are no Mixed Use Corridor zoning district parcels within the airport noise contours. Airspace Protection: The proposed amendments would not make any changes to allowable building height. 4) Not relevant for ALUCP consistency 5) Not relevant for ALUCP consistency. Required by State law. 6) Safety: Mixed Use Corridor - Veterans Boulevard (MUC-VB) zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. R&D Lab and R&D Office are not new proposed land uses to the MUC-VB zoning district, however amendments would add a footnote to the zoning district land use table, R&D Lab and R&D Office uses would have to comply with San Carlos ALUCP Safety Compatibility Policies. Noise: There are no Mixed Use Corridor zoning district parcels within the airport noise contours. Airspace Protection: The proposed amendments would not make any changes to allowable building height.
87, 88	Article 53.4	Open Space: Allow open space requirements to be fulfilled within required setback areas.	Not relevant for ALUCP consistency.
88, 89, 90	Article 53.5	No changes	Not relevant for ALUCP consistency.
90, 91	Article 53.6	Deleting zoning specific bicycle parking standards and bicycle parking provisions will be moved to Article 30.19	Not relevant for ALUCP consistency.
91, 92	Article 53.7	Modify daylight plane standards for buildings immediately adjacent to R-1, R-2, R-3 districts to allow more buildable area. The change in development standard would not change the overall maximum allowable building height	Not relevant for ALUCP consistency. Changes to daylight plane measurement would not change the overall maximum allowable building height.

92, 93, 94, 95	Article 54.2 MUN	<p>MUN - Updated MUN Land Use Table:</p> <p>1) Allow medical office by right if within a half mile of major transit stop. Would remain conditional outside of half mile from major transit stop.</p> <p>2) Allow 'Assembly/Meeting Facilities' on ground floor by right. (Note: This use already has a footnote requiring compliance with applicable San Carlos ALUCP Safety Compatibility Policies and State law)</p> <p>3) Clean up outdated code reference for Live/Work standards</p> <p>4) Remove 'Retail Sales, Secondhand Store' and allow thrift retail as part of general retail consistent with state law AB 2632</p>	<p>1) Safety: Mixed Use Neighborhood zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendments would change Medical Office from a conditionally permitted use to a permitted by-right in areas half a mile from a major transit stop (AB 2097), which would overlap with Safety Zone 6 - Traffic Pattern Zone. Medical offices are considered outpatient facilities. Table 4-4 lists that within Safety Zone 6 'Outpatient Facilities (>5 patients)' are a compatible use.</p> <p>Noise: There are no Mixed Use Neighborhood zoning district parcels within the airport noise contours.</p> <p>Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p> <p>2) Safety: Mixed Use Neighborhood zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendment would change 'Assembly / Meeting Facilities' on the ground floor from a conditionally permitted use to a permitted use by-right. The Mixed Use Neighborhood zoned district already requires the 'Assembly/Meeting Facilities' land use to comply with applicable San Carlos ALUCP Safety Compatibility Policies and State law through the standards in its land use table.</p> <p>Noise: There are no Mixed Use Neighborhood zoning district parcels within the airport noise contours.</p> <p>Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p> <p>3) Not relevant for ALUCP consistency</p> <p>4) Not relevant for ALUCP consistency. Required by State law.</p>
95	Article 54.4	Open Space: Allow open space requirements to be fulfilled within required setback areas.	Not relevant for ALUCP consistency.
96, 97	Article 54.5	Clarify architectural projections are allowed to encroach into daylight plane	Not relevant for ALUCP consistency.
97	Article 54.6	Deleting zoning specific bicycle parking standards and bicycle parking provisions will be moved to Article 30.19	Not relevant for ALUCP consistency.
97, 98	Article 54.7	Modify daylight plane standards for buildings immediately adjacent to R-1, R-2, R-3 districts to allow more buildable area. The change in development standard would not change the overall maximum allowable building height	Not relevant for ALUCP consistency. Proposed amendment would not change the zoning's maximum allowable building height
98, 99, 100, 101	Article 55.2 MUT	<p>MUT - Updated Land Use Table:</p> <p>1) Allow 'Food Preparation' (i.e. Catering) in zoning district</p> <p>2) Allow health/ fitness clubs up to 5,000 sq ft by right</p> <p>3) Update land use label for Research and Development " Office Type" and "Laboratory Type". No changes to permitted or conditional uses.</p> <p>4) Allow Recreational, Indoor Commercial by right</p>	<p>1) Safety: Mixed Use Transitional zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendments would introduce 'Food Preparation' as a newly permitted land use to the MUT zoning district "Food Preparation" would primarily involve food manufacturing and delivery, and could be considered consistent with "Manufacturing" or "Small eateries/drinking establishments", which per Table 4-4, are compatible uses in Safety Zone 6.</p> <p>Noise: There are no Mixed Use Transitional zoning district parcels within the airport noise contours.</p> <p>Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p> <p>2) Safety: Mixed Use Transitional zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendments would change increase the maximum size for an allowed by-right 'Health/Fitness Club' use from 2,500 sq. ft. to 5,000 sq. ft. Health/Fitness clubs are indoor recreational facilities, which are not listed in the ALUCP Safety compatibility table. Retail is a use that could be considered consistent with Health/Fitness Club due to the amount of business activity. Table 4-4 Safety Compatibility Criteria shows that within Safety Zone 6 "Retail center with no restaurant facility" are a compatible use.</p> <p>Noise: There are no Mixed Use Transitional zoning district parcels within the airport noise contours.</p> <p>Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p> <p>3) Not relevant for ALUCP consistency.</p> <p>4) Safety: Mixed Use Transitional zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendments would add 'Recreational, Indoor Commercial' as an allowed by-right land use. Indoor recreational facilities are not listed in the ALUCP Safety compatibility table. Low and Medium Capacity Indoor Assemblies could be considered consistent with indoor recreational facilities due to the amount of business activity. Table 4-4 Safety Compatibility Criteria shows that within Safety Zone 6 "Low Capacity Indoor Assembly Room" and "Medium to Large Indoor Assembly Room" are a conditionally compatible uses. The amendments would add a footnote to the zoning district land use table, to ensure uses would have to comply with San Carlos ALUCP Safety Compatibility Policies</p> <p>Noise: There are no Mixed Use Transitional zoning district parcels within the airport noise contours.</p> <p>Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p>
101, 102, 103, 104	Article 55.3	Amending daylight plane text to fix nomenclature. No proposed change to development standard	Not relevant for ALUCP consistency.
104, 105	Article 55.6	Open Space: Allow open space requirements to be fulfilled within required setback areas.	Not relevant for ALUCP consistency.
105	Article 55.8	Deleting zoning specific bicycle parking standards and bicycle parking provisions will be moved to Article 30.19	Not relevant for ALUCP consistency.

106, 107	Article 57.2 MUW	Add 'Public Use' land use, which allows for parks and other public facilities in the Mixed Use Waterfront zoning district	<p>Safety: Mixed Use Waterfront (MUW) zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendments would add Public Uses, which includes development of parks and other public facilities to the MUW zoning district. Public Uses would include parks or athletic fields and could be considered consistent with "Parks", which Table 4-4 lists as a compatible use in Safety Zone 6. The MUW land use table contains existing footnotes for land uses which require a consistency check with applicability San Carlos ALUCP Safety Compatibility policies and State law - the amendments will include an ALUC footnote to "Public Use" land use.</p> <p>Noise: There are no Mixed Use Waterfront zoning district parcels within the airport noise contours.</p> <p>Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p>
107, 108	Article 57.6	Deleting zoning specific bicycle parking standards and bicycle parking provisions will be moved to Article 30.19	Not relevant for ALUCP consistency.
108, 109		ZONING MAP UPDATE	
108, 109	Chapter 60	<p>Amend zoning for two parcels (APN:095-030-410 and 095-030-420) from Mixed Use Waterfront (MUW) to General Commercial with a residential overlay (CG-R). The two parcels were previously zoned General Commercial (CG), however the General Plan was designated Mixed Use Waterfront, which required the sites to be rezoned to allow residential, so they were rezoned to MUW to match the General Plan. However, after additional analysis to the site conditions, staff is proposing an amendment that would more accurately reflect allowable uses at the site, which is impacted by irregular dimensions and overhead PG&E wire, which make residential development or uses with sensitive receptors infeasible. CG-R has more permitted commercial uses than MUW, but would still meet the Housing Element intent of allowing residential at the site.</p> <p>A visual exhibit will be provided in the draft zoning code update under Article 60 to show the parcel rezoned.</p>	<p>Safety: The site will be rezoned from Mixed Use Waterfront (MUW) to General Commercial with a residential overlay (CG-R) to be consistent with the feasible uses at the site. The parcels were previously zoned CG prior to 2023, so they will be reverted to their previous base zoning, which allows more outdoor uses. The CG-R zoning is consistent with adjacent CG-R zoning for surrounding properties. In addition, the parcels contain a parking lot and two PG&E towers with utility lines spanning the entire length of the lots. These lots will not develop with any buildings that would obstruct San Carlos ALUC airspace in the foreseeable future. CG-R zoning in Redwood City are found within San Carlos Airport Safety Zone 6 and the proposed updates would not amend any of the currently allowable uses in the CG-R.</p> <p>Noise: There parcels being rezoned from MUW to CG-R are not within the airport noise contours.</p> <p>Airspace Protection: The proposed amendments would rezone the parcels to be consistent with the zoning of surrounding properties. The parcels were previously zoned CG prior to 2023, so they will be reverted to their previous base zoning. In addition, the parcels contain a parking lot and two PG&E towers with utility lines spanning the entire length of the lots. These lots will not develop with any buildings that would obstruct San Carlos ALUC airspace in the foreseeable future.</p> <p>Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.</p>
		MUNICIPAL CODE	
109, 110	Chapter 2.110	Increase minimum height for a development to be reviewed by the Architectural Advisory Committee from 35 feet to 45 feet	Not relevant for ALUCP consistency. The Architectural Advisory Committee are an advisory body and are not a review authority which grants final determinations on applications.
111	Chapter 5.26	Increase number of allowed fowls (chickens, roosters over 4 months, geese, ducks, turkeys or rabbits) on a property from 3 to 5	Not relevant for ALUCP consistency.
111	Chapter 5.46	Update review authority for permit to keep horses, cows, goats, or sheep from Building Inspector to Building Official or designee.	Not relevant for ALUCP consistency.
112	Chapter 5.48	Update review authority for permit to keep horses, cows, goats, or sheep from Building Inspector to Building Official or designee.	Not relevant for ALUCP consistency.
112	Chapter 5.49	Update review authority for permit transfer from Planning Commission to Building Official or Designee. This is an administrative action that does not have any associated discretionary findings.	Not relevant for ALUCP consistency.
112	Chapter 5.50	Current code allows for one additional horse, cow, goat, or sheep for each additional acre of land. This amendment would remove Planning Commission as review authority for this administrative action as the ordinance does not provide any discretionary findings for the action.	Not relevant for ALUCP consistency.
113, 114	Chapter 30. 8	Update review authority for smaller condominium projects from Planning Commission to the Zoning Administrator	Not relevant for ALUCP consistency.
114, 115	Chapter 30, Article XIII	Remove State bill references	Not relevant for ALUCP consistency.

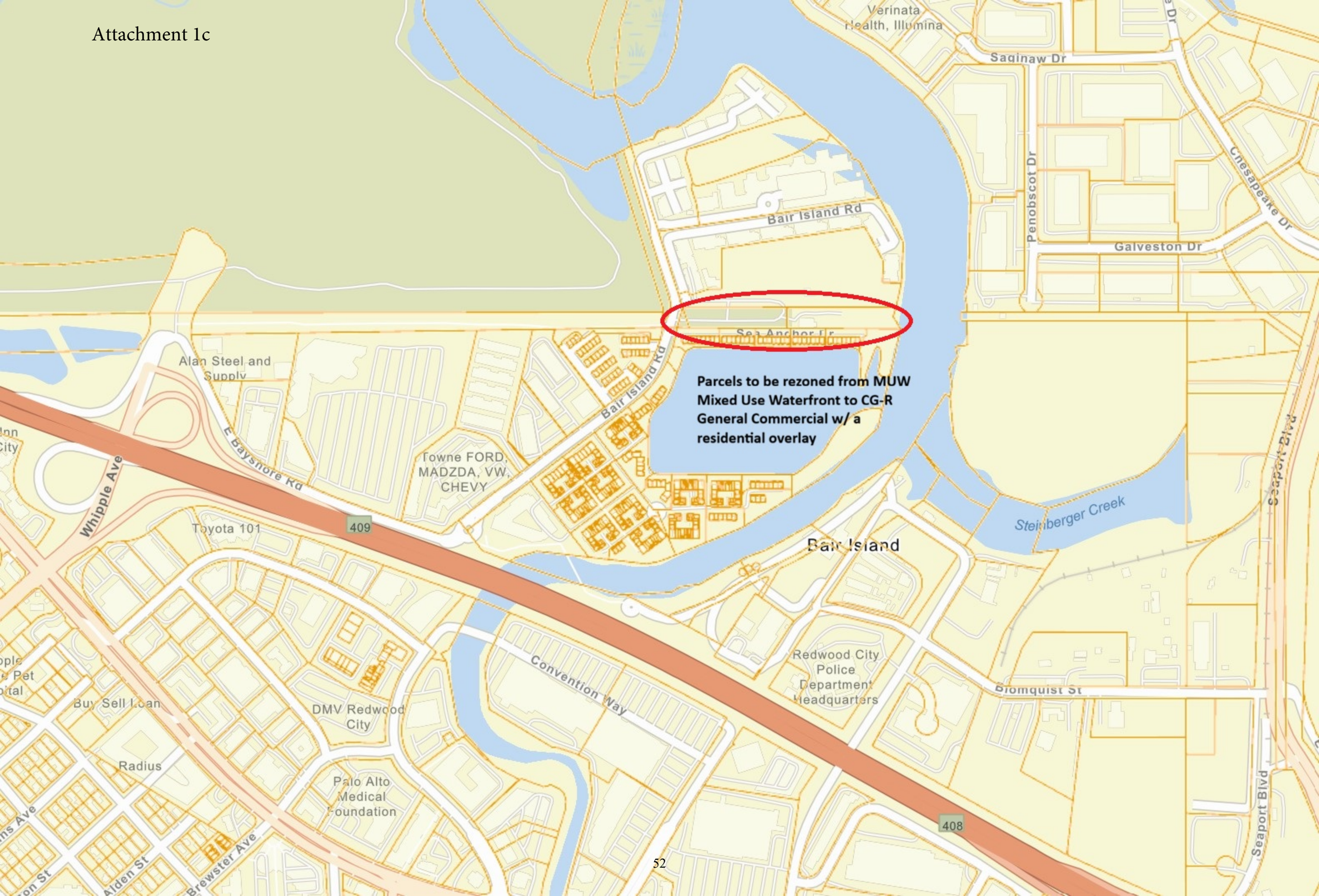
Redwood City Zoning Amendments - ALUCP Related			
Page in Document	Code Section(s)	Summary of Amendment	Consistency with ALUCP Analysis
10, 11	Article 11.2 & Article 11.4 PO	Allow medical clinics and accessory pharmacies within medical clinics by right. Both were previously conditional uses in the Professional Office (PO) zoning district.	<p>Safety: Only one Professional Office zoned district parcel, APN: 095-222-010, is located within the San Carlos Airport area of influence, which is located in a Safety Zone 6. The parcel is a body of water owned by the State of California and unlikely to develop with a medical office. The proposed amendments would change Medical Office, and accessory pharmacies, from a conditionally permitted use to a by-right permitted use. Medical offices are consistent with outpatient facilities. Table 4-4 lists that within Safety Zone 6 'Outpatient Facilities (>greater 5 patients)' are a compatible use.</p> <p>Noise: Only one Professional Office zoned district parcel, APN: 095-222-010, is located in the San Carlos Airport area of influence, which is located in noise contour (CNEL 60dB). The parcel is a body of water owned by the State of California and unlikely to develop into a medical office. The proposed amendments would change Medical Office, and accessory pharmacies, from a conditionally permitted use to a by-right permitted use. Per Table 4-3, Medical Clinics are listed as compatible uses in the (CNEL 60dB) noise contour.</p> <p>Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p>
12, 13	Article 17.2 IR	Allow food preparation (catering) land use in Industrial Restrictred (IR) zoning district	<p>Safety: Industrial - Restricted zoned districts in Redwood City are found within San Carlos Airport Safety Zone 4 and Safety Zone 6. The proposed amendments would introduce 'Food Preparation' as a newly permitted land use to the IR zoning district. Food Preparation would primarily involve manufacturing and delivery, and could be considered consistent with "Manufacturing" or "Small eateries/drinking establishments", which Table 4-4 lists as conditionally compatible in Safety Zone 4 and compatible in Safety Zone 6. The IR district permitted uses in Article 17.2 contain existing footnotes for land uses which require a consistency check with applicability San Carlos ALUCP Safety Compatibility policies and State law - the amendments will include an ALUC footnote to "Food Preparation" land use.</p> <p>Noise: Industrial - Restricted zoned districts in Redwood City are found within San Carlos Airport noise contour CNEL 65 dB. The proposed amendments would introduce 'Food Preparation' as a newly permitted land use to the IR zoning district. Food Preparation would primarily involve food manufacturing and delivery, and could be considered consistent with "Industrial": "Processing of food, wood and paper products", which per Table 4-3, is compatible in all noise compatibility contours.</p> <p>Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p>
16	Article 18.2 IP	<p>1) Allow food preparation (catering) land use in Industrial Park (IP) zoning district</p> <p>2) Add ALUC Safety compatibility footnote to existing R&D Lab and R&D Office land uses</p>	<p>1) Safety: Industrial Park (IP) zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendments would introduce 'Food Preparation' as a newly permitted land use to the IP zoning district. 'Food Preparation' would primarily involve food manufacturing and delivery, and could be considered consistent with "Manufacturing" or "Small eateries/drinking establishments", which are compatible in safety zone 6.</p> <p>Noise: There are no Industrial Park zoned parcels within the airport noise contours.</p> <p>Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p> <p>2) Safety: Industrial Park (IP) zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. R&D Lab and R&D Office are not new proposed land uses to the IP zoning district, however amendments would add a footnote to the zoning district land use table to clarify R&D Lab and R&D Office uses would have to comply with San Carlos ALUCP Safety Compatibility Policies.</p> <p>Noise: There are no Industrial Park zoning district parcels within the airport noise contours.</p> <p>Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p>
48, 49	Article 32.7	Create a maximum 10 foot height limit above zoning district maximum for elevator penthouses, stairwell enclosures, and mechanical equipment. Previous standard allowed for an unlimited exemption for elevator penthouses, stairwell enclosures, and mechanical equipment.	<p>Safety: Proposed amendments to impose height limits on mechanical equipment would not affect applicable land uses and should not be relevant to ALUCP consistency.</p> <p>Noise: Proposed amendments to impose height limits on mechanical equipment would not affect applicable land uses or noise generation and should not be relevant to ALUCP consistency.</p> <p>Airspace Protection: Currently, the zoning code allows for an unlimited height exemption above zoning district maximum heights for elevator penthouses, stairwell enclosures, and mechanical equipment. The proposed amendment would create a maximum 10 foot height limit above zoning district maximum for elevator penthouses, stairwell enclosures, and mechanical equipment, therefore resulting in a reduction in overall potential building height. Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.</p>

83, 84, 85, 86, 87 Article 53.2 MUC	<p>MUC - Updated MUC Land Use Table:</p> <p>1) Allow medical office by right if within a half mile of major transit stop. Would remain conditional outside of half mile from major transit stop.</p> <p>2) Allow health/ fitness clubs up to 5,000 sq ft by right</p> <p>3) Allow 'Assembly/Meeting Facilities' on ground floor. (Note: The land use table in this zoning district already has a footnote requiring compliance with applicable San Carlos ALUCP Safety Compatibility Policies and State law)</p> <p>4) Clean up outdated code reference for Live/Work standards</p> <p>5) Remove 'Retail Sales, Secondhand Store' and allow thrift retail as part of general retail consistent with state law AB 2632</p> <p>6) Add ALUC Safety compatibility footnote to existing R&D Lab and R&D Office land uses</p>	<p>1) Safety: Mixed Use Corridor zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendments would change Medical Office from a conditionally permitted use to permitted by-right in areas half a mile from a major transit stop (AB 2097), which overlap with Safety Zone 6. Medical offices are considered outpatient facilities. Table 4-4 Safety Compatibility Criteria shows that within Safety Zone 6 'Outpatient Facilities (>5 patients)' are a compatible use. Noise: There are no Mixed Use Corridor zoning district parcels within the airport noise contours. Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p> <p>2) Safety: Mixed Use Corridor zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendments would change increase the maximum size for an allowed by-right 'Health/Fitness Club' use from 2,500 sq. ft. to 5,000 sq. ft. Health/Fitness clubs are indoor recreational facilities, which are not listed in the ALUCP Safety compatibility table. Retail is a use that could be considered consistent with Health/Fitness Club due to the amount of business activity. Table 4-4 Safety Compatibility Criteria shows that within Safety Zone 6 "Retail center with no restaurant facility" are a compatible use. Noise: There are no Mixed Use Corridor zoning district parcels within the airport noise contours. Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p> <p>3) Safety: Mixed Use Corridor zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The Mixed Use Corridor zoned district already requires the 'Assembly/Meeting Facilities' land use to comply with applicable San Carlos ALUCP Safety Compatibility Policies and State law through the standards in its land use table. Noise: There are no Mixed Use Corridor zoning district parcels within the airport noise contours. Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p> <p>4) Not relevant for ALUCP consistency</p> <p>5) Not relevant for ALUCP consistency. Required by State law.</p> <p>6) Safety: Mixed Use Corridor - Veterans Boulevard (MUC-VB) zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. R&D Lab and R&D Office are not new proposed land uses to the MUC-VB zoning district, however amendments would add a footnote to the zoning district land use table, R&D Lab and R&D Office uses would have to comply with San Carlos ALUCP Safety Compatibility Policies. Noise: There are no Mixed Use Corridor zoning district parcels within the airport noise contours. Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p>
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92, 93, 94, 95 Article 54.2 MUN	<p>MUN - Updated MUN Land Use Table:</p> <p>1) Allow medical office by right if within a half mile of major transit stop. Would remain conditional outside of half mile from major transit stop.</p> <p>2) Allow 'Assembly/Meeting Facilities' on ground floor by right. (Note: This use already has a footnote requiring compliance with applicable San Carlos ALUCP Safety Compatibility Policies and State law)</p> <p>3) Clean up outdated code reference for Live/Work standards</p> <p>4) Remove 'Retail Sales, Secondhand Store' and allow thrift retail as part of general retail consistent with state law AB 2632</p>	<p>1) Safety: Mixed Use Neighborhood zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendments would change Medical Office from a conditionally permitted use to a permitted by-right in areas half a mile from a major transit stop (AB 2097), which would overlap with Safety Zone 6 - Traffic Pattern Zone. Medical offices are considered outpatient facilities. Table 4-4 lists that within Safety Zone 6 'Outpatient Facilities (>5 patients)' are a compatible use. Noise: There are no Mixed Use Neighborhood zoning district parcels within the airport noise contours. Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p> <p>2) Safety: Mixed Use Neighborhood zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendment would change 'Assembly / Meeting Facilities' on the ground floor from a conditionally permitted use to a permitted use by-right. The Mixed Use Neighborhood zoned district already requires the 'Assembly/Meeting Facilities' land use to comply with applicable San Carlos ALUCP Safety Compatibility Policies and State law through the standards in its land use table. Noise: There are no Mixed Use Neighborhood zoning district parcels within the airport noise contours. Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p> <p>3) Not relevant for ALUCP consistency</p> <p>4) Not relevant for ALUCP consistency. Required by State law.</p>
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98, 99, 100, 101 Article 55.2 MUT	<p>MUT - Updated Land Use Table:</p> <p>1) Allow 'Food Preparation' (i.e. Catering) in zoning district</p> <p>2) Allow health/ fitness clubs up to 5,000 sq ft by right</p> <p>3) Update land use label for Research and Development " Office Type" and "Laboratory Type". No changes to permitted or conditional uses.</p> <p>4) Allow Recreational, Indoor Commercial by right</p>	<p>1) Safety: Mixed Use Transitional zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendments would introduce 'Food Preparation' as a newly permitted land use to the MUT zoning district 'Food Preparation' would primarily involve food manufacturing and delivery, and could be considered consistent with "Manufacturing" or "Small eateries/drinking establishments", which per Table 4-4, are compatible uses in Safety Zone 6. Noise: There are no Mixed Use Transitional zoning district parcels within the airport noise contours. Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p> <p>2) Safety: Mixed Use Transitional zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendments would change increase the maximum size for an allowed by-right 'Health/Fitness Club' use from 2,500 sq. ft. to 5,000 sq. ft. Health/Fitness clubs are indoor recreational facilities, which are not listed in the ALUCP Safety compatibility table. Retail is a use that could be considered consistent with Health/Fitness Club due to the amount of business activity. Table 4-4 Safety Compatibility Criteria shows that within Safety Zone 6 "Retail center with no restaurant facility" are a compatible use. Noise: There are no Mixed Use Transitional zoning district parcels within the airport noise contours. Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p> <p>3) Not relevant for ALUCP consistency.</p> <p>4) Safety: Mixed Use Transitional zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendments would add 'Recreational, Indoor Commercial' as an allowed by-right land use. Indoor recreational facilities are not listed in the ALUCP Safety compatibility table. Low and Medium Capacity Indoor Assemblies could be considered consistent with indoor recreational facilities due to the amount of business activity. Table 4-4 Safety Compatibility Criteria shows that within Safety Zone 6 "Low Capacity Indoor Assembly Room" and "Medium to Large Indoor Assembly Room" are a conditionally compatible uses. The amendments would add a footnote to the zoning district land use table, to ensure uses would have to comply with San Carlos ALUCP Safety Compatibility Policies Noise: There are no Mixed Use Transitional zoning district parcels within the airport noise contours. Airspace Protection: The proposed amendments would not make any changes to allowable building height.</p>
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106, 107	Article 57.2 MUW	Add 'Public Use' land use, which allows for parks and other public facilities in the Mixed Use Waterfront zoning district	Safety: Mixed Use Waterfront (MUW) zoned districts in Redwood City are found within San Carlos Airport Safety Zone 6. The proposed amendments would add Public Uses, which includes development of parks and other public facilities to the MUW zoning district. Public Uses would include parks or athletic fields and could be considered consistent with "Parks", which Table 4-4 lists as a compatible use in Safety Zone 6. The MUW land use table contains existing footnotes for land uses which require a consistency check with applicability San Carlos ALUCP Safety Compatibility policies and State law - the amendments will include an ALUC footnote to "Public Use" land use.
			Noise: There are no Mixed Use Waterfront zoning district parcels within the airport noise contours.
			Airspace Protection: The proposed amendments would not make any changes to allowable building height.
108, 109 ZONING MAP UPDATE			
108, 109	Chapter 60	Amend zoning for two parcels (APN:095-030-410 and 095-030-420) from Mixed Use Waterfront (MUW) to General Commercial with a residential overlay (CG-R). The two parcels were previously zoned General Commercial (CG), however the General Plan was designated Mixed Use Waterfront, which required the sites to be rezoned to allow residential, so they were rezoned to MUW to match the General Plan. However, after additional analysis for the site conditions, staff is proposing an amendment that would more accurately reflect allowable uses at the site, which is impacted by irregular dimensions and overhead PG&E wire, which make residential development or uses with sensitive receptors infeasible. CG-R has more permitted commercial uses than MUW, but would still meet the Housing Element intent of allowing residential at the site.	Safety: The site will be rezoned from Mixed Use Waterfront (MUW) to General Commercial with a residential overlay (CG-R) to be consistent with the feasible uses at the site. The parcels were previously zoned CG prior to 2023, so they will be reverted to their previous base zoning, which allows more outdoor uses. The CG-R zoning is consistent with adjacent CG-R zoning for surrounding properties. In addition, the parcels contain a parking lot and two PG&E towers with utility lines spanning the entire length of the lots. These lots will not develop with any buildings that would obstruct San Carlos ALUC airspace in the foreseeable future. CG-R zoning in Redwood City are found within San Carlos Airport Safety Zone 6 and the proposed updates would not amend any of the currently allowable uses in the CG-R.
			Noise: There are no parcels being rezoned from MUW to CG-R are not within the airport noise contours.
			Airspace Protection: The proposed amendments would rezone the parcels to be consistent with the zoning of surrounding properties. The parcels were previously zoned CG prior to 2023, so they will be reverted to their previous base zoning. In addition, the parcels contain a parking lot and two PG&E towers with utility lines spanning the entire length of the lots. These lots will not develop with any buildings that would obstruct San Carlos ALUC airspace in the foreseeable future.
			Redwood City Zoning Ordinance Article 32.10 "Airport Land Use Compatibility Plan Consistency" provides for FAA notice of building construction that exceeds FAA notification heights, for maximum compatible building height that does not exceed limits that pose a hazard to air navigation, and for evaluation of projects and land use characteristics to avoid flight hazards.
			A visual exhibit will be provided in the draft zoning code update under Article 60 to show the parcel rezone.



**Parcels to be rezoned from MUW
Mixed Use Waterfront to CG-R
General Commercial w/ a
residential overlay**

Bair Island

Steimberger Creek

Redwood City
Police
Department
Headquarters

DMV Redwood
City

Palo Alto
Medical
Foundation

Alan Steel and
Supply

Towne FORD,
MADZDA, VW,
CHEVY

Toyota 101

Buy Sell Loan

Radius

Verinata
Health, Illumina

Saginaw Dr

Bair Island Rd

Galveston Dr

Penobscot Dr

Cresapeake Dr

Whipple Ave

E Baysmore Rd

Bair Island Rd

Convention Way

Bromquist St

Seaport Blvd

Seaport Blvd

409

408

52

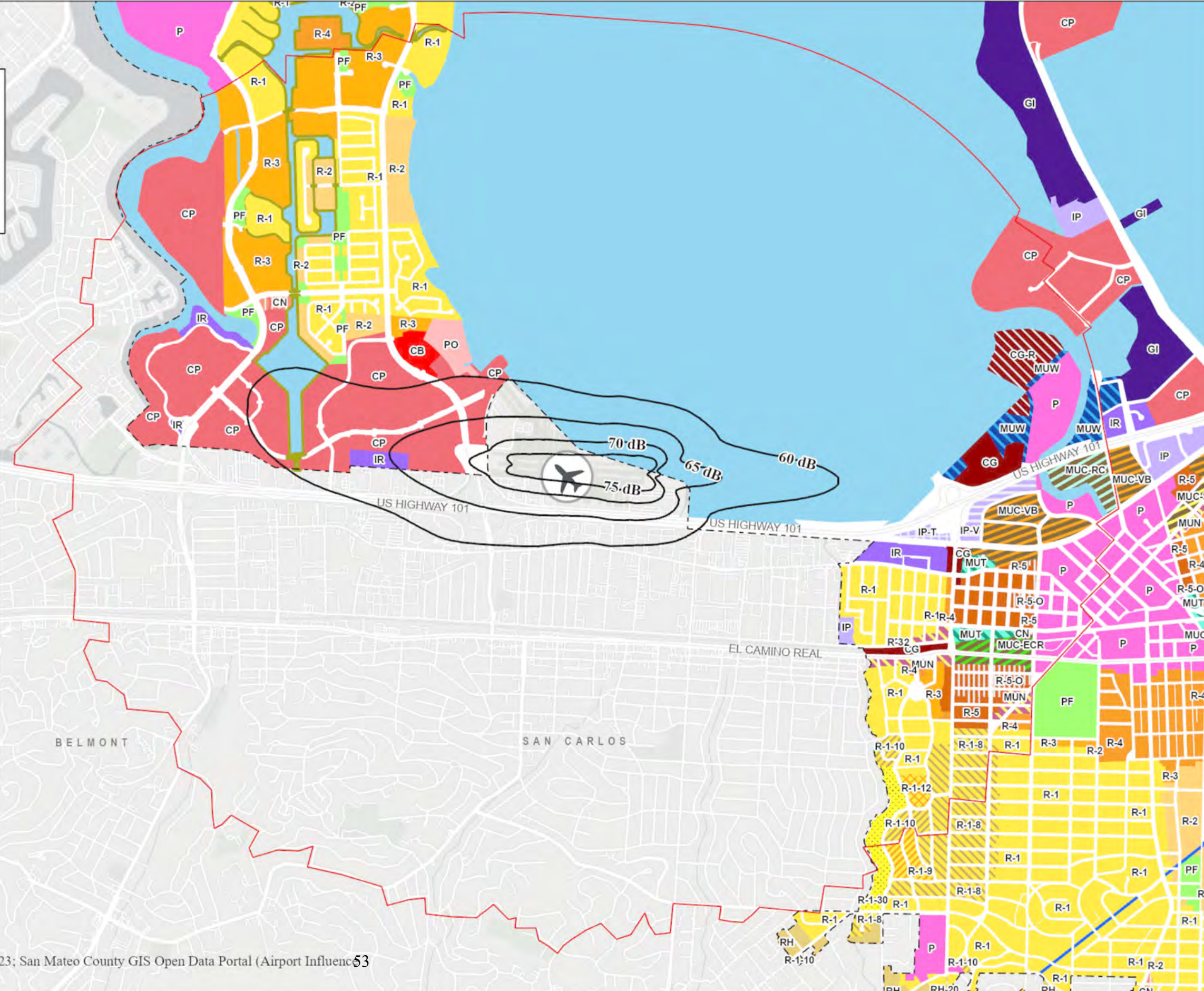
San Carlos Airport Noise Contours and Redwood City Zoning



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

Existing Zoning, Shown in Map Extent

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



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

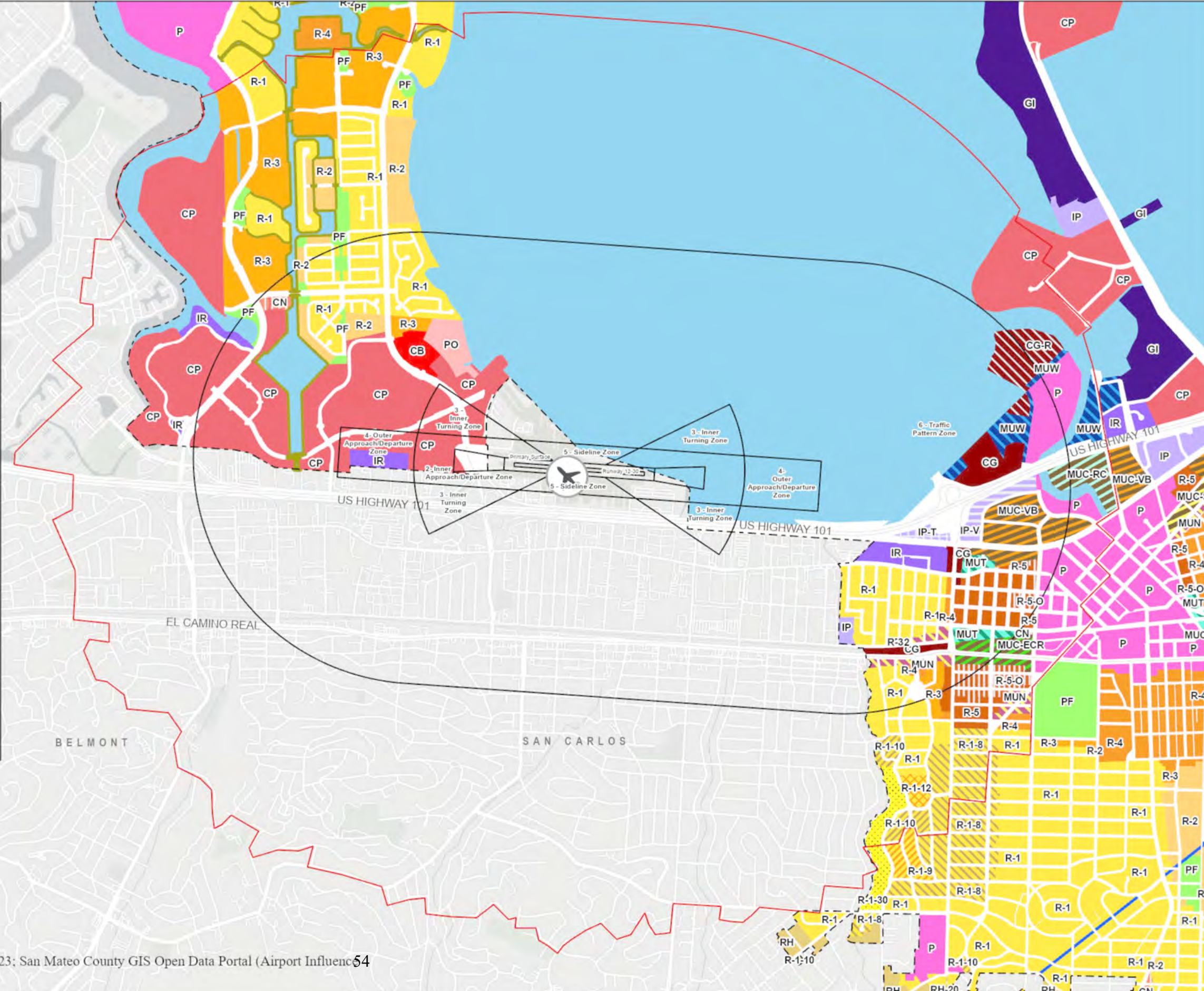
San Carlos Airport Safety Zones and Redwood City Zoning



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

Existing Zoning, Shown in Map Extent

<ul style="list-style-type: none"> R-1 (Residential - Single Family) R-1-8 R-1-9 R-1-10 R-1-12 R-1-30 RH (Residential Hillside) RH-20 R-2 (Residential - Duplex) R-3 (Multifamily - Low Density) R-4 (Multifamily - Medium Density) R-5 (Multifamily - High Density) R-5-O 	<ul style="list-style-type: none"> MUC-ECR (Mixed Use Corridor - El Camino Real) MUC-SB (Mixed Use Corridor - Streetcar Broadway) MUC-VB (Mixed Use Corridor - Veterans Blvd) MUC-RC (Mixed Use Corridor - Redwood Creek) MUT (Mixed Use Transitional) MUN (Mixed Use Neighborhood) MUW (Mixed Use Waterfront) CG-R (General Commercial - Residential) CB (Central Business) CG (General Commercial) 	<ul style="list-style-type: none"> CN (Neighborhood Commercial) CP (Commercial Park) PO (Professional Office) IP (Industrial Park) IP-T IP-V IR (Industrial Restricted) GI (General Industrial) P (Planned Community District) PF (Public Facility) Hetch Hetchy
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Map Created: March 19, 2024. City of Redwood City.
 Data Source: RWC-GIS, Redwood City Zoning Map, Effective since August 24, 2023; San Mateo County GIS Open Data Portal (Airport Influence Areas & San Carlos Airport Safety Zones); C/CAG; Esri Basemap.

32.10 - San Carlos Airport Land Use Compatibility Plan Consistency.

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

- A. Airport Real Estate Disclosure Notices.** All new development is required to comply with the real estate disclosure requirements of State law (California Business and Professions Code Section 11010(b)(13)). The following statement must be included in the notice of intention to offer the property for sale or lease:
- "Notice of Airport in Vicinity. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you."*
- B. Airport Noise Evaluation and Mitigation.** All projects shall comply with the Noise Compatibility Policies of the ALUCP. Uses shall be reviewed per the noise/land use compatibility criteria listed in Table 4-3 of the ALUCP. Uses listed as "conditionally compatible" shall be required to mitigate impacts to comply with the interior (CNEL forty-five (45) dB or lower, unless otherwise stated) and exterior noise standards established by the ALUCP or Redwood City General Plan, whichever is more restrictive. Unless otherwise precluded by State law, projects shall also be consistent with ALUCP Noise Policy 3—Residential Land Uses. Any action that would either permit or result in the development or construction of a land use considered to be conditionally compatible with aircraft noise of CNEL sixty (60) dB or greater (as mapped in the ALUCP) shall require the grant of an avigation easement to San Mateo County as a condition of approval prior to issuance of a building permit(s) for any proposed buildings or structures, consistent with ALUCP Overflight Policy 2—Overflight Easement Review Area.
- C. Overflight Notification Requirement.** All new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 shall incorporate a recorded overflight notification requirement as a condition of approval in order to provide a permanent form of overflight notification to all future property owners, consistent with ALUCP Overflight Policy 2—Overflight Notification Zone 2.
- D. Safety Compatibility Evaluation.** All uses must comply with Safety Compatibility Policies of the ALUCP. Project applicants shall be required to evaluate potential safety issues if the property is located within any of the Safety Compatibility Zones established in the ALUCP and

depicted in Exhibit 4-3 of the ALUCP. All projects located within a Safety Compatibility Zone shall be required to determine if the proposed land use is compatible with the Safety Compatibility Land Use Criteria as noted in ALUCP Safety Compatibility Policy 1—Evaluating Safety Compatibility for New Development and listed in Table 4-4 of the ALUCP.

E. Airspace Protection Evaluation. All projects shall comply with Airspace Protection Policies of the ALUCP.

1. **Notice of Proposed Construction or Alteration.** Project applicants shall be required to file Form 7460-1, Notice of Proposed Construction or Alteration, with the Federal Aviation Administration (FAA) for any proposed new structure and/or alterations to existing structures (including ancillary antennae, mechanical equipment, and other appurtenances) that would exceed the FAA notification heights as depicted in ALUCP Exhibit 4-4a. Any project that would exceed the FAA notification heights shall submit a copy of the findings of the FAA's aeronautical study, or evidence demonstrating exemption from having to file FAA Form 7460-1, as part of the development permit application.
2. **Maximum Compatible Building Height.** The maximum height of new buildings/structures must be the lower of (1) the height of the controlling airspace protection surface shown on Exhibit 4-4 of the ALUCP, or (2) the maximum height determined not to be a "hazard to air navigation" by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.
3. **Other Flight Hazards.** Within Airport Influence Area (AIA) B, certain land use characteristics are recognized as hazards to air navigation and, per ALUCP Airspace Protection Policy 6—Other Flight Hazards are Incompatible, need to be evaluated to ensure compatibility with FAA rules and regulations. These characteristics include the following:
 - a. Sources of glare, such as highly reflective buildings, building features, or blight lights including search lights, or laser displays, which would interfere with the vision of pilots in making approaches to San Carlos Airport.
 - b. Distracting lights that could be mistaken by pilots on approach to San Carlos Airport for airport identification lightings, runway edge lighting, runway end identification lighting, or runway approach lighting.
 - c. Sources of dust, smoke, water vapor, or steam that may impair the vision of pilots making approaches to San Carlos Airport.
 - d. Sources of steam or other emissions that may cause thermal plumes or other forms of unstable air that generate turbulence within the flight path.
 - e. Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar.

- f. Features that create an increased attraction for wildlife as identified in FAA rules, regulations, and guidelines including, but not limited to, FAA Order 5200.5A, Waste Disposal Sites On or Near Airports, and Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports. Land uses with the possibility of attracting hazardous wildlife include landfills and certain recreational or agricultural uses that attract forty-eight (48) through large flocks of birds. Exceptions to this policy are acceptable for wetlands or other environmental mitigation projects required by ordinance, statute, court order, or record of decision issued by a Federal agency under the National Environmental Policy Act.

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