



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

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Amendments to the City of Redwood City's Zoning Ordinance in order to: 1) clean up sections that have become outdated over time and/or internally inconsistent; 2) implement required programs in City's Housing Element, and ; 3) implement streamlining policies to encourage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

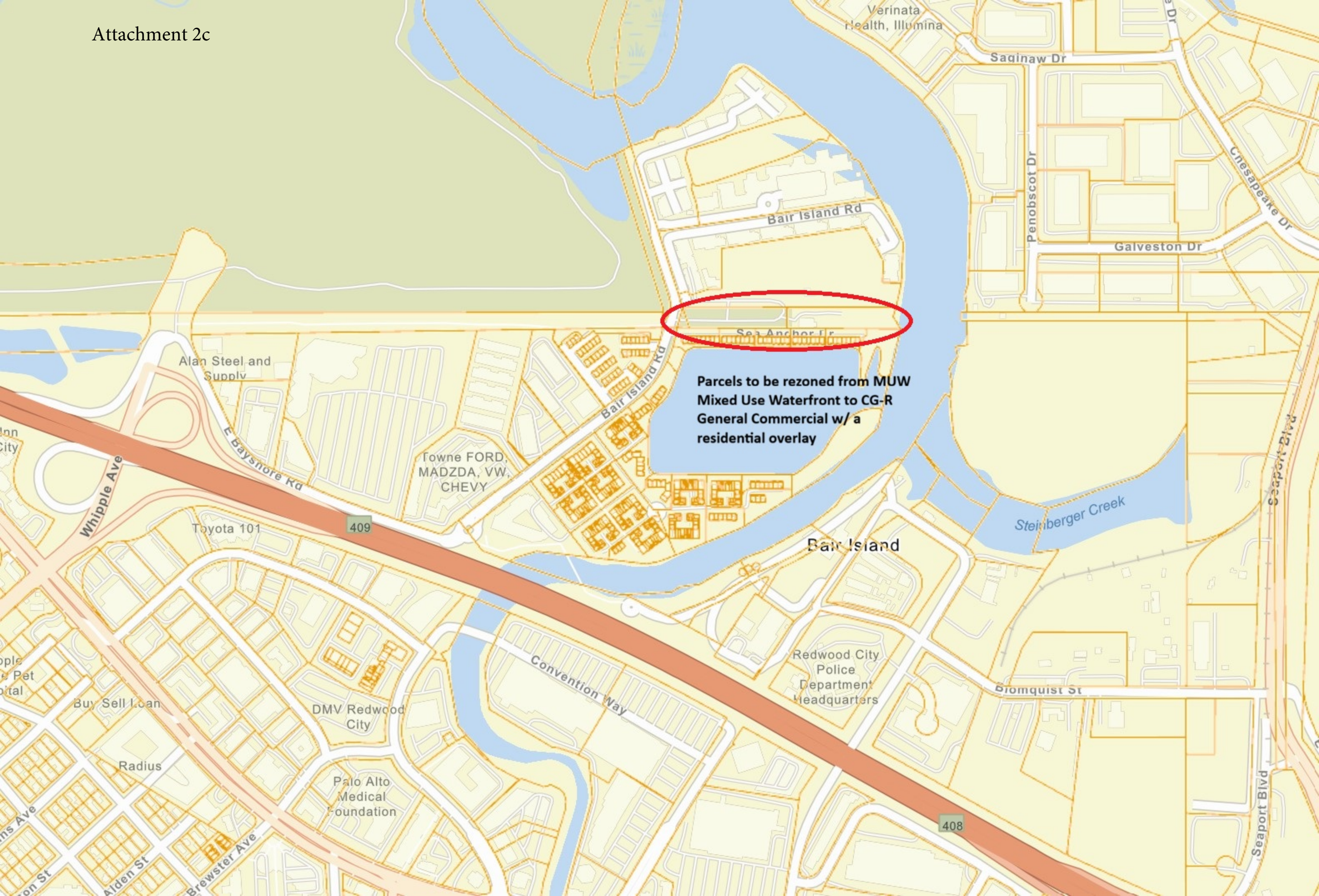
Redwood City Zoning Amendments - ALUCP Related			
Page in Document	Code Section(s)	Summary of Amendment	Consistency with ALUCP Analysis
10, 11	Article 11.2 & Article 11.4 PO	Allow medical clinics and accessory pharmacies within medical clinics by right. Both were previously conditional uses in the Professional 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	<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>
108, 109 ZONING MAP UPDATE			Airspace Protection: The proposed amendments would not make any changes to allowable building height.
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 of 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 rezone.</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 are 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>



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

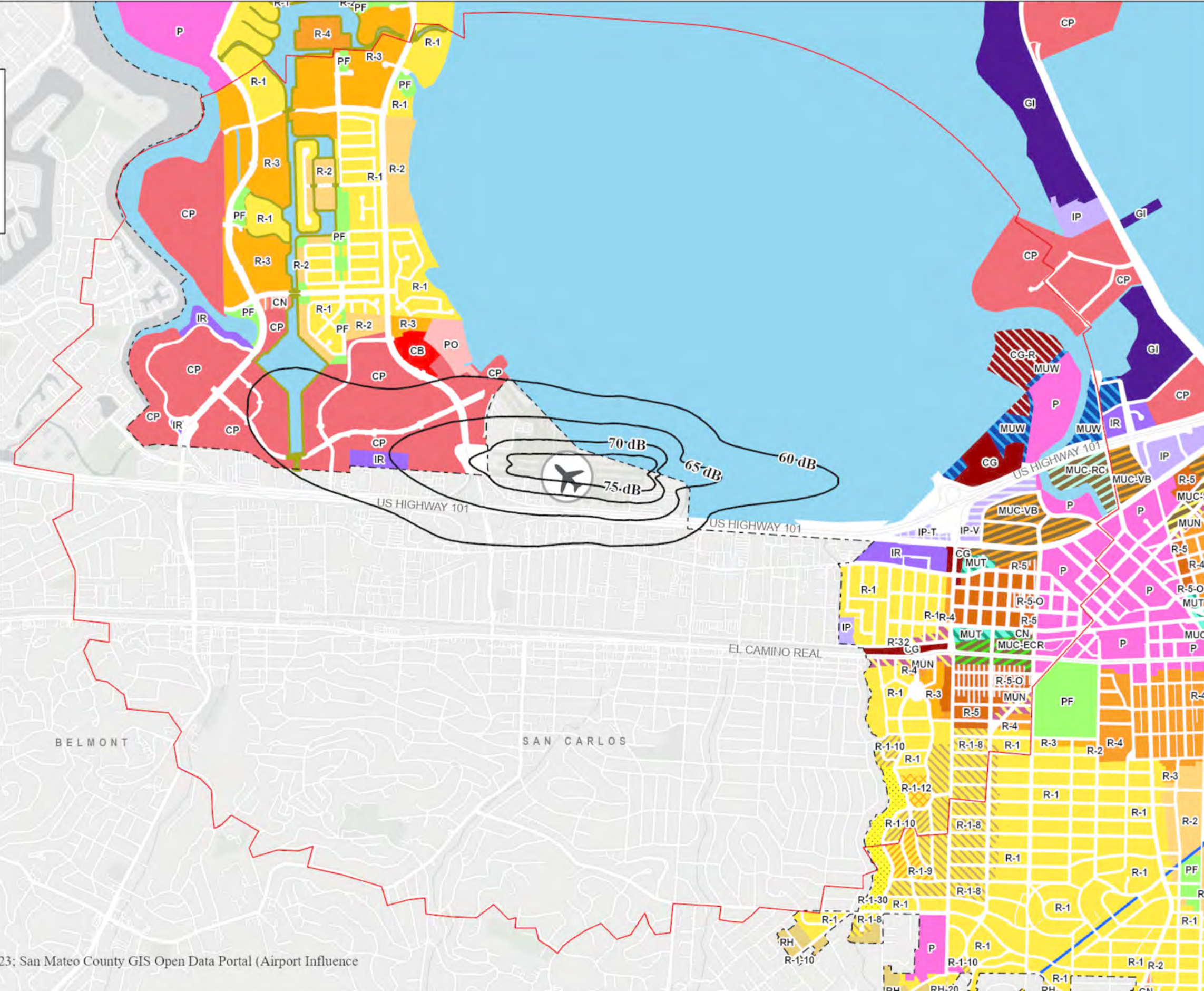
San Carlos Airport Noise Contours and Redwood City Zoning



- 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.

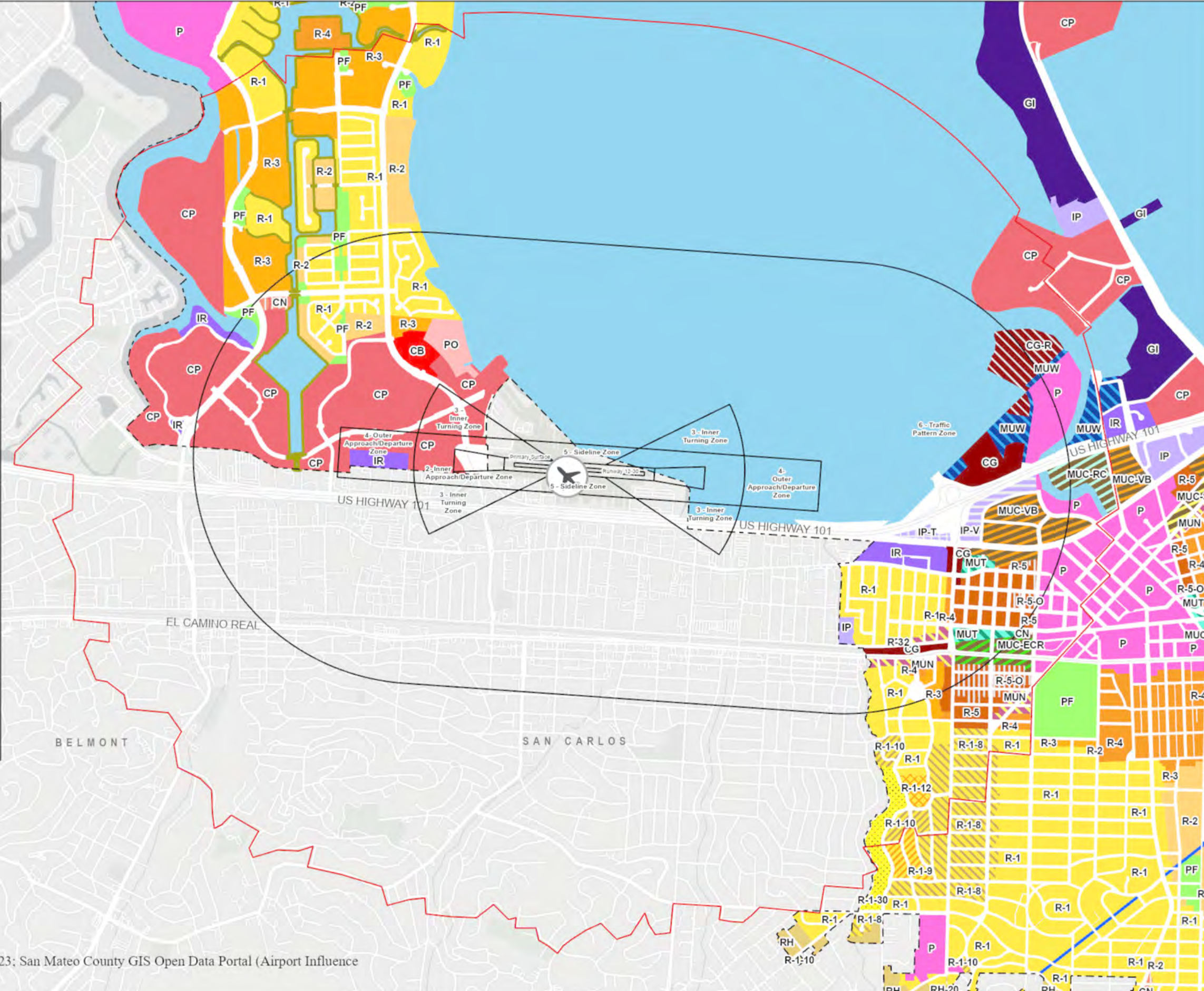
San Carlos Airport Safety Zones and Redwood City Zoning



- 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

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 & 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)