

DRAFT FINAL
HALF MOON BAY AIRPORT LAND USE COMPATIBILITY PLAN
<http://halfmoonbayalucp.airportstudy.com/>

Frequently Asked Questions

The Half Moon Bay Airport Land Use Compatibility Plan (ALUCP) is a set of adopted land use compatibility policies and criteria designed to encourage compatible land uses in the vicinity surrounding the airport. The last ALUCP for Half Moon Bay Airport was adopted in 1996, titled *San Mateo County Comprehensive Airport Land Use Plan*. The 1996 plan remains in effect until the proposed ALUCP update is adopted. The City/County Association of Governments of San Mateo County (C/CAG), in its designated role as the Airport Land Use Commission for San Mateo County, is responsible for preparing and administering the ALUCP.

- **What is the timeline for adoption of the proposed ALUCP update?**

A Draft Final ALUCP and Draft Initial Study and Negative Declaration (environmental review document) have been issued for public review and comment. Copies of each document are available online at <http://halfmoonbayalucp.airportstudy.com/>. The 30-day public comment period for the Draft Initial Study and Negative Declaration ends on July 23, 2014 at 5:00 p.m.

The next steps in the adoption process will be a public hearing with the Airport Land Use Committee scheduled for July 31, 2014, and a public hearing before the C/CAG Board scheduled for August 14, 2014. Pending the outcome of these two public hearings, the C/CAG Board is scheduled to formally adopt the ALUCP on September 11, 2014, whereupon it will become effective immediately.

- **How does the ALUCP affect local zoning and development regulations?**

The ALUCP establishes land use criteria for the types of land uses and concentration of people allowed within its safety zones; and the maximum allowed height limits for structures and other objects. The County is required to modify its development regulations and policies to be consistent with the criteria established in the ALUCP, or take steps necessary to overrule the Airport Land Use Commission.

- **What changes are proposed under the ALUCP update?**

Runway Safety Zones - There are 7 proposed runway safety zones at each end of the runway that cover a significantly greater land area than the existing 3 runway safety zones. The proposed safety zone criteria allow for increased intensity limits, or non-residential concentrations of people, but apply these limits to a greater geographic area where no limits currently exist. Density limits (i.e., number of dwelling units per acre) are applied to areas that currently do not have them, however, infill¹ development is allowed under the proposed plan. The ALUCP safety zones were developed using updated

¹ Infill: Development of vacant or underutilized land within established communities or neighborhoods that are already served with streets, water, sewer, and other infrastructure.

methodology from the 2011 *Airport Land Use Compatibility Planning Handbook*, which was not available when the 1996 plan was prepared, with adjustments to reflect the specific operating characteristics of the Airport. The current approach for delineating safety zones is based on accident risk areas using data from the National Transportation Safety Board and aircraft flight characteristics.

Noise Contours - Proposed noise contours for the ALUCP are calculated using a 20-year forecast of aircraft operations. A 60 CNEL (community noise equivalent level) noise impact boundary for the airport is used in the ALUCP and increases to 75 CNEL over portions of the runway. Under the proposed noise contours, new residential, institutional facilities, hotels, indoor recreation and limited outdoor recreation are conditionally allowed in the 60-64 CNEL while mobile home parks, outdoor music shells/amphitheaters, and outdoor sports stadiums are prohibited. Commercial uses are conditionally allowed in the 65-70 CNEL while residential, institutional facilities, hotels, and recreation are prohibited. Industrial and agricultural uses are allowed within all of the noise contours. The 1996 plan uses a 55 CNEL noise contour as the noise impact boundary for the airport, which is more restrictive than the State's 60 CNEL noise impact criteria.

Height Restrictions - Airspace plans under the ALUCP allow for increased airspace penetration at both ends of the runway. The ALUCP establishes criteria for limiting the height of structures and other objects within each runway safety zone, ranging from 35 feet to 100 feet depending on the geographic location and terrain elevations within the Airport Influence Area Zone.²

- **Will the ALUCP impact existing housing and businesses?**

The policies within the ALUCP are not intended to remove existing incompatible uses and none of the compatibility criteria contained within the plan are retroactive to existing land uses.

- **Can modifications be made to nonconforming uses,³ such as homes at Pillar Ridge?**

Modifications to nonconforming land uses are permissible under the ALUCP, provided that the modification does not increase the magnitude of the nonconformity (i.e., the number of dwelling units on a lot for residential land uses; or the size of the nonconforming use in terms of lot area and building floor area for nonresidential land uses). While a majority of the Pillar Ridge Community will become nonconforming under the ALUCP, replacement in kind of individual homes under the nonconforming provisions of the ALUCP is allowed.

- **Will the ALUCP allow infill in Princeton or Moss Beach?**

Where nonconforming development exists, additional infill development of similar land uses may be allowed to occur even if the land uses are prohibited elsewhere in the safety zone. The maximum parcel size for an infill project is 10 acres.

² Airport Influence Area: The geographic area defined by the outer boundary for which the ALUCP has jurisdiction over.

³ Nonconforming Use: An existing land use or building that does not comply with the ALUCP.

- **How does the ALUCP affect the County's Airport Overlay (A-O) Zoning District?**

New safety zones are being established under the ALUCP, along with updated or new development criteria. The County is responsible for updating any applicable zoning districts and regulations, including the A-O District, to comply with the criteria of the new safety zones. Compliance could include amending or eliminating the A-O Zone.

- **What stage of the development review process does my project need to be at in order to not be subject to the ALUCP update?**

Any proposed development that has an application deemed complete by the San Mateo County Planning and Building Department prior to the adoption of the ALUCP will be evaluated under the 1996 ALUCP.

- **What is a "displaced threshold" and how does it impact the proposed runway safety zones?**

The displaced threshold is a painted line located at a point on the runway other than the physical beginning or end of the runway and indicates the landing point for aircrafts. The Half Moon Bay Airport has a displaced threshold at both ends of the runway. The displaced threshold only designates the location for aircraft landings and does not impact aircraft departures. Runway safety zones are based on the physical end of the runway regardless of the presence of a displaced threshold. While the 2013 Airport Layout Plan⁴ calls for the removal of the 762-foot displaced threshold from Runway 30 (southern end of runway), its removal does not impact the proposed runway safety zones.

- **How are airport traffic projections in the ALUCP generated?**

Airport traffic projections were generated using an FAA-approved statistical methodology for estimating general aviation operations using local variables. There are 2 levels of airport activity, high- and low-level, based on aircraft operations (an operation is a take-off or landing). The operational threshold for a low-level activity airport is 2,000 operations per year. Any airport exceeding 2,000 operations per year is considered a high-level activity airport. The Half Moon Bay Airport does not qualify as a low-level activity airport as existing 2012 traffic projections total 46,832 operations, and the 20-year airport operations projection is 59,500, well above the threshold of a low-level activity airport. Airport traffic projections are a factor for determining noise contours and runway safety zones. The FAA has approved the forecasted methodology and operation levels used in the ALUCP.

⁴ Airport Layout Plan: Scaled drawings of existing and proposed on-airport facilities.

DISCLAIMER: The information provided in this document is based on the June 2014 DRAFT FINAL Half Moon Bay Airport Land Use Compatibility Plan, and is subject to change.