

## EXHIBIT C

### City of San Carlos

#### 2045 General Plan Reset Project

#### Summary of Proposed Policy and Action Items Amendments

This document presents proposed amendments to the San Carlos 2030 General Plan. Underlined text represents language that has been added to the General Plan; text with ~~strikethrough~~ has been deleted from the General Plan. This document focuses on non-formatting changes to the policies and actions of the General Plan and does not include changes to the General Plan format, background information, or narrative language.

#### Chapter 3 – Land Use Element

- **Action LU-1.1:** Continue to evaluate the Transportation Demand Management Ordinance to encourage mode shift ~~Amend the Zoning Ordinance to create a Transportation Demand Management Ordinance that contains strategies to enhance travel patterns and to reduce vehicular trip generation from new development by 20 percent.~~
- **Policy LU-4.3:** Annexation of undeveloped parcels shall be in substantial compliance with the following criteria:
  - a. The parcels are contiguous to parcels located in the City of San Carlos and contiguous or provisions have been made to become contiguous to city streets.
  - b. Require minimum lot size in hillside areas considered for subdivision or annexation to be larger than lots on flat areas to minimize slope instability, erosion and drainage impacts. Lots shall meet, or shall be merged to meet, the minimum lot size established in the subdivision ordinance.
  - c. Parcels with development potential of five or more lots shall cluster single-family detached homes ~~utilizing the Planned Community PC zone~~ to the degree feasible. In such cases the density may not exceed the density permitted by the lot size standards of the San Carlos Subdivision Ordinance. Further, the provisions related to portions of the development which must remain ungraded shall apply. Only the lot size requirements may vary. In such cases, the minimum lot size shall be 10,000 square feet.
- **Policy LU-4.6** Parcels proposed for annexation to the City shall be prezoned.
  - a. Undeveloped Residential Parcels. Parcels with development potential of five or more lots shall be zoned to Planned Community ~~(with minimum R-1-LD Development Standards)~~ Development with minimum RS-3 development standards prior to approval of a Tentative Subdivision Map.  
Parcels with development potential of less than five lots shall be prezoned RS-3.
  - b. ~~Other parcels proposed for annexation shall be prezoned R-1-LD Low-Density, Single-Family Residential District.~~ Developed residential parcels and parcels with development potential for nonresidential use shall be prezoned consistent with surrounding and/or like zoning district classifications which represent uses intended for the property.

- **Policy LU-5.16:** Identify, develop and implement ~~Redevelopment Agency sponsored~~ programs and other public/private partnership developments to help facilitate economic development.
- **Action LU-6.5:** Continue to implement the East Side Innovation District Vision Plan adopted on October 25, 2021 (Resolution 2021-107).
- **Policy LU-5.17:** Encourage the development as well as improvements to the ingress and egress on the following public parking lots ~~plazas~~: South Plaza, Williams Plaza, Wheeler Plaza and Clark Plaza. Encourage the consolidation and acquisition of parcels when opportunities become available to expand the public parking lots ~~plazas~~, provide improved ingress and egress and improve the efficiency of design.
- **Action LU-7.1:** Continue to implement the City's adopted Bicycle and Pedestrian Master Plan adopted on June 9<sup>th</sup>, 2020 and update the Master Plan as needed. Prepare a ~~community study to seek new ways to enhance walkability and connect all areas of the community. The current Bicycle Transportation Plan could be expanded to be a Bicycle and Pedestrian Transportation Plan.~~
- **Policy LU-8.19:** Residential structures shall be de- signed to be compatible with existing structures in the vicinity, avoid obstructing views from adjacent structures or views of community importance, avoid interference with the right or ability to use solar energy and be consistent with the Objective Design Standards ~~community design principles~~.
- **Policy LU-12.1:** Evaluate historical, cultural, and tribal cultural resources early in the development review process through consultation with interested parties.
- **Action LU-12.1:** Ensure thorough compliance with the provisions of the California Environmental Quality Act (CEQA) relating to potential impacts to cultural, ~~and~~ historical, and tribal cultural resources.
- **Action LU-12.6:** The City of San Carlos shall develop mapping to indicate areas in the City with archaeological sensitivity and guidance documentation for public and private construction projects that involve ground disturbance activities in areas with archaeological sensitivity. The requirements may include 1) an archeological records search, 2) construction training for cultural sensitivity, and 3) procedures if archaeologic resources are discovered.

## Chapter 5 – Circulation and Scenic Highways Element

- **Policy CSH-3.1:** Strive to reduce baseline and development-related traffic by implementing and enforcing the Transportation Demand Management Ordinance 20 percent through public-private partnership efforts.
- **Policy CSH-3.3:** Support the incorporation of Transportation Demand Management measures in new development to reduce traffic impacts.
- **Policy CSH-3.7:** Public sidewalks and walkways shall be designed to accommodate access in accordance with the Americans with Disabilities Act, and including any other applicable State and federal laws, regulations and guidelines, and shall be kept clear of obstruction.

- **Policy CSH-3.8** The City shall ~~strive to maintain intersection~~ continue to evaluate service levels ~~above the mid-range of level D (not to exceed a Volume-to-Capacity Ratio (V/C) of .85 or a total average delay time at intersections of 45 seconds whenever V/C Ratio is not available)~~ metrics as provided by the City's Transportation Impact Analysis (or Transportation Study) Guidelines as adopted November 12, 2024, Resolution 2024-118. The City recognizes that certain development project(s) may cause this level of service goal ~~these thresholds~~ to be exceeded. The City may approve such development project(s) if specific economic, legal, social, technological, or other benefits outweigh the adverse effects of exceeding the mid-range level D goal thresholds as set forth in the Transportation Study Guidelines.
- **Action CSH-3.2:** The City shall consider adoption of a Transportation Impact Fee for new development to support city-wide Transportation Demand Management measures.
- **Policy CSH-4.2:** Reduce potential conflicts, safety hazards and physical obstacles between bicyclists, automobiles and pedestrians and ensure compliance with the Americans with Disabilities Act, and including any other applicable State and federal laws, regulations and guidelines.

## Chapter 6 – Environmental Management

- **Policy EM-1.1:** Ensure that potential impacts to biological resources and sensitive habitat are carefully evaluated when considering development project applications through the preparation of a biological resources assessment by a qualified biologist. Require such biological resource assessments as part of project approval for proposed development on sites that may support special-status plant and animal species, sensitive natural communities, important wildlife corridors, riparian habitat, or regulated wetlands and waters.
- **Action EM-1.5:** Require that major new buildings and taller structures that extend above the existing surrounding urban fabric and height of the tree canopy be designed to minimize the potential risk of bird collisions using input from the latest bird-safe design guidelines and best management practice strategies to reduce bird strikes.
- **Action EM-7.3:** Update the Climate Action Plan (CAP) every five years, including but not limited to:
  - a. A revised greenhouse gas (GHG) emissions inventory;
  - b. An overview of new knowledge of the causes and anticipated impacts of climate change;
  - c. Collaborate with stakeholders and volunteers to assist in the preparation and implementation of the effective CAP.
  - d. An assessment of the appropriateness and adequacy of San Carlos' GHG reduction target;
  - e. A summary of the quantified cost per metric ton of carbon dioxide equivalent reduced per emission reduction measure;
  - f. An evaluation of the effectiveness of existing programs; ~~and~~

g. Considerations for the use of low-carbon and sustainable materials to reduce embodied carbon in construction and to meet GHG reduction target(s); and

hg. Modifications to goals, policies and strategies as needed to achieve the GHG reduction target.

## **Chapter 7 – Parks and Recreation**

- **Policy PR-2.3:** Continue to support implementation of trail connections as identified in the City's Master Plan for Parks, Open Space, Buildings and other Recreation Facilities Potential Trail Connections Plan.
- **Policy PR-3.7:** Protect the Youth Center as a valuable venue ~~exclusively for~~ giving priority to youth activities and programs as subject to the terms in the Youth Center Use Policy adopted by City Council.

## **Chapter 9 – Noise**

- **Policy NOI-1.8:** ~~During all phases of construction activity, reasonable noise reduction measures shall be utilized to minimize the exposure of neighboring properties to excessive noise levels.~~  
a. Construction All construction activities shall comply with the City's noise ordinance. Development projects that require an acoustical study shall incorporate reasonable noise and vibration reduction measures and best management practices to minimize excessive noise levels during all phases of construction activity. Reduction measures and best management practices may include, but are not limited to, noise control techniques for construction tools and equipment, construction site management techniques, temporary noise barriers, noise monitoring and reporting, and/or construction traffic management.
- **Policy NOI-1.12:** Ensure consistency with the noise compatibility policies and criteria contained in the ~~San Carlos Airport Land Use Plan~~ Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport.