

Northeast Area Specific Plan

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Northeast Area Specific Plan

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Prepared for



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xxxx

This Specific Plan was the culmination of collaboration and civic discourse over the last two years and would not have been possible without the time, knowledge, and energy of the property owners, business owners, and residents of San Carlos who attended public workshops, Planning and Transportation Commission and City Council meetings, generously provided their invaluable input.

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CHAPTER 1

Introduction



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Figure 2 An aerial photograph of Industrial Road and surrounding properties, looking southeast.

INTRODUCTION

1.1

At 2025, Why Now?

The East Side is transforming.

Since partially being annexed into the City of San Carlos in 1997, the Northeast Area (the area) has remained largely unchanged. For decades, many businesses have offered a wide mix of services, businesses, and office uses. These businesses serve the San Carlos community and customers throughout the Peninsula and greater Bay Area.

Over the last few years, numerous properties have changed to new owners, and the area is experiencing renewed development interest, especially in the life science and biotechnology sectors. As a part of the City of San Carlos 2022 Strategic Plan, the City Council directed staff to prepare a Specific Plan to manage and direct changes in the area. This includes examining what regulations can be implemented to support the existing businesses and industrial fabric, while encouraging new development and welcoming new businesses and new jobs into the City. This presented an opportunity for the City of Good Living to ensure sustained economic prosperity through a diverse mix of different types of businesses, redefining what it means to be a maker in the 21st century.

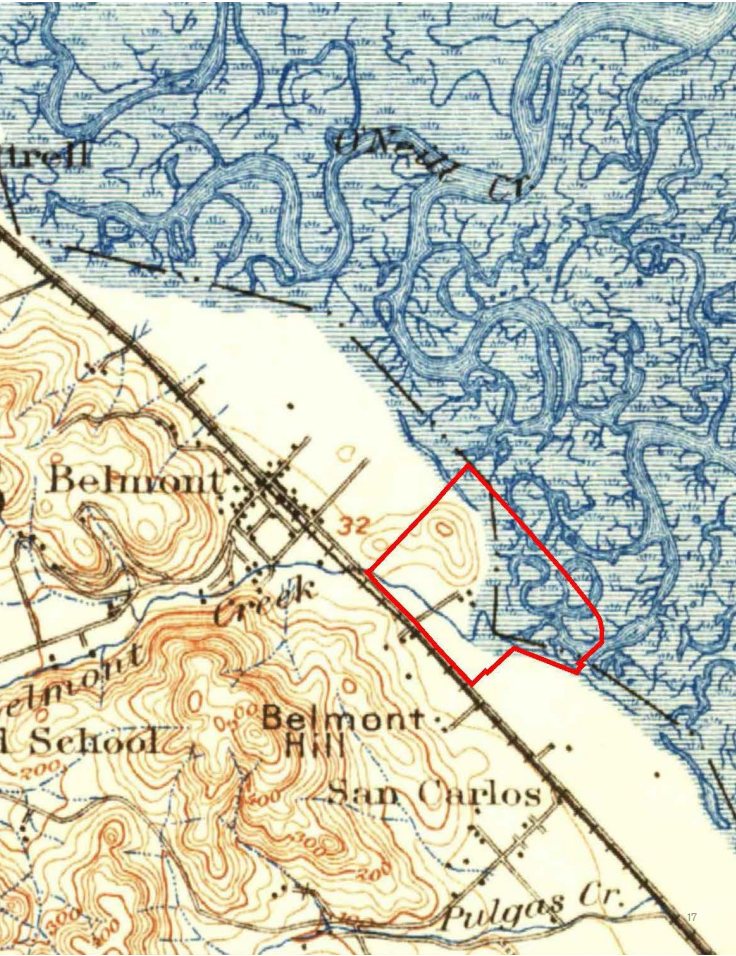
At the onset of the project, the question of whether housing is appropriate in this area arose. All California cities and counties must provide a framework for the community's long term approach to housing. Housing affordability in San Mateo County and in the Bay Area as a whole is a critical issue. Council directed staff to examine if the Northeast Area would be viable for residential mixed-use development in the future and if so,

where. With its proximity to Caltrain, El Camino Real, and Downtown as well as the Greater East San Carlos Neighborhood, the area is well situated to become a transit oriented community.

San Carlos, like most communities in California, is directly experiencing multiple impacts of climate change. The Northeast Area, being close to the Bay and on low-lying terrain, is particularly vulnerable to bayshore flooding and sea level rise. The historic topographic map circa 1850 (Figure 3) indicates that a large segment of the district was originally a part of the historic San Francisco bayshore. In recent years, strong storms and king tides have swept the Bay Area causing major flooding and damage to Northeast Area properties, disrupting transportation routes, and harming important economic assets. Along the San Carlos bay shoreline, sea levels are projected to rise approximately 24 inches by 2050 and 84 inches by 2100. If left unaddressed, sea level may rise to permanently flood low-lying areas in the Northeast Area.

These considerations, among many others, have informed the Northeast Area Specific Plan, a shared City-Community vision for a resilient 21st century district. The Specific Plan responds to the increasing hazards posed by climate change, while envisioning a future built environment that serves all San Carlos employees and residents for generations to come. Grounded in community input, the Specific Plan reflects an ambitious yet pragmatic vision that will be realized incrementally over time.

Figure 3 Historic Topographic Map circa 1850



INTRODUCTION

1.2

Where Is The Northeast Area?

The Northeast Area is comprised of 145 acres located on the eastside of San Carlos.

The boundary consists of US 101 to the east, Belmont Creek and the Harbor Industrial Area to the north, Caltrain rail tracks to the west, and the Greater East San Carlos neighborhood to the south. The district is located within a 10-minute walk of both the San Carlos and Belmont Caltrain Stations.

The Northeast Area is home to over 175 diverse businesses. Some of San Carlos' largest employers are located in the district, including Sutter Health Palo Alto Medical Foundation, Natera, Inc. (a clinical genetic testing company), PG&E, and Delta Star (a transformer manufacturing company). Smaller business also call the Northeast Area home and offers services including recreation, gardening supplies, food service equipment, plumbing services, office supplies, and photography.

The Northeast Area offers a variety of small-scale industrial spaces. These spaces provide entrepreneurs and small businesses with relatively lower-cost rents and the opportunity to start and grow. The spaces are adaptable and flexible to changing economic conditions, allowing businesses to pivot and adjust to new market conditions as needed.

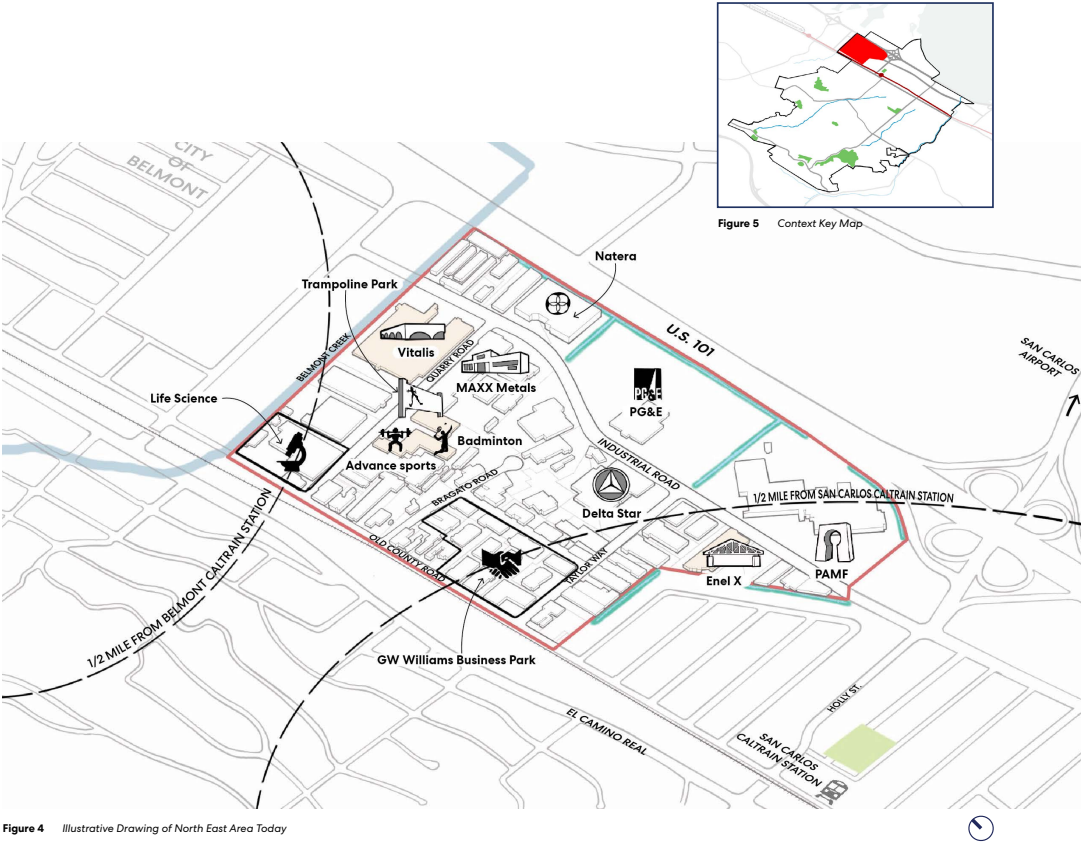


Figure 4 Illustrative Drawing of North East Area Today

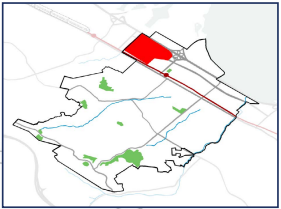


Figure 5 Context Key Map

INTRODUCTION

1.3

What Is A Specific Plan?

A Specific Plan is a planning and policy document, that establishes a vision for a defined area or district within a city.

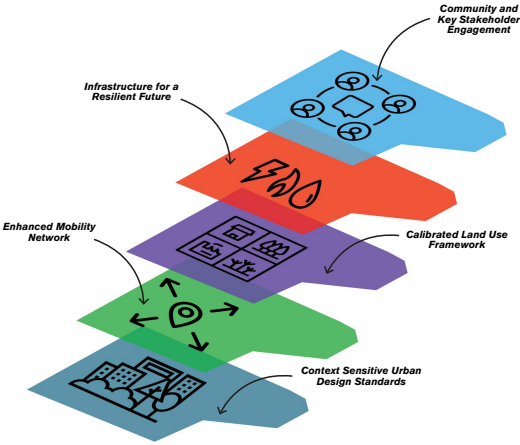
The purpose of this Specific Plan is to serve as a detailed framework for guiding development within the Northeast Area in San Carlos, ensuring it aligns with the community's goals and with the City's General Plan. It outlines infrastructure improvements, protects resources, attracts investment, and enhances quality of life by laying out guidelines for land use, transportation, and environmental resilience As directed by State law, the Northeast Area Specific Plan covered the following:

- Collaborated closely with the community and key stakeholders to forge a cohesive and forward-looking vision for the area, ensuring it meets the aspirations and needs of those it will affect.
- Conducted a careful evaluation of the existing infrastructure and formulated strategic recommendations to address the anticipated future needs of the neighborhood to ensure the area's infrastructure can support its growth and evolution.
- Established a robust framework for land use that directs development towards creating a transit-oriented, mixed-use neighborhood. This framework aims to facilitate a blend of residential spaces and job opportunities, fostering a community where living and working are closely integrated.
- Enhanced the mobility infrastructure to support a diverse mix of industrial and residential traffic. This includes accommodating trucks and personal vehicles while promoting bicycle and pedestrian connectivity, ensuring seamless and safe movement throughout the area.

- Developed urban design standards that emphasize the creation of walkable, livable environments. These standards apply to streets, streetscapes, buildings, and open spaces within the project area, prioritizing public well-being and aesthetic harmony to enhance the quality of life for all residents.

Of critical importance is ensuring that the Specific Plan supports and reinforces the plans already adopted as well as the separate but complementary planning efforts being conducted in parallel. This includes the following:

2045 General Plan Reset is the City's official policy document that guides new development and capital projects as San Carlos evolves and changes over the course of a 20-year time horizon. In May 2025, the City adopted an update to the 2030 General Plan to reset the horizon year from 2030 to 2045 to accommodate continued interest in the development of new offices, restaurants, commercial uses and services, retail, industrial, and housing in the City. The 2045 General Plan Reset was much more focused than a complete General Plan Update. It did not include any changes to the 2030 General Plan land use designations or development standards; instead the focus was to adjust development projections to the year 2045. The update also accounted for other long range planning initiatives, specifically the Downtown and Northeast Area Specific Plans.



Downtown Specific Plan is creating a new vision for Downtown San Carlos based upon what the community most loves and celebrates about Downtown, and what needs updating.

Objective Design and Development Standards creates clear and measurable design standards for mixed-use and multi-family residential projects, as well as single-family units.

East Side Innovation District Vision Plan (adopted in 2021) guides new development in the 150-acre commercially zoned area. This area is envisioned to be a well-connected, multi-modal neighborhood with a mix of uses that integrates existing businesses with new science and technology uses.

Climate Mitigation and Adaption Plan (adopted in 2021) is San Carlos' strategic plan to reduce greenhouse gas emissions and adapt to changing climate conditions.

Bicycle and Pedestrian Master Plan (adopted in 2020) identifies specific projects and policies to enhance the walkability and bikeability of San Carlos.

Figure 6 The Layers of the Specific Plan

1.4

This plan document is structured into seven comprehensive sections, each designed to provide a holistic understanding and actionable framework for the transformative development of the Northeast Area.

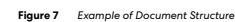
Chapter 2 - The Vision: This chapter articulates the overarching vision, outlines key planning principles, and describes the planning process undertaken. It sets the stage for the Specific Plan's development, establishing a context that

Chapter 3 - Existing Conditions: This chapter outlines the current state of the area, and delves into its existing conditions through historical maps, topographical studies, and an analysis of its socio-economic fabric. This baseline assessment is crucial for understanding the area's challenges, needs and future potential.

Northeast Area Specific Plan

Chapter 7 - Implementation: The document concludes with an Implementation chapter, which lays out the infrastructure improvements, capital investments, monitoring mechanisms, community benefits menu, and funding and financing required to realize the plan's vision.

Appendix: The appendix provides a treasure trove of reference materials, including market studies and analyses on infrastructure and sustainability, that have informed the creation of this Northeast Area Specific Plan.



INTRODUCTION

1.5

Who Shaped This Plan?

Community engagement and comprehensive stakeholder involvement have been central to shaping the Specific Plan, finding consensus between a diverse cross section of the San Carlos population.

The process began with a stakeholder focus group workshop conducted by the City and Consultant team in February 2023, marking the commencement of a series of community workshops. These workshops, designed to mirror the Plan's key decision milestones, included an initial visioning session, a feedback gathering stage on the developing preferred option, and a final meeting in November 2024 for final comments before finalization of the Specific Plan.

This approach ensured that the Plan accurately reflected the community and city's aspirations and requirements. To complement these in-person engagements, the City and Consultant

Team also implemented online surveys. This was supplemented by two pop-up events, hosted at the San Carlos Public Library and Auto Vino, aimed at both gathering additional feedback and raising public awareness about the ongoing Specific Plan.

Engagement with the Planning and Transportation Commission and the City Council occurred at significant points during the process, inviting their insights and opinions on the Specific Plan's direction and the future of Northeast San Carlos. This comprehensive engagement strategy has ensured a Plan that is both reflective of and responsive to the community's and stakeholders' visions for the area.

NEASP ENGAGEMENT BY THE NUMBERS



3 online surveys distributed after each public workshop.



3 virtual community workshops which included interactive sessions on plan development and refinement.



3 virtual focus groups with property owners, business owners, and developers.



2 Planning and Transportation Commission worksessions with public comment.



3 pop-ups at the San Carlos Public Library and AutoVino.



2 City Council worksessions with public comment.



3 project updates with property owners and the Greater East San Carlos neighbors.

INTRODUCTION

1.5



CITY STAFF VISIONING SESSION AND SITE TOUR

At the onset of the planning process, city department representatives came together to walk the area and discuss opportunities and challenges.



LIBRARY INFORMATIONAL POP UP

City staff answering community questions about the Specific Plan process at the San Carlos Library.

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AUTOVINO POP UP EVENT

City staff hosted an outdoor pop up event at Auto Vino inviting community members to share their thoughts on the draft land use and urban design concepts.



VIRTUAL COMMUNITY WORKSHOP

City staff and the consultant team presented in progress design options and facilitated community discourse at the 2nd virtual workshop in August 2023.

Figure 8 Community Engagement Meetings Photos

CHAPTER 2

The Vision



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Figure 9 An aerial photograph of Old County Road and the Caltrain Berm

THE VISION

2.1
A Vision For 2045

The Northeast Area Specific Plan envisions a mixed-use district that lies at the nexus of traditional industry, innovation, and resilient, inclusive community life.

Streets and public spaces are multi-functional, serving as effective means for modes of low-carbon transport to effectively navigate the district, supports vibrancy and economic development, while acting as an absorbent landscape defending the district from flooding and sea level rise.

Legend

Zoning	Mobility	Resilience
Industrial Professional	Industrial Priority Street	Major Stormwater Infrastructure
Production and Innovation	Local Streets	Existing Water Channel
Mixed-Use Northeast 90	Multi-Modal Street	Water Retention in Private Open Space
Mixed-Use Northeast 75	Neighborhood Greenway	Stormwater Flow
Planned Development	Pedestrian/Bike Paseo	
	F Street Underpass	
Active Uses	Belmont Creek Trail	
Retail Gateway	El Camino Real	
Industrial, Artisan, Manufacturing	Mobility Hub	
Ground Floor Active Uses		



Figure 10 San Carlos Specific Plan Vision Diagram

2.2

Guiding Principles

The following guiding principles reflect the community's aspirations for the Northeast Area as it grows incrementally and intentionally over the next 20 years.



Celebrate the Industrial Legacy

This Plan should foster a unique identity for Northeast San Carlos that honors the industrious and innovative spirit of the region.



Calibrate the Right Mix-of-Uses

The land use should be diverse, stimulating economic activity while balancing industrial and residential needs to create a dynamic and adaptable urban fabric.



Improve Access for All Modes of Transportation

The transportation network should be inclusive and multi modal, prioritizing seamless connectivity for all user groups in the area.



Champion District Resiliency

The Northeast Area should promote and incentivize sustainable and innovative design practices on the district scale.



Address Flooding and Environmental Issues

The Specific Plan should propose and incentivize proactive measures aimed at mitigating flooding risks and addressing environmental contamination challenges.



Develop District Parking Strategies

The parking strategy should focus on optimizing parking availability and management to create shared parking systems.

2.3

Land Use and Urban Form

Community stakeholders spoke about a need for balanced economic growth, sensitive integration of residential uses, and provision of community amenities to support change.

WHAT WE HEARD

Focus On Economic Growth, But Preserve Existing Businesses

- Protect the unique, diverse mix of local-serving businesses and ensure they have the space to operate and adapt by supporting flexible use and improvements.

Provide Open Space or Community Amenity for Employees and Residents

- Enhance amenities and open space for employees and residents.
- Enhance the community by adding daytime amenities and restaurants for employees, improving family recreational options, and creating a trail along Belmont Creek for better connectivity.

Integrate Residential Uses

- Support for thoughtfully located housing, especially affordable housing.
- Prioritize multi-family housing, concentrating along the south side of the Plan Area to take advantage of transit proximity.
- Consider the transition to Greater East San Carlos neighborhood. Implement height transitions and buffers between non-residential and residential areas to ensure harmonious coexistence within the community.

HOW THE SPECIFIC PLAN RESPONDS

- ✓ **Preservation of existing permitted land uses** in the Light Industrial (IL) and Industrial Professional (IP) zoning districts.
- ✓ Ground floor requirements for **small scale manufacturing spaces** on select roads to support current and future generations of San Carlos makers.
- ✓ Ground floor **retail at the district's major gateways** and allowable ground floor active uses along major corridors.
- ✓ **Residential mixed-use zoning in the southwestern** portion of the Plan Area to balance employment with the City and region's need for housing.
- ✓ Ensuring that **critical services for the region** including PG&E and Palo Alto Medical Foundation (PAMF) are able to remain in the district.
- ✓ **Calibrated height and density envelopes** that enables a dense, compact urban district with stepdown requirements to the surrounding neighborhood.
- ✓ The updates to land use classifications, density, and height allowances could allow for a **20-year development projection** of the following:

LAND USE	ALLOWABLE SQUARE FOOTAGE NET INCREASE
General Light Industrial	700,000
Manufacturing	492,000
Warehouse	40,000
Research and Development	2,964,000
General Office	180,000
Retail	80,000
Utilities	52,000
Residential	1,890,000 (1,890 units)

Table 1 20-Year Development Projection

THE VISION

2.3

Land Use and Urban Form

The Specific Plan outlines a long term land use and urban form framework to guide intentional growth and investment, centered on leveraging future market demand to deliver tangible community benefit.

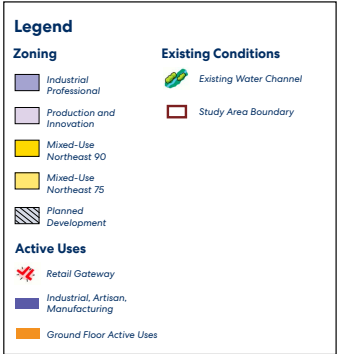


Figure 11 Land Use and Urban Form Vision Diagram

THE VISION

2.3

Land Use and Urban Form

Weaving together a dynamic mixed-use district where existing and future employees and residents can thrive.



TRADITIONAL LIGHT INDUSTRIAL
Traditional light industrial uses can thrive in a mixed-use district, preserving space for operations, freight, and storage.

Figure 12 Aerial of Existing Industrial, Northeast Area, San Carlos, California



RESEARCH AND DEVELOPMENT (R&D)
R&D and life science uses serve as major economic engines, where an influx of employees into the district can catalyze retail and community uses.

Figure 13 University of Cincinnati Gardner Neuroscience Institute Cincinnati, Ohio



SMALL SCALE MANUFACTURING
Allowing uses that compliment the district's industrial uses and allow for additional job sectors to thrive.

Figure 15 1 De Haro, San Francisco



RESIDENTIAL MIXED-USE
Creating active ground floor uses can compliment the neighborhood and promote a lively neighborhood.

Figure 14 Bongaroo South Public Domain, Australia



RETAIL AND COMMUNITY USES
Creating opportunities for community and retail to make use of building frontages along appropriately chosen streets.

Figure 16 Ninot Market Refurbishment Barcelona, Spain

THE VISION

2.4
Mobility and Parking

Community stakeholders spoke about a need for improved connectivity, effective parking solutions, and first-last mile connections to Caltrain and SamTrans.

WHAT WE HEARD

Focus On Improved Street Connectivity

- Plan for a connected, functional street grid that looks beyond the Plan Area to reduce congestion, while supporting future urban development in both the Northeast Area and Belmont's Harbor Industrial Area.
- Enhance Bike and Pedestrian Connectivity, including extending Eastside Connect along Old County Road and adding a trail along Belmont Creek.

Enact Effective Parking Solutions

- Develop a parking strategy that enables existing businesses to continue to operate while ensuring new development can accommodate parking demand.
- Ensure new development have enough parking and works with the City to prevent streets from being used for vehicle storage.

Prioritize Safety For All Modes

- Address safety concerns on all streets to create a safer and more accessible environment for pedestrians, bicyclists, freight, and private vehicles.
- Address safety concerns at existing pedestrian paseos to El Camino Real and proposed paseos into the surrounding community.

Provide First and Last Mile Transit Solutions

- In order to fully take advantage of nearby transit and reduce vehicle activity, invest in first mile / last-mile mobility options for easy access to the Caltrain Stations and bus transit on El Camino Real.

HOW THE SPECIFIC PLAN RESPONDS

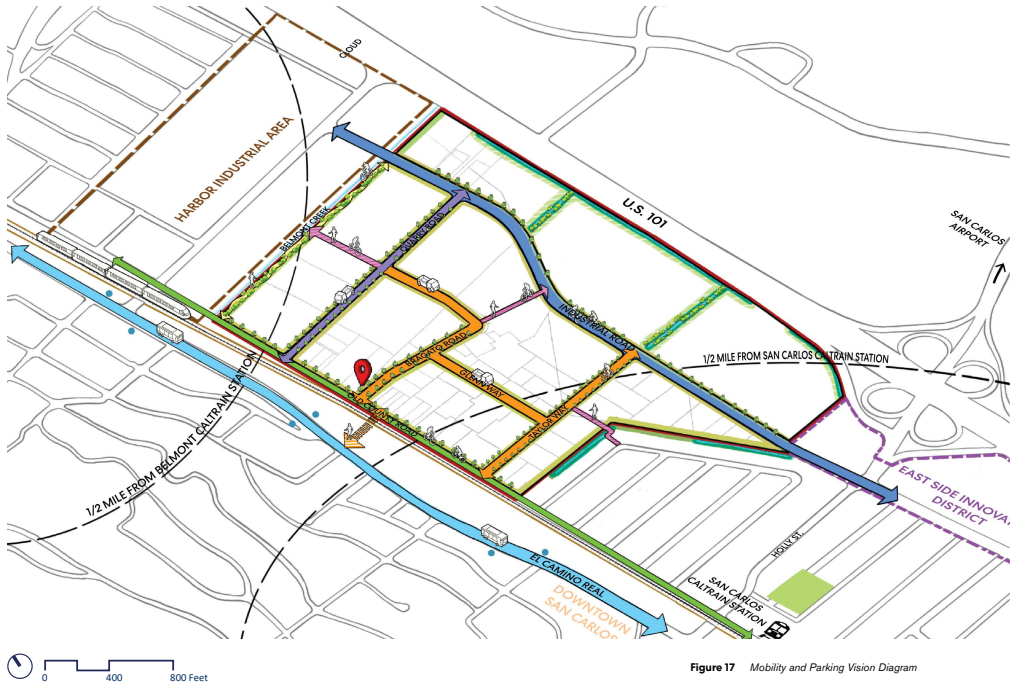
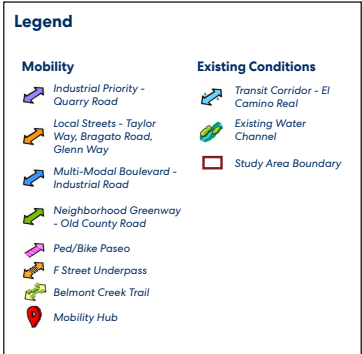
- A new public street segment** between Quarry Road and Bragato Road which creates an additional internal north-south connection through the district.
- Roadway safety measures** like a new signalized intersection on Industrial Road, mid-block crossings with traffic calming measures.
- Intentional on-street curb flexible space** to serve the larger district including designated spaces for paid and permitted on-street parking, commercial loading, and mobility hubs.
- Class I protected bikeways** on select streets to ensure a safe, low-stress biking experience that connects to the larger city network.
- Publicly accessible paseos and a Belmont Creek multi-use trail** which serves as both active transportation corridor as well as usable community open space.
- The proposed siting of a **district mobility hub** enables access to multiple transportation options.
- Updated parking requirements** for new development and **shared parking** policy to ensure supply can be used as efficiently as possible.

THE VISION

2.4

Mobility and Parking

The Specific Plan outlines a multi-modal, low-carbon transportation network that balance the needs of current and future users. This includes safe, low-stress facilities for pedestrians, and cyclists while ensuring economic prosperity with proper freight service, and vehicle travel lanes.



THE VISION

2.4

Mobility and Parking

The quality of a district's public life is largely defined by what happens in its streets.



MOBILITY HUB

Creating a hub for residents and workers to park and charge electric vehicles, bikes, and scooters.

Figure 18 Curtin University Bicycle Hub, Bentley, Australia



INDUSTRIAL PRIORITY STREETS

Streets that can effectively accommodate freight movement and access are needed in this district to ensure operations of traditional and emerging industrial uses.

Figure 19 100 Hooper Street, San Francisco



MULTI-MODAL BOULEVARD

Creating streets that have multi-modal functions for pedestrians, cyclists, vehicles, and transit options ensures for a dynamic boulevard.

Figure 20 Brighton Boulevard, Denver



SHARED PARKING

Prioritizing well-designed shared parking garages.

Figure 22 Santa Monica Municipal Garage, Santa Monica

NEIGHBORHOOD GREENWAY

Using planting, material changes, and street furniture to clearly delineate paths of travel, creates for a beautiful pedestrian experience.

Figure 21 Quay Street, Auckland, New Zealand

THE VISION

2.5
Flooding and Resilience

Community stakeholders acknowledge the district’s vulnerabilities to flooding and other environmental stressors amplified by climate change. Stakeholders spoke about investing in new stormwater and sewer infrastructure, more soft scape and park areas, and standards to protect existing and future development from flooding and sea level rise.

WHAT WE HEARD

Belmont Creek Needs Improvement

- During extreme weather events, which are becoming more frequent, Belmont Creek will flood its banks. The existing culverts at Old County Road, Industrial Road, and Highway 101 are undersized.
- Belmont Creek and the Harbor Industrial Canal is filled with sediment, vegetation, and other debris, which causes flows to be “choked” when flowing through the channel.
- Belmont Creek and the Harbor Industrial Canal are subject to downstream backwater effects due to high tides in the San Francisco Bay.

The District Needs Green Space

- The District is almost completely urbanized. As such, new development should include extensive Low Impact Development (LID) techniques to increase the amount of disconnected stormwater runoff, capture, and reuse runoff, and well as maximize infiltration and landscape features.
- New development should incorporate design elements such as publicly accessible green spaces as well as green roofs, bio filtration planters that can be used not only as detention and treatment strategies, but they can also reduce the amount of localized flooding through the District.

Underground Utilities are Undersized

- The existing utility infrastructure that handles rainfall runoff is undersized and requires improvements in order to prevent localized flooding.
- Property owners want to see capital investments implemented in the near term to effectively manage flooding vulnerability to protect properties.

HOW THE SPECIFIC PLAN RESPONDS

- ✓ Identifies **priority underground sewer and stormwater updates** within the District for long term stormwater management.
- ✓ Design typologies for **all streets integrate green stormwater infrastructure** such as enhanced bioswales.
- ✓ New development on large sites is required to **integrate green spaces** that can mitigate flooding.
- ✓ The **ground floor of all new development must be raised** in preparation for future sea level rise.
- ✓ **Two resilience zones are established** in the District’s low-lying terrain and subsequently most vulnerable areas: the Sea Level Rise Priority Zone and Creek Front Zone.
- ✓ **The Sea Level Priority Zone applies to land within the FEMA 100-year flood plain** and requires context specific strategies for new development.
- ✓ **The Creek Front Zone applies to sites adjacent to the Belmont Creek** and requires context specific strategies for new development.

THE VISION

2.5

Flooding and Resilience

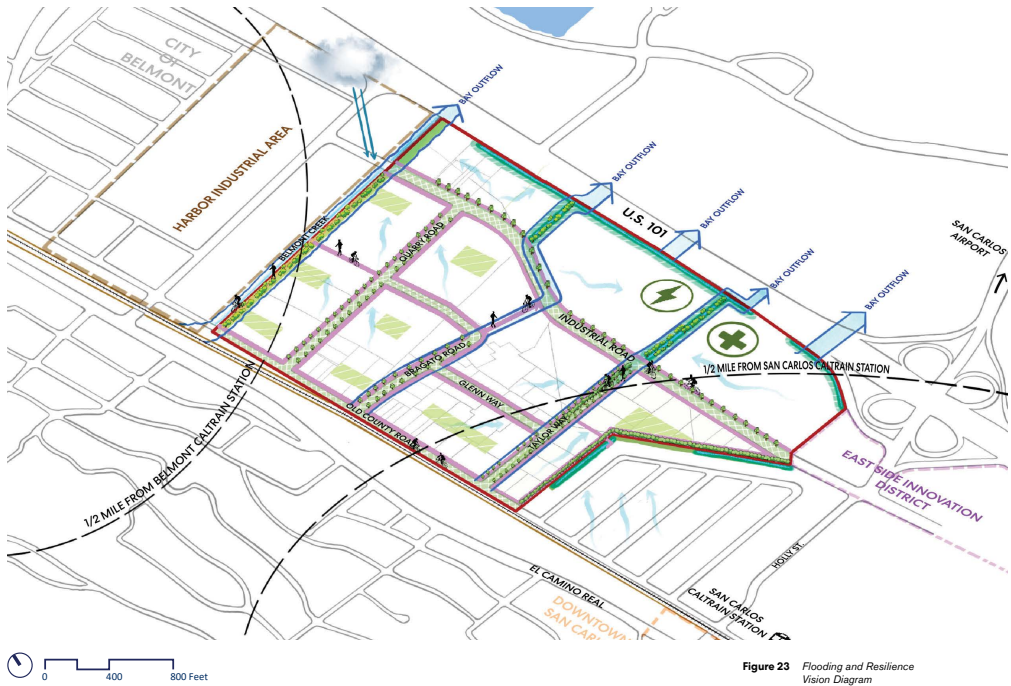
The Specific Plan puts forward a coordinated resilience strategy to ensure proper defense from extreme weather events and sea level rise, while leveraging this new investment to foster an enhanced quality of life for all employees, residents, and visitors of the District.

Resilient Features

- Channel Easement
- Major Stormwater Infrastructure
- Green Infrastructure
- Water Retention in Private Open Space
- Stormwater flow
- Critical Infrastructure
- Low Carbon Mobility Network

Existing Conditions

- Existing Water Channel
- Study Area Boundary



THE VISION

2.5

Flooding and Resilience

Robust ecosystem infrastructure network enables a myriad of public benefits.



CREEK SETBACK

Create opportunities to bring residents and workers to resilient landscapes that double up as floodable infrastructure.

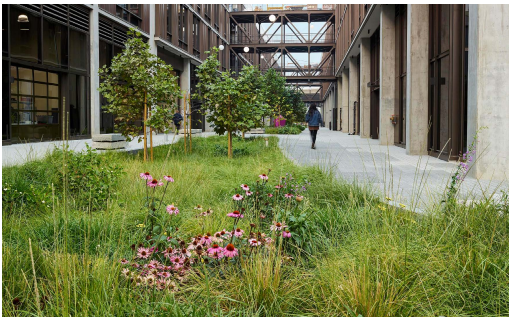
Figure 24 Nottingham Science Park



ENHANCED BIOSWALES

Green streets can utilize frontages to provide space for enhanced bioswale facilities, and add to overall street aesthetics.

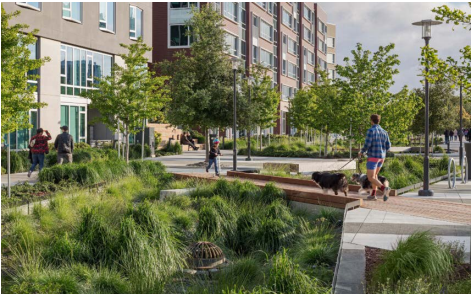
Figure 25 855 Brannan Street



BIORETENTION ALLEYS

Where space is limited bioretention can still be prioritized along alleyways and paseos to create critical stormwater infrastructure in an industrial context.

Figure 27 100 Hooper Street



STORMWATER PARKS & PLAZAS

Larger areas in private spaces can utilize water retention methods in a thoughtful enjoyable and functional landscape.

Figure 26 Mission Creek Stormwater Park



RAISED GROUND FLOORS

Building 12 in San Francisco raised its ground floor as a mitigation measure for sea level rise.

Figure 28 Building 12, San Francisco

CHAPTER 3

Existing
Conditions



THIS SECTION
WILL COVER:

3.1	<u>Northeast Area Background</u>	3.5	<u>Zoning</u>
	Page 54		Page 64
3.2	<u>Flooding and Resilience</u>	3.6	<u>Land Use</u>
	Page 58		Page 66
3.3	<u>Natural Environment</u>	3.7	<u>Business Snapshot</u>
	Page 60		Page 68
3.4	<u>Urban Heat</u>	3.8	<u>Transportation</u>
	Page 62		Page 72

Figure 29 Aerial photograph of Quarry Road

EXISTING CONDITIONS

3.1
Northeast Area Background

The District's original landscape was characterized by marshy wetlands and meandering creeks, draining into the sloughs of San Francisco Bay.

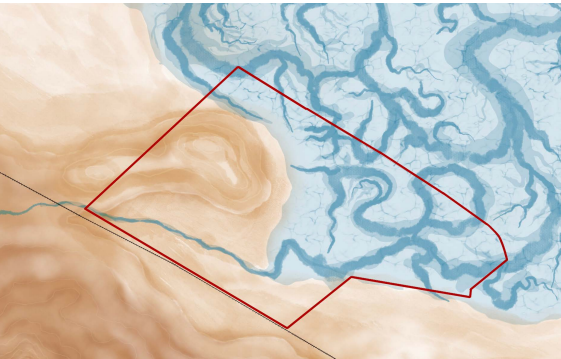


Figure 30 Historical Mapping of Bay Shore, Pre 1950

The wetlands were critical ecosystems and foundational elements of the region's natural resilience. They served a multitude of ecological functions, including water filtration, flood protection, carbon sequestration, and providing habitat for diverse species. As the demand for industrial and commercial space grew over time, the wetlands were filled to pave the way for urban development. This development first extended to the north of Old County Road and eventually to the entire Northeast Area.



Figure 31 Satellite Image of the Northeast Area circa 1943

Starting in 1940, the Northeast Area of San Carlos underwent a remarkable transformation, beginning with commercial development along Quarry Road and Industrial Road.

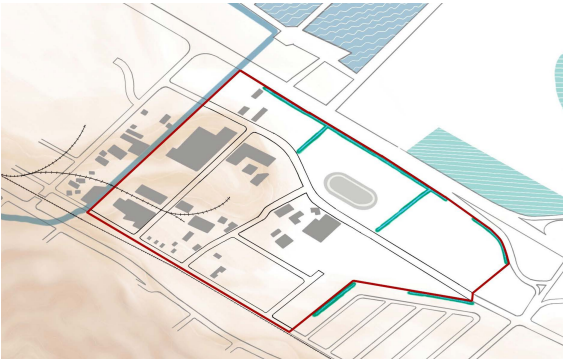


Figure 32 Historical Mapping Overlay, circa 1940.

The filling of marshland in 1953 catalyzed a wave of commercial and light industrial expansion, including the site of the San Francisco Speedway on the parcel currently home to PG&E. By the 1980s, the area was fully developed, marking a significant economic upswing for the city. This period set the stage for the area's evolution into a diverse industrial hub.

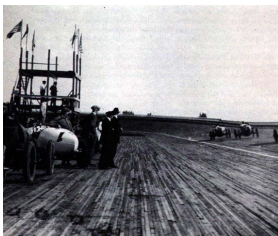


Figure 33 Historical Image of the San Francisco Speedway in San Carlos, California

EXISTING CONDITIONS

3.1

The Northeast Area has evolved into a more diverse employment hub, fueled by the opening of the Palo Alto Medical Foundation's campus in 2014.



Figure 34 An aerial illustration of the District's built form today

Leveraging the region's strategic location to innovation hubs like the Redwood Shores, convenient highway access, and access to skilled workforce, the district has seen an influx in start ups, and biotech companies.



Figure 35 View of Palo Alto Medical Foundation

SPOTLIGHT ON THE 50 FOOT EASEMENT

The Northeast Area has a 50 foot easement that borders the Greater East San Carlos Neighborhood. This existing easement provides a natural buffer between the industrial and the single family residential properties.

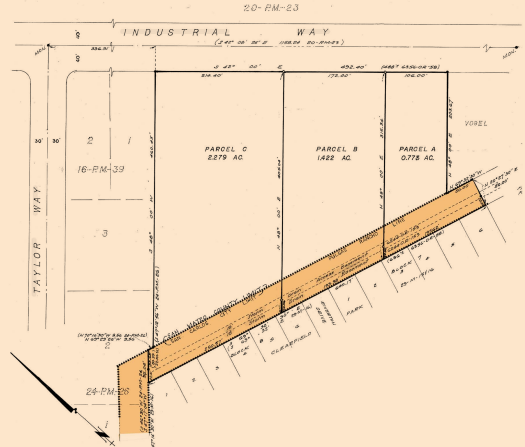


Figure 36 A 1975 parcel map showing the 50 foot easement on properties fronting Industrial Road.

Subdivision maps from 1948 show the 50 foot easement area along the southern boundary of the plan area was originally owned by the City and County of San Francisco. However, parcel maps from 1974 and 1975 for properties along Taylor Way and Industrial Road show the 50 foot area divided into multiple parcels, owned by private entities, not the City and County of San Francisco.

The easement includes a 15 foot storm drain easement and 10 foot storm drain access easement on the side closest to the single family residential neighborhood. A subdivision map from 1997 for the portion of the 50 foot closest to

Old County Road indicates a 10 foot storm drain easement as well and the adjacent 50 foot wide parcel under private ownership. There are also residential condominiums built within this 50' parcel, adjacent to the storm drain.

This easement contains pipelines for the Hetch Hetchy Regional Water System, which according to the Bay Area Water Supply and Conservation Agency (BAWSCA) supplies water for 1.8 million citizens, businesses, and community organizations. Due to the importance of this infrastructure, the easement will not be subject to development standards or guidelines featured in the following chapters.

EXISTING CONDITIONS

3.2
Flooding and Resilience

Due to its location within the historic shoreline, the Northeast Area is susceptible to both flooding and sea level rise.

Originally, the wetlands in San Carlos served as natural defenses against flooding, absorbing and storing water during heavy rains and acting as a vital buffer. However, development has significantly diminished these natural protections, making the area more vulnerable to extreme weather events. In recent years, San Carlos has experienced significant flooding challenges, with intense rainfall overwhelming the city's drainage systems and causing widespread water intrusion in residential and commercial districts. Looking ahead, the northeast area faces mounting climate-induced challenges. Today, the Northeast Area has about a third of its area within the 100-year FEMA floodplain.

According to the City's Climate Mitigation and Adaptation plan, the San Carlos bay shoreline, sea levels are projected to rise approximately 24 inches (2 feet) by 2050 and 84 inches (7 feet) by 2100.¹

The 2017 City of San Carlos Storm Drain Master Plan highlights undersized storm drain pipes in Quarry Road, Industrial Road, Bragato Road, north of Holly Street on Industrial Road, and within Shoreway Road across Highway 101.

¹ The 2050 and 2100 projections are based on the March 2020 Adapting to Rising Tides report for the San Francisco Bay Area. This is consistent with the scenarios presented in the San Mateo County Sea Level Rise Assessment.

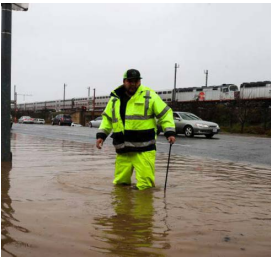
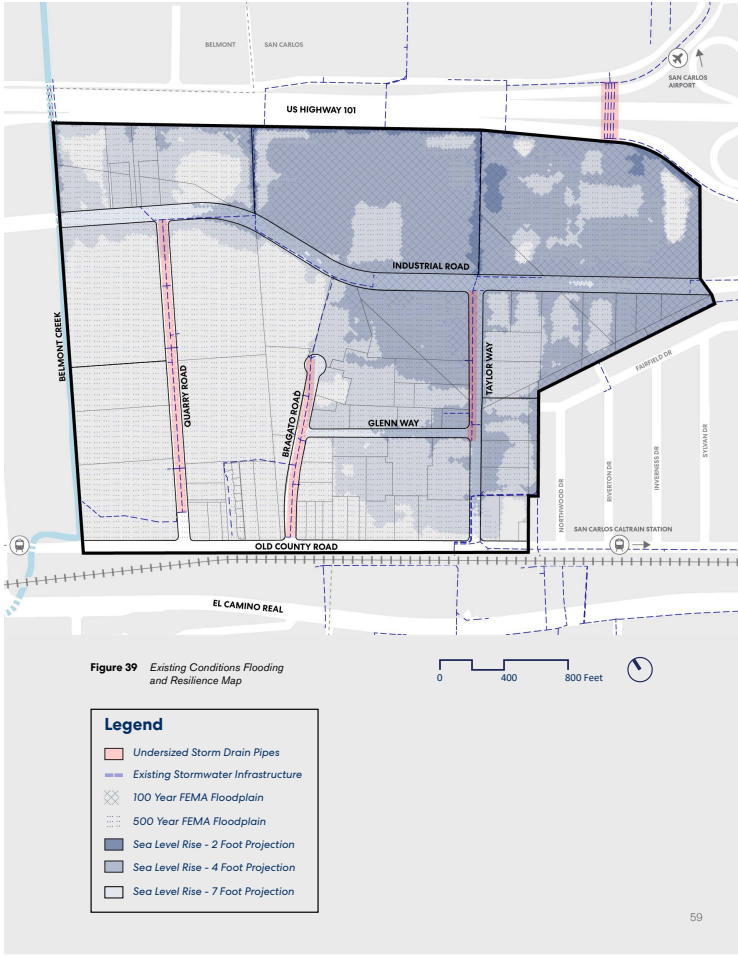


Figure 37 Photograph of flash flood in San Carlos in 2023.



Figure 38 Photograph of a flooded Belmont Creek east of Industrial Road in 2023.



EXISTING CONDITIONS

3.3
Natural Environment

The Northeast Area’s wetlands have been significantly compromised by development, leaving the district susceptible to weather-induced flooding, a challenge set to intensify with climate change.

Belmont Creek, although its course has been altered, is the sole lasting natural feature in an area predominantly marked by hardscape and scant green spaces or habitats. Surrounding Belmont Creek is an established 25-foot buffer.

Complementing the creek’s natural flood control role, several man-made open channels have been constructed throughout the district to enhance drainage and mitigate flooding. There is a 50 foot easement on the open water channel closest to the Palo Alto Medical Foundation. The open water channel between PG&E and 201 Industrial Road

does not have an easement. As stated in Section 3.1, there is a 50 foot easement that serves as a natural buffer between the Taylor Way and Industrial Road properties and the residential properties in the Greater East San Carlos neighborhood.



Figure 40 Photograph of Belmont Creek, east of Industrial Road.



Figure 41 Photograph of one of the existing open water channels.



EXISTING CONDITIONS

3.4
Urban Heat

The Northeast Area is primarily composed of paved and impervious areas, which contributes to worsen heat waves and diminished quality of life.

Temperatures are expected to warm by 3 - 4.5° Fahrenheit by 2050 and 5.5 - 8° Fahrenheit by 2100.

Analysis shows the highest degree of urban heat intensity is in the southern portion of the district, located around traditional industrial businesses and surface parking lots.

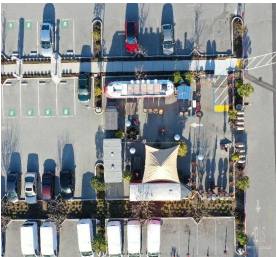


Figure 43 Aerial photograph of the AutoVino pop up space located in a surface parking lot.



Figure 44 Aerial photograph of industrial fabric within the district, illustrating a primarily hardscaped built environment.



EXISTING CONDITIONS

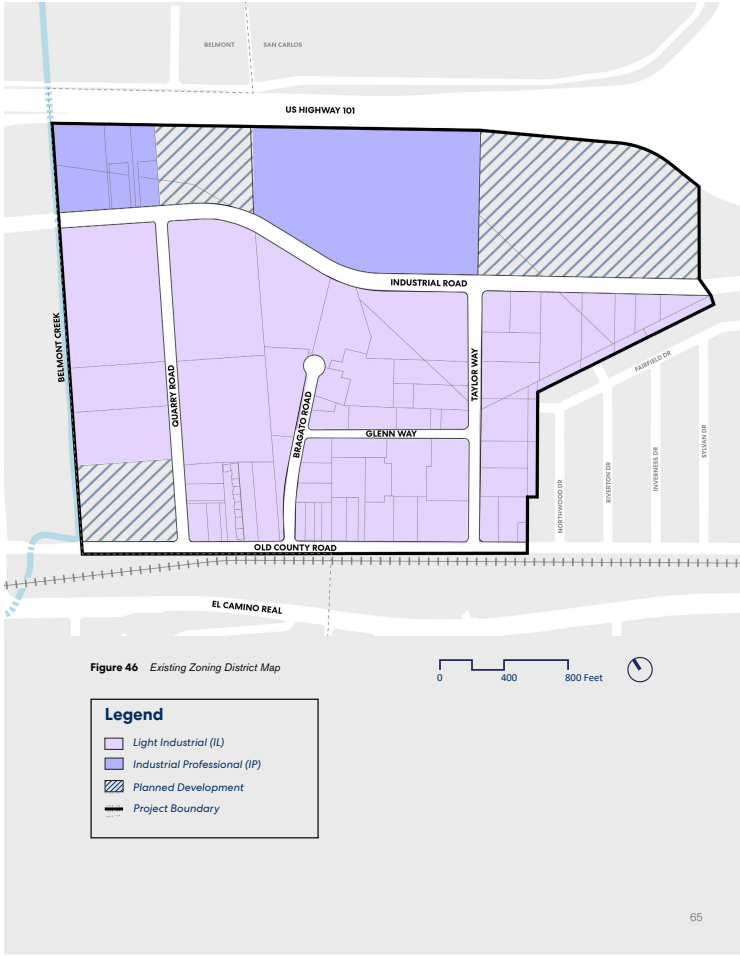
3.5
Zoning

The predominant zoning districts are Light Industrial and Industrial Professional, which dictate the built environment's characteristics.

The maximum Floor Area Ratio (FAR) and building heights for these zones are detailed in the table below. The built environment predominantly features one-story structures under 20 ft in height, centrally positioned and often encircled by extensive paving and scant landscaping. This architectural homogeneity, coupled with varied front setbacks, results in an irregular street frontage that lacks uniformity across different parcels. There are also several properties that have a unique development regulations under individual planned developments in and around the district including 642 Quarry Road, PG&E, PAMF, and 405 Industrial Road. For more information on planned development, go to the [San Carlos Municipal Code, Chapter 18.10 Planned Development District](#).

ZONING DISTRICT	MAXIMUM FLOOR AREA RATIO (FAR)	MAXIMUM ALLOWABLE HEIGHT
Light Industrial (IL)	0.5 (1.0 for project sites greater than 1 acre)	75 Feet
Industrial Professional (IP)	2.0	100 Feet
Planned Development	N/A	N/A

Table 2 Existing Zoning Regulations



EXISTING CONDITIONS

3.6
Land Use

The current land use composition is predominantly shaped by industrial activities, accounting for 47% of the Plan Area's utilization.

This is complemented by office/commercial spaces making up 28%, transportation/utilities at 14%, warehousing operations at 9%, and a small retail presence at 2%. With minimal vacancies, this distribution highlights the Plan Area's economic vitality. The Northeast Area's demographics shift between active and semi-active periods.

During the day, it's populated by office workers, industrial employees, business owners, patients, and recreational visitors. At night and on weekends, the crowd changes to visitors frequenting places like the trampoline park, badminton academy, and sports facilities, indicating a versatile usage of the area.

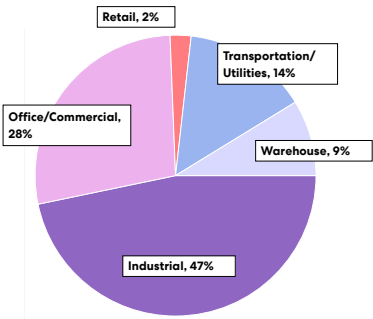
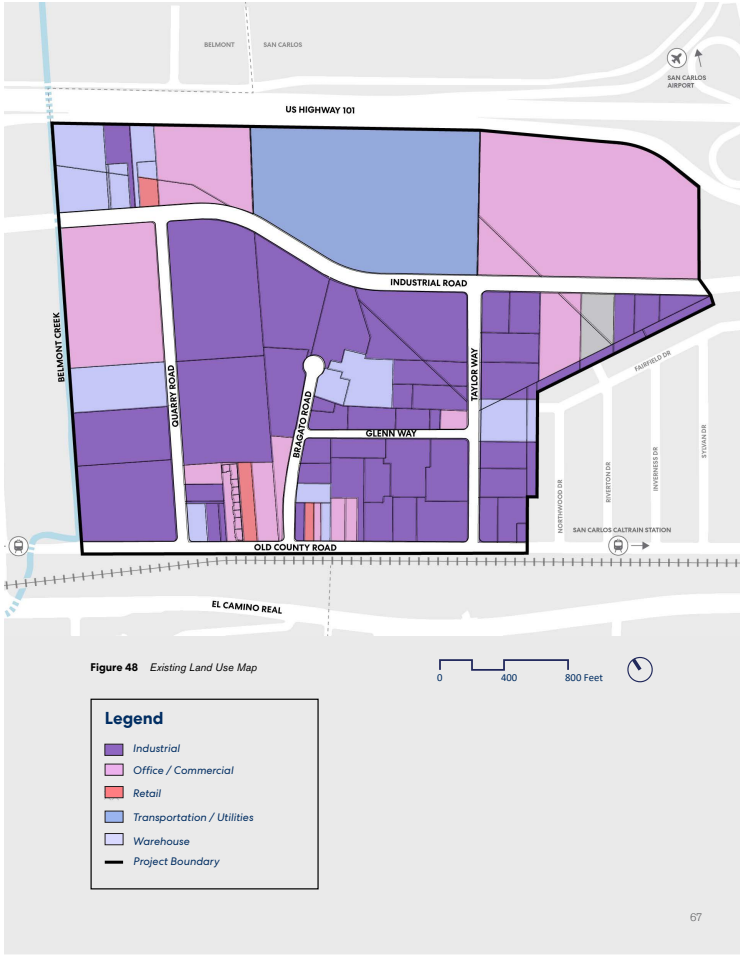


Figure 47 Pie Chart of Existing Land Uses



EXISTING CONDITIONS

3.7
Business Snapshot

The Northeast Area is made up of a wide range of businesses.

A more granular study of existing businesses can be seen in **Figure 50**. A focal point of business density is the southwestern corner of the area in Williams Business Park. This business park has an aggregation of smaller-scale businesses, leading to a high density of approximately 3 businesses per 10,000 sq. ft.

The map also highlights significant adaptive reuse projects such as Viatris, Trampoline Park, Badminton Academy, Advanced Sports, and Enel X Way that have transformed the district in the past decade by introducing recreational uses.

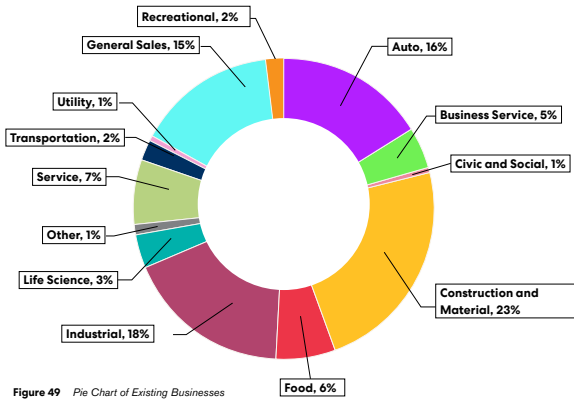
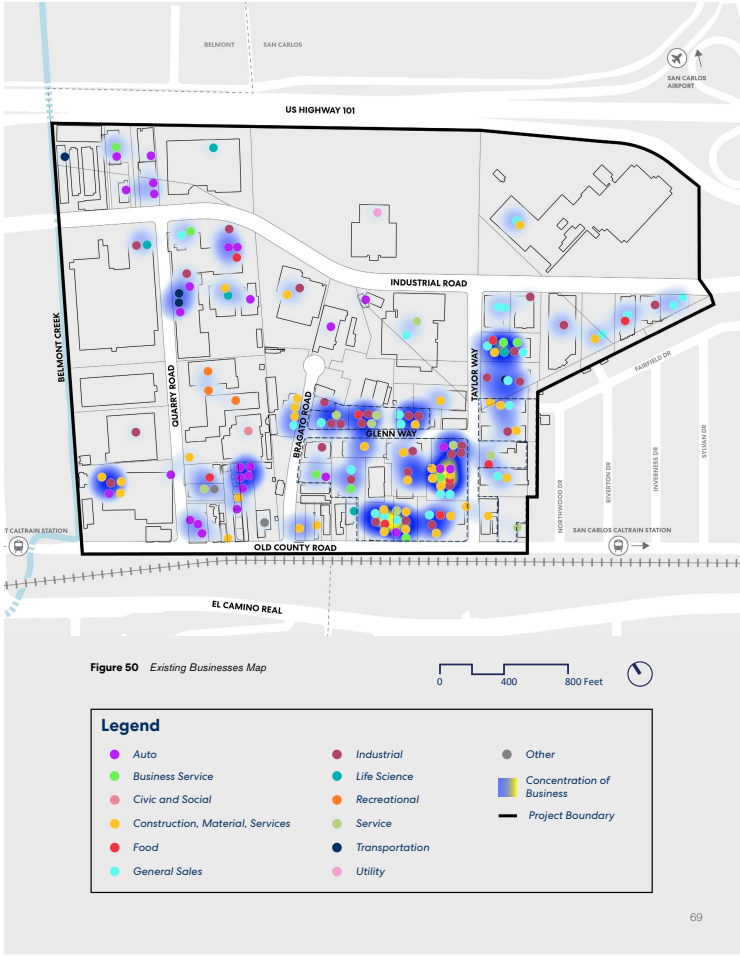


Figure 49 Pie Chart of Existing Businesses



EXISTING CONDITIONS

3.7

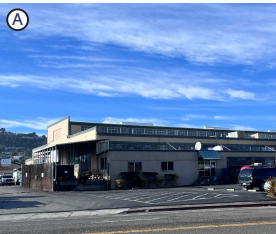


Figure 51 Light Industrial-Multiple Tenant Space



Figure 52 Retail-Duet Pharmacy



Figure 55 Manufacturing-Delta Star

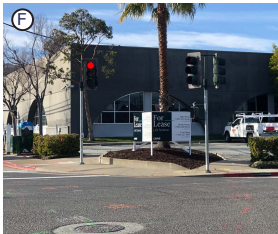


Figure 57 Commercial-Life Sciences



Figure 53 Light Industrial-Maxx Metals



Figure 54 Palo Alto Medical Foundation (PAMF)

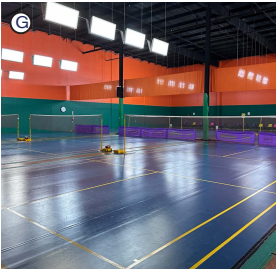


Figure 56 Notable Adaptive Reuse-Badminton Academy



Figure 58 Surrounding Residential Neighborhood

EXISTING CONDITIONS

3.8
Transportation

Access to the Northeast Area is limited by major barriers and few gateways. Internal circulation is challenging, especially for non drivers.

Connectivity is facilitated by two arterials: Industrial Road and Old County Road, linking the study area with the broader Harbor Industrial Area to the north and Greater East San Carlos and East Side Innovation District to the south. Industrial Road transitions to a local/collector street north of Quarry Road, culminating at Harbor Boulevard.

The San Carlos Caltrain Station, located just south of the site, offers direct access to downtown San Francisco and other Bay Area locations. Nearby, on El Camino Real to the west of the site, several bus stops provide convenient local transportation options.

However, the Caltrain tracks are currently a major barrier to connect to El Camino with poor access for pedestrian and bicycles.



Figure 59 Photograph of parked vehicles blocking the sidewalk on Quarry Road.



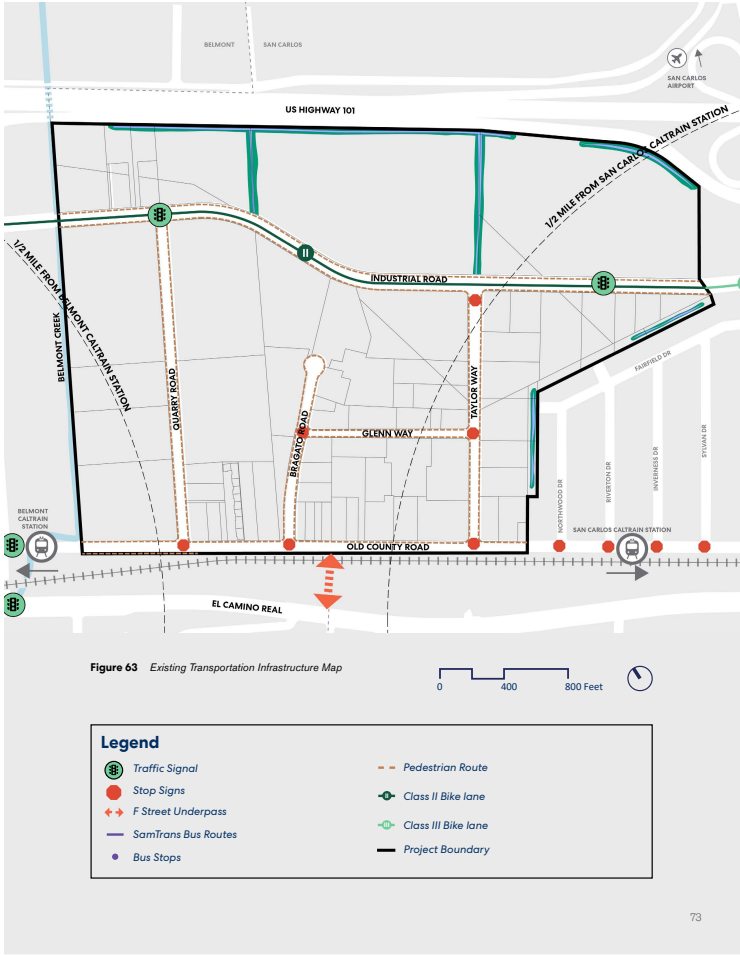
Figure 60 Photograph of a parked truck blocking the bike lane on Industrial Road.



Figure 61 Photograph of Industrial Road's current street configuration near Delta Star.



Figure 62 Photograph of the F Street underpass which connects Old County Road to El Camino Real.



CHAPTER 4

Land Use and Urban Form



THIS SECTION
WILL COVER:

4.1	<i>Land Use Designation</i>	4.7	<i>Open Spaces</i>
	<i>Page 76</i>		<i>Page 92</i>
4.2	<i>Zoning</i>	4.8	<i>Ground Floor Active Uses</i>
	<i>Page 78</i>		<i>Page 94</i>
4.3	<i>Administrations and Permits</i>	4.9	<i>Ground Floor Retail Corners</i>
	<i>Page 81</i>		<i>Page 106</i>
4.4	<i>District-Wide Development Standards</i>	4.10	<i>Ground Floor Industrial, Artisan, and Manufacturing</i>
	<i>Page 82</i>		<i>Page 110</i>
4.5	<i>Non-Residential Development Standards</i>	4.11	<i>Active Use Frontages - Residential</i>
	<i>Page 84</i>		<i>Page 114</i>
4.6	<i>Residential Development Standards</i>	4.12	<i>Floor Area Ratio (FAR) and Density</i>
	<i>Page 88</i>		<i>Page 118</i>
		4.13	<i>Height Standards</i>
			<i>Page 120</i>
		4.14	<i>Bonus Height and FAR Provisions</i>
			<i>Page 122</i>

Figure 64 Aerial photograph of the AutoVino parking lot.

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

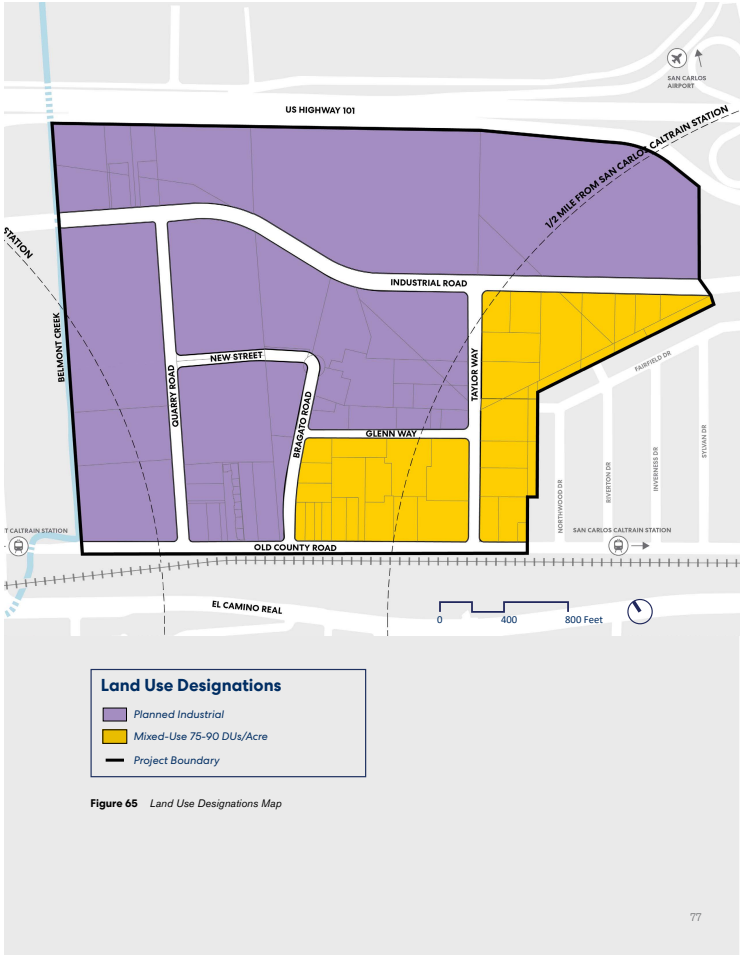
The District is organized into two land use designations: Planned Industrial and Mixed-Use, 75-90 DUs/Acre.

Planned Industrial

The Planned Industrial designated includes the area in purple as illustrated in **Figure 65**. According to the General Plan, this designation permits research and development, bio-tech, light industrial, flex, warehousing, and related uses.

Mixed-Use 75-90 DUs/Acre

The Mixed-Use 75-90 Dwelling Units per Acre (DUs/Acre) designation is shown as the area in yellow as illustrated in **Figure 65**. 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 at densities of 75-90 DU/Acre. Neighborhood retail is permitted under this designation.



4.2
Zoning

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 (PI)

The Production and Innovation Zone shown in the area in purple as illustrated in **Figure 66**. 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 66**. Due to it's proximity to both the San Carlos and Belmont Caltrain Stations, Downtown San Carlos, and El Camino Real, this District is intended for medium to high 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 66**. Due to it's adjacency to the Greater East San Carlos Neighborhood, this District is intended to provide medium to low density mix of multi-family residential, retail and ground floor active uses.

Industrial Professional (IP)

The PG&E property will remain Industrial Professional shown in dark blue as illustrated in **Figure 66**. This 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 existing Planned Development sites as shown in the blue hatching as illustrated in **Figure 66**. These PDs have been established to provide site specific coordination and development standards. This includes PD 18, PD 21, and PD 28.

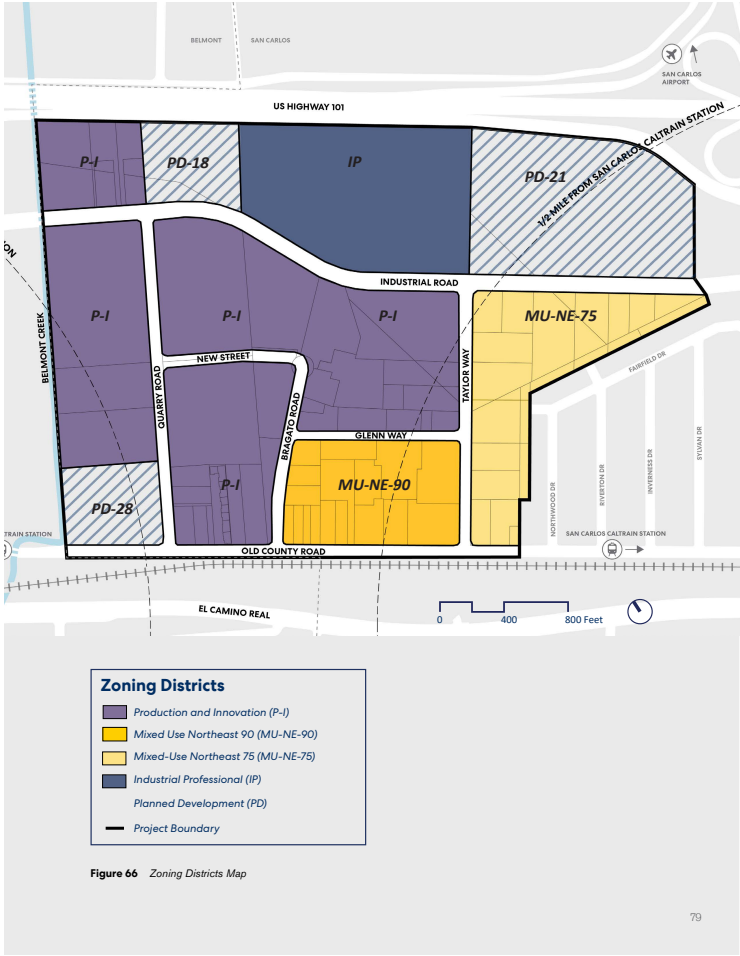


Figure 66 Zoning Districts Map

4.2

4.2.2 Legal Non-Conforming Uses

Nonconforming uses and structures are governed by San Carlos Municipal Code Chapter 18.19. This Chapter permits continuation of uses and structures that were legally established but do not comply with all standards of this Specific Plan. The following is a summary of the most widely applicable requirements. Please see San Carlos Municipal Code Chapter 18.19 for additional information and requirements.

Right to Continue (SCMC 18.19.040)

Nonconforming use or structure that was lawfully established prior to the adoption of this Specific Plan may continue provided there is no alteration (other than maintenance) or addition to the building or structure. The right to continue a nonconforming use or structure shall run with the land and shall not be affected by a change of ownership.

Changes of Use (SCMC 18.19.070)

A nonconforming use shall not be changed to a different use type or subclassification without the approval of a use permit unless the new use is permitted by right in the zoning district. This requirement does not apply to a change of ownership, tenancy, or management where the new use is of the same use type and use classification. The Zoning Administrator may allow substitution of a nonconforming use with another nonconforming use, subject to approval of a minor use permit with specific findings.

Lapse of Use (SCMC 18.19.090)

A nonconforming use shall not be resumed if it has been abandoned or vacated for a period of six months or more . The six-month period shall commence when the use ceases and if any of the following occurs: 1) the site is vacated, 2) the business license lapses, 3) utilities are terminated, or 4) the lease is terminated. The nonconforming use, however, may be reestablished by the Planning and Transportation Commission through a conditional use permit with specific findings.

4.3

Administrations and Permits

The Specific Plan directs applicants to Article IV of the Zoning Ordinance which will inform the appropriate pathway for approval.

STANDARDS

4.3.1 Planning Authorities

Applicants shall refer to **SCMC 18.25 Planning Authorities** to identify responsibilities for specific bodies, officials and administrators as it pertains to development in the Northeast Area.

4.3.2 Common Procedures

Applicants shall refer to **SCMC 18.27 Common Procedures** to identify proceduces that are common to the application and processing of all permits and approvals.

Table 18.26.070: Review Authority provides a summary of review authorities for decisions and appeals.

4.4

District Wide Development Standards

STANDARDS

4.4.1 District Wide Development Standards

Northeast Area development projects, regardless of Zoning, shall adhere to development standards listed below:

DEVELOPMENT STANDARDS		SAN CARLOS MUNICIPAL CODE (SCMC) CHAPTERS	
GENERAL SITE REGULATIONS			
Accessory Buildings and Structures		Refer to SCMC 18.15	
Fences and Walls			
Height and Height Exceptions			
Lighting and Illumination			
Projections into Yards			
Screening			
Swimming Pools and Spas			
Trash and Recycling Collection Areas			
Underground Utilities			
Visibility at Intersections and Driveways			
AFFORDABLE HOUSING (MIXED USE RESIDENTIAL NORTHEAST ONLY)			
Affordable Housing Programs		Refer to SCMC 18.16	
Affordable Housing Incentives		Refer to SCMC 18.17	
LANDSCAPING			
Landscaping		Refer to SCMC 18.18	

Table 3 District Wide Development Standards

DISTRICT WIDE DEVELOPMENT STANDARDS		SAN CARLOS MUNICIPAL CODE (SCMC) CHAPTERS	
PERFORMANCE STANDARDS			
Noise		Refer to SCMC 18.21	
Vibration			
Odors			
Heat and Humidity			
Air Contaminants			
Liquid or Solid Waste			
Fire and Explosive Hazards			
Hazardous and Extremely Hazardous Materials			
Electromagnetic Interference			
Radioactivity			
Airport Land Use Compatibility Plan Consistency			
SIGNS			
Signs		Refer to SCMC 18.22	
SPECIFIC USES AND ACTIVITIES			
Standards for Specific Uses and Activities		Refer to SCMC 18.23	
WIRELESS TELECOMMUNICATIONS			
Wireless Telecommunication Facilities		Refer to SCMC 18.24	

4.5

Non-Residential Development Standards

STANDARDS

4.5.1 Non-Residential Development Standards

The Northeast Area's non-residential zoning designations shall adhere to the following standards:

DEVELOPMENT STANDARDS	PRODUCTION & INNOVATION		INDUSTRIAL PROFESSIONAL
LAND USE REGULATIONS	Refer to SCMC 18.07.020		Refer to SCMC 18.07.020
DEVELOPMENT STANDARDS			
Lot, Density, FAR Standards			
Minimum Lot Size	40,000 sq. ft.		1 acres
Minimum Lot Size - Corner Lots	40,000 sq. ft.		1 acres
Maximum Lot Size	n/a		n/a
Minimum Lot Width	50'		75'
Minimum Lot Width Corner Lots	60'		75'
Height			
Maximum Height	Varies (Refer to Section 4.10: Height Standards)		100'
Building Placement Standards			
Minimum Front Setback	Varies (Refer to Sections 5.15 through 5.22 for Street Sections)		20'
Minimum Interior Side Setback	0'		0'
Minimum Street Side Setback	5'		5'
Minimum Rear Setback	0'		0'
Minimum Creek Setback	35' from creek top of bank (Refer to Section 6.3: Creek Front Zone)		N/A
Floor Area Ratio			
Maximum FAR	Varies (Refer to Section 4.9)		2.0

Table 4 Non-Residential Development Standards

4.5

DEVELOPMENT STANDARDS		PRODUCTION & INNOVATION	PLANNED INDUSTRIAL
SUPPLEMENTAL REGULATIONS		Refer to SCMC 18.07.040	
Landscaping		A minimum of ten percent (10%) of the site must be landscaped.	
Building Design Near HWY 101		For any site that is fully or partially located within two hundred (200) feet of the right-of-way line of Highway 101, all sides of the building shall be architecturally compatible where each wall is designed consistently with the primary facade in the extent of building articulation and quality of exterior materials, and consistent with the color scheme of the primary facade.	
Sidewalks		New sidewalks shall be provided as part of new development. Refer to Chapter 5: Mobility and Parking for sidewalk width specifications for relevant streets. No new sidewalks as part of development may be considered at the discretion of the Public Works Director.	
Parking Location		Surface parking lots shall be located at the side or rear of buildings. Entries to parking structures, underground parking decks or partially underground parking decks shall be located at the side or rear of buildings, wherever possible. If this is not possible, the approval will be at the discretion of the Community Development Director.	
Limitation on Curb Cuts		Wherever possible, parking and loading entrances shall share curb cuts in order to minimize the overall number of curb cuts. On corner lots, curb cuts shall be located on the street frontage with the least pedestrian activity wherever feasible. Access shall be provided from a side street or alley wherever possible. If this is not possible, the approval will be at the discretion of the Community Development Director.	
Access Location		Access shall be provided from a side street or alley wherever possible. If this is not possible, the approval will be at the discretion of the Community Development Director.	
Truck Docks		Truck Docks shall be provided from a side street or alley wherever possible. If this is not possible, the approval will be at the discretion of the Community Development Director.	

4.6

Residential Development Standards

The Northeast Area's Residential Zoning is broken into two separate Zones: Mixed-Use Northeast 75 (MU-NE-75) and Mixed-Use Northeast 90 (MU-NE-90), each with distinct development standards.

STANDARDS

4.4.1 Residential Development Standards

DEVELOPMENT STANDARDS		MIXED USE NORTHEAST 75 (MU-NE-75)	MIXED USE NORTHEAST 90 (MU-NE-90)
LAND USE REGULATIONS		Refer to SCMC 18.05.010	
OBJECTIVE DESIGN STANDARDS (ODS)		Refer to current draft of ODS, specifically Section 18.05.040	
DEVELOPMENT STANDARDS			
<i>Lot, Density, FAR Standards</i>			
Maximum Density		75 du/ac	90 du/ac
Minimum Density		50 du/ac	75 du/ac
Minimum Lot Size		5,000 sq. ft.	5,000 sq. ft.
Minimum Lot Width		50'	50'
Maximum Floor Area Ratio		N/A	N/A
<i>Building Placement Standards</i>			
Front Setback		5' min; 15' max	10' min; 15' max
Interior Side Setback		0' min; 10 min if adjacent to RS	0' min; 15' max
Street Side Setback		5' min; 15' max	0' min; 15' max
Rear Setback		30' min if adjacent to RS	0' min; 15' max
Build To Line		Building shall be built to the required setback line for at least 80% of linear street frontage.	

Table 5 Residential Development Standards

4.6

DEVELOPMENT STANDARDS		MIXED USE NORTHEAST 75 (MU-NE-75)	MIXED USE NORTHEAST 90 (MU-NE-90)
Height			
Maximum Height		75'	90'
Maximum Height Adjacent to RS District		35' within 130' of the rear lot line. This applies to the entire length of the building. Refer to Figure 83.	N/A
Maximum Stories		6	8
Ground Floor - Minimum		12'	12'
Height Limitations and Exceptions		Parapet, cornice, or sloping roof may project up to 5' above height limit. Towers may extend up to 10' above height limit, if site is greater than 15,000 sq. ft. Refer to SCMC 18.15.060 for more detail.	
Upper Story Stepbacks		New development shall stepdown to 35' when a building is within 130' of the rear lot line of Single-Family Districts.	Street facing facades above 4th floor shall be stepped back at least 6' from 5th story below along Old County Road and Taylor Way.
Building Projections into Public Right Of Way			
Building Projections		12' min above sidewalk grade; 3' max horizontal projection into public right-of-way (PROW).	
Awnings and Overhangs		8' min above sidewalk grade; 4' maxhorizontal projection into public right-of-way (PROW)	
Max Length of Blank Wall		10' max along ground floor; Max 25' along upper floors	
Parking and Loading			
Surface Parking Setback from Street Property Line		Above grade surface parking may be located within 40' of the street property line. Refer to SCMC Table 18.05.030-5	
Surface Parking Setback from Buildings and Plazas		8'; 5' of walkway plus 3' landscaping.	
Parking Access Location		Side street or alley wherever possible.	Side street or alley wherever possible. Parking access shall not be allowed on Old County Road.
Curb Cuts		See SCMC 12.04 for dimensional requirements. The number and size of curb cuts shall be minimized and placed in areas least likely to impede pedestrian circulation.	
Loading/Service Area		Side or rear of lot, must be screened from PROW.	
Parking Podium		Max height of a parking podium visible from the street is 5' above finished grade.	
Landscaping and Open Space			
Minimum Usable Area for Private Open Space		20 sq.ft. min., min. 5' depth	
Minimum Landscaping		10% of site	

4.7
Publicly Accessible
Open Spaces

STANDARDS

4.7.1 Future Public Park Siting

To ensure public access to open space, a public park shall be located in the Mixed-Use Northeast 90 (MU-NE-90) Zoning District.

The primary entry to the open space shall be located immediately from the public right of way to maximum visibility from the greenway and accessibility for the surrounding neighborhood.

The exact design of the park shall be determined at a later date in partnership with applicant.

4.7.2 Minimum Publicly Accessible Open Space

For lots greater than 15,000 sq. ft. (0.3 acres) but less than 1 acre, a minimum of 10% shall be required to be publicly accessible open or park space. For lots greater than 1 acre, a minimum of 15% shall be required to be publicly accessible.

A community park/open space shall be provided that meets the following design criteria:

- Is a minimum of 15% or 10% percent of site area depending on the total lot size;
- Is located at ground level with direct pedestrian and ADA access to the adjacent public street;
- Is unenclosed by any wall, fence, gate, or other obstruction across the subject property;
- Is open to the public, without charge, each day of the year, except for temporary closures for necessary maintenance or public safety;

Water quality facilities that do not provide any type of recreational benefit (e.g., retention basins, bio-swales, etc.) shall not be included in the minimum park space.

Water quality facilities that include recreational facilities, (e.g., underground detention basins with recreational facilities above) may count towards the minimum park space requirement;

4.7.3 Minimum Usable Area for Publicly Accessible Open Spaces

In the MU-NE-90 Zone, the minimum usable area shall be 20,000 sq.ft. and a minimum 100 foot width.

In the MU-NE-75 Zone, the minimum usable area shall be 5,000 sq.ft. and a minimum 20 foot width.

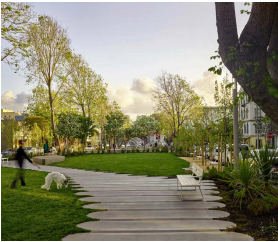


Figure 67 Built examples of publicly accessible open spaces.

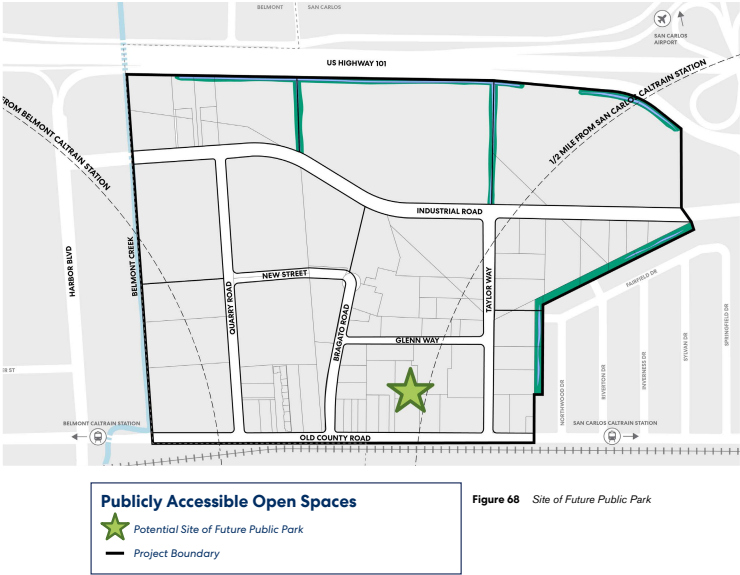


Figure 68 Site of Future Public Park



4.8
Ground Floor Active Uses

A diverse range of active uses on the ground floors of buildings will encourage activation in the Northeast Area at different times of the day and week and support the needs of the employees, residents, and visitors. Applicants are subject to these requirements with new construction or a significant remodel.

STANDARDS

4.8.1 Allowed Active Use Corridors

To create pedestrian and visual activity at the ground floor of new developments, Active Use Corridors are allowed on street segments lined with pink identified in **Figure 68**. The list of allowed active uses can be found in **Table 6**.

Ground floor active uses shall provide usable spaces with a depth of at least twelve (12) feet without interior obstructions such as walls or partitions. Ground floor active uses shall extend to at least fifty-five percent (55%) of the length of the public street frontage.

4.8.2 Required Industrial, Artisan, Manufacturing Uses

To support new small-scale industrial uses in the Northeast Area, new development on Quarry Road shall have Industrial, Artisan, Manufacturing Uses (IAM) as the primary ground floor use.

Derived from San Francisco's Production, Distribution, and Repair (PDR) zoning, IAM shall mean spaces where goods are produced or fabricated. The list of uses can be found in **Table 6**. IAM can also include uses that are accessory to production such as retail, restaurant, office, and educational uses to create an environment where production uses can be public facing.

This zone strategically clusters similar types of businesses to optimize infrastructure and minimize conflicts with residential uses.

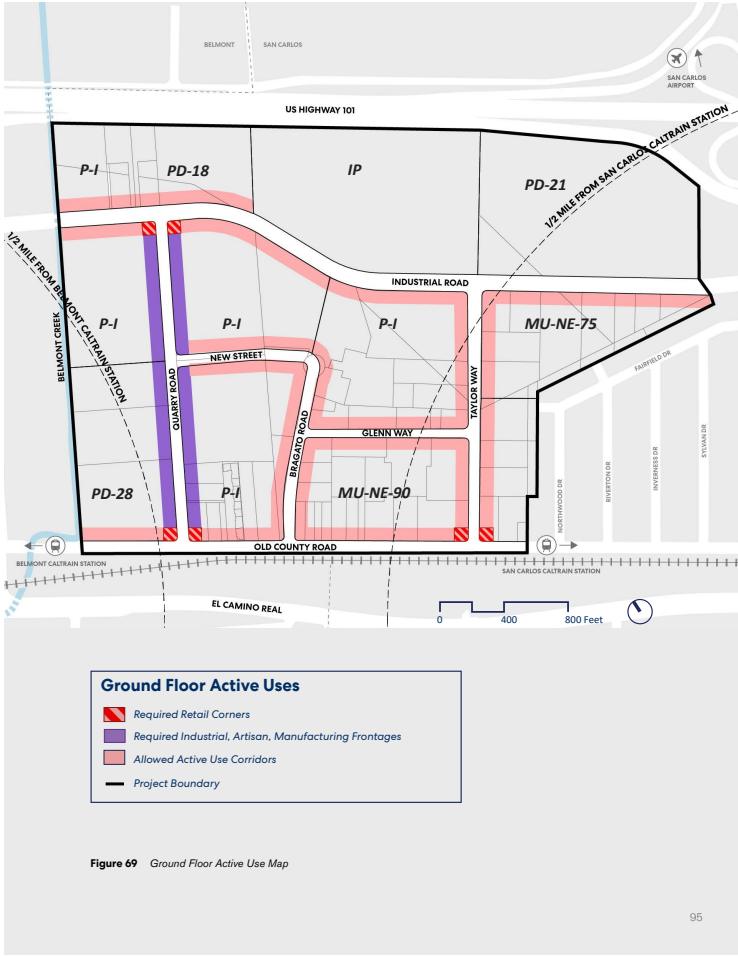
4.8.3 Required Retail Corners

The required retail corners at the key intersections illustrated in **Figure 68** shall be limited to the uses listed in **Table 6**.

A corner shall consist of the first 30 feet extending from the intersection of two right-of-ways.

Required retail corners shall provide usable spaces with a depth of at least twelve (12) feet without interior obstructions such as walls or partitions, and shall occupy at least fifty-five percent (55%) of the public street frontage.

Applicants shall only be subject to this requirements with new construction or a significant remodel.



4.8

Table 6 prescribes the land use active use regulations for the first 12' depth of the ground floor. Refer to **Municipal Code Chapter 18.40** for descriptions of each use. 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.

USE CLASSIFICATIONS		REQUIRED RETAIL CORNERS	INDUSTRIAL, ARTISAN, MANUFACTURING USES (IAM) FRONTAGES	ALLOWED ACTIVE USE FRONTAGES
PUBLIC AND SEMI-PUBLIC USES				
College and Trade Schools, Public or Private		-	P	C
Community Assembly Less Than 3,500 Square Feet		-	-	P
Community Assembly 3,500 Square Feet or More		-	-	C
Cultural Institutions		-	-	P
Day Care Centers		-	-	C
Government Offices		-	-	P
Hospitals and Clinics		-	-	P
Instructional Services		-	-	C
Parks and Recreation Facilities Public		-	-	P
Public Safety Facilities		-	-	P
School Public or Private		-	-	C
Social Service Facilities		-	-	C

Table 6 Ground Floor Active Uses Land Use Regulations

4.8

USE CLASSIFICATIONS		REQUIRED RETAIL CORNERS	INDUSTRIAL, ARTISAN, MANUFACTURING USES (IAM)	ALLOWED ACTIVE USE FRONTAGES
COMMERCIAL USES				
Animal Care, Sales and Services		See subclassifications below		
Grooming and Pet Stores		-	-	P
Veterinary Services		-	-	C
Artists Studios		-	P	P
Automobile/Vehicle Sales and Services		See subclassifications below		
Automobile Rentals		-	C	C
Automobile Vehicle		-	P	P
Sales and Leasing		-	P	P
Automobile/Vehicle Washing		-	-	-
Service Station		-	-	-
Banks and Financial Institutions		-	-	P
Business Services		-	-	P
Commercial Entertainment and Recreation		See subclassifications below		
Cinema/Theaters		-	-	C
Small-Scale		-	-	C
Large Scale		-	-	C
Eating and Drinking Establishments		See subclassifications below		
Bars/Night Clubs/Lounges		P	-	C
Full Service		P	C	P
Convenience		P	-	P
Food Preparation		-	P	P

4.8

USE CLASSIFICATIONS		REQUIRED RETAIL CORNERS	INDUSTRIAL, ARTISAN, MANUFACTURING USES (IAM)	ALLOWED ACTIVE USE FRONTAGES
COMMERCIAL USES				
Eating and Drinking Establishments		See subclassifications below		
Funeral Parlors and Mortuaries		-	-	-
Lodging		See subclassifications below		
Hotels and Motels		-	-	C
Nurseries and Garden Centers		-	C	P
Offices		See subclassifications below		
Business and Professional		-	C	P
Medical and Dental		P	-	P
Walk-In Clientele		P	-	P
Personal Services		See subclassifications below		
General Personal Services		-	-	P
Tattoo or Body Modification Parlor		-	-	P
Retail Sales		See subclassifications below		
Convenience Market		P	-	P
Food and Beverage Sales		P	C	P
General Retail		P	C	P
Price Point Retail		P	-	C
Second Hand Store		-	-	C

4.8

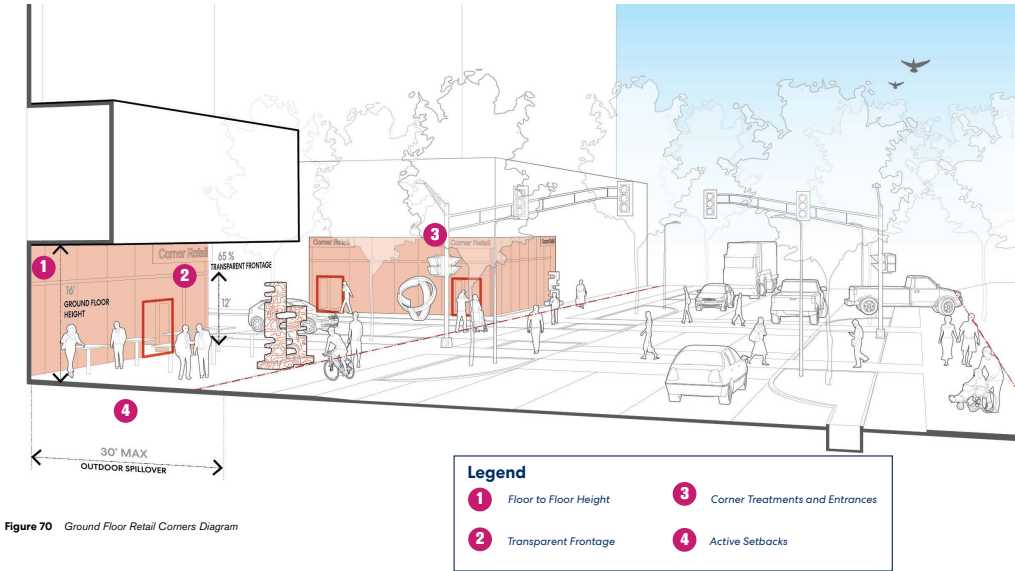
USE CLASSIFICATIONS		REQUIRED RETAIL CORNERS	INDUSTRIAL, ARTISAN, MANUFACTURING USES (IAM)	ALLOWED ACTIVE USE FRONTAGES
RESIDENTIAL USES				
Residential and Housing Types		See subclassifications below		
Multi-Family Residential		-	-	-
Accessory Dwelling Units		-	-	-
Elderly and Long-Term Care		-	-	-
Family Child Care		See subclassifications below		
Small		-	-	P
Large		-	-	P
Residential Care Facilities		See subclassifications below		
General		-	-	C
Limited		-	-	C
Senior		-	-	C
Single Room Occupancy		-	-	C
Transitional Housing		-	-	C
Supportive Housing		-	-	C

4.8

USE CLASSIFICATIONS		REQUIRED RETAIL CORNERS	INDUSTRIAL, ARTISAN, MANUFACTURING USES (IAM)	ALLOWED ACTIVE USE FRONTAGES
INDUSTRIAL USES				
Construction and Material Yards		-	-	-
Custom Manufacturing		-	P	P
Industry, General		-	P	P
Industry, Limited		-	P	C
Recycling Facility		See subclassifications below		
Reverse Vending Machine		-	P	-
Recycling Collection Facility		-	C	-
Recycling Processing Facility		-	C	-
Research and Development		-	P	P
Research and Development Activities Requiring BSL-1 and BSL-2 Containment		-	P	P
Research and Development Activities Requiring BSL-3 Containment		-	-	-
Research and Development Activities Requiring BSL-4 Containment		-	-	-
Salvage and Wreckage		-	-	-
Warehousing and Storage		See subclassifications below		
Chemical, Mineral, and Explosives Storage		-	-	-
Indoor Warehousing and Storage		-	-	C
Outdoor Storage		-	-	-
Wholesale and Distribution		-	-	P
Cannabis Microbusiness		-	C	P

4.9
Ground Floor
Required
Retail Corners

Buildings and the public realm together create a dynamic urban experience that is informed by and integrates with the surrounding context. Retail and active-use ground floors offer flexibility and variety, featuring a high level of transparency that enhances the vibrancy of the streets they face.



STANDARDS

4.9.1 Floor to Floor Height

All new development with required Required Retail Corners shall have a minimum of 16 feet floor to floor heights from sidewalk grade.

4.9.2 Transparency

Retail facades shall be at least 55 percent transparent across the entire length of the retail space, measured 12 feet vertically from the sidewalk grade.

4.9.3 Corner Entrances

Retail corners entries shall have architectural detailing that emphasizes the importance of the corner such as minor inset at the ground floor and large-scale awnings and canopies.

4.9.4 Active Setbacks

Retail corners shall setback at a minimum of 10 feet deep and a maximum of 30 feet deep from the property line.

4.9



Figure 71 300 Ivy Street in San Francisco shows how corner retail can anchor the street life.



Figure 73 SF Jazz Center show a successful distinct corner with visual transparency.



Figure 72 Tartine Bakery in San Francisco Dogpatch neighborhood is an example of manufacturing areas that can also house their brick and mortar shops to invite people to see the space product being made while enjoying it.



Figure 74 ASU Beus Center for Law & Society Building has a recessed corner that allows for shelter and spill out space for corner retail.

4.10
**Ground Floor
Industrial,
Artisan,
Manufacturing**

Small scale Industrial, Artisan, and Manufacturing spaces at the ground floor of new development celebrates the industrial legacy of the Northeast Area, allowing people to see and experience where goods are made firsthand.

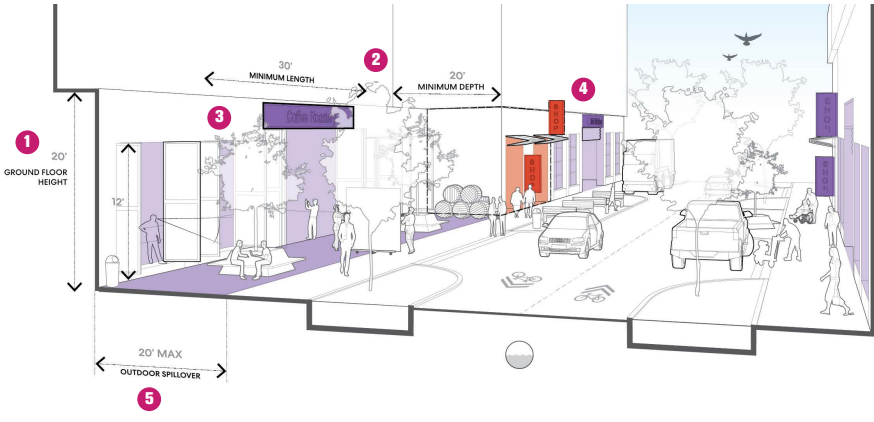


Figure 75 Ground Floor Industrial, Artisan, Manufacturing Section

Legend

1	Floor to Floor Height	3	Permeability to Street	5	Outdoor Spillover
2	Minimum Length and Depth	4	Individualized Facades		

STANDARDS

4.10.1 Floor to Floor Height

All new development with required ground floor Industrial, Artisan, and Manufacturing spaces shall have a minimum clear ceiling height of 20 feet, measured from sidewalk grade.

4.10.2 Dimensions

Light industrial ground floor spaces shall be a minimum of 20 feet in depth and at least 30 feet in one dimension.

GUIDELINES

4.10.3 Permeability to Street

Small scale industrial frontages should open directly onto the street to enhance the interaction between ground-floor spaces and the public realm and ensure eyes on the street. Options such as concertina doors, large pivot doors, roll-up doors, and expansive operable windows are ideal for facilitating this connection. These options should incorporate glazing to adhere to transparency requirements.

4.10.4 Individualized Facades

The street-facing facades of individual shops or light industrial facilities should be designed to allow for customization by each tenant, thereby creating a diverse and visually engaging streetscape. By varying facade materials, awning heights, signage styles, and types of doorways and windows, each unit can express its unique identity and contribute to the dynamic character of the street.

4.10.5 Outdoor Spillover

Outdoor spillover spaces should be setback to a maximum of 20 feet from the back of sidewalk. This will enable space for social interaction and flexible space for parking, loading, and service.

4.10



Figure 76 Aarhus School of Architecture maker spaces is open to the street to foster a dynamic environment that accommodates both active and passive participation.



Figure 77 Front Cage is an example of loading docks that can be re-purposed into versatile spaces, accommodating a range of uses like coffee shops, robotics studios, or breweries. Large roll-up doors, providing shade and inviting pedestrian interaction, can transform these areas into vibrant street-facing environments.



Figure 78 Emeryville Lofts is an example of industrial building facades that can accommodate a diverse range of uses, including salons, maker spaces, and offices.



Figure 79 Industrial streets will be strategically designed to optimize loading and unloading operations, ensuring efficient and smooth functionality for industrial activities.

4.11
Active Use
Frontages:
Mixed-Use
Residential

Active Use Corridor includes Residential Ground Floor Uses. Residential buildings may be characterized by a finer-grained pattern of small-scale entryways. These intermediate spaces are semi-public, creating a comfortable social interval between a unit and the street.

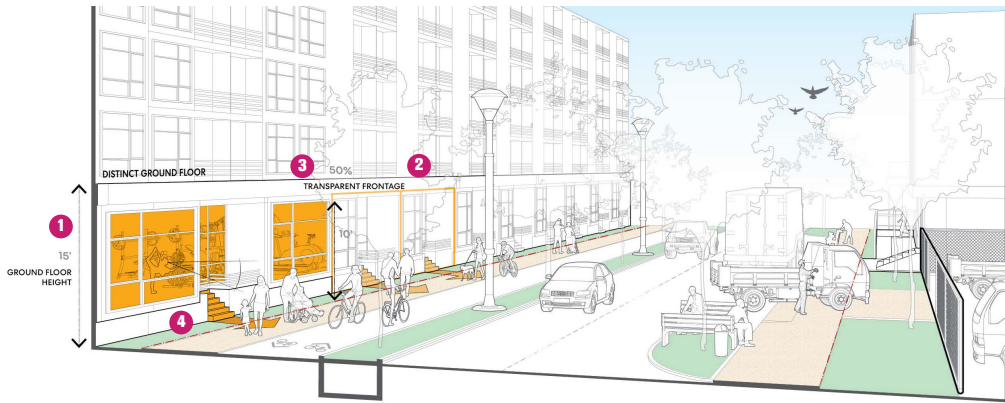


Figure 80 Residential Mixed Use Section

STANDARDS

4.11.1 Applicable Areas

The following standards shall only apply to new residential development located in the MU-NE-75 and MU-NE-90 Zoning Districts.

4.11.2 Floor to Floor Height

All new development with ground floor residential uses shall have a floor to floor height of 15 feet, measured from sidewalk grade. An example of this is shown in **Figure 80** under 1 - Floor to Floor Height.

4.11.3 Ground Floor Dwelling Units

Applicants shall refer to **Section 18.05.040 of the Draft Citywide Objective Design Standards** for guidance on the design of main building entrances and ground floor residential unit entrances.

4.11.4 Transparency

Frontages for residential amenities and neighborhood services such as community rooms, gymnasiums, leasing offices, and other encouraged uses shall be at least 50 percent transparent, measured 10 feet in height from the sidewalk grade.

Active Use Frontages: Mixed-Use Residential

- | | |
|-------------------------|----------------------|
| 1 Floor to Floor Height | 3 Transparency |
| 2 Ground Floor Units | 4 Landscape Setbacks |

4.11.5 Landscaped Setbacks

Areas between stoops, recessed entries, or common spaces and the back of the sidewalk shall be landscaped and serve as a stormwater management element. Refer to **Section 4.4** for required setbacks for Mixed-Use Residential development.

4.11

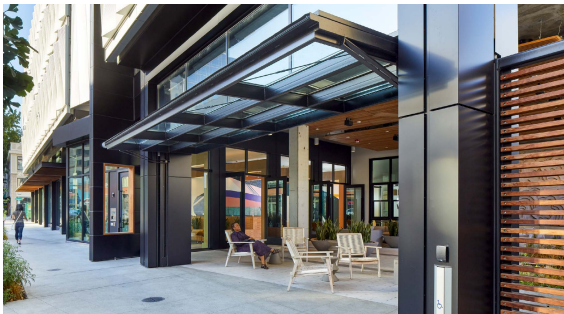


Figure 81 Multi-family residential lobby entrances can function as both welcoming entryways and sheltered seating spaces.



Figure 83 Moss HQ is a Live-work building that can foster diverse and dynamic street and neighborhood life through a variety of uses.

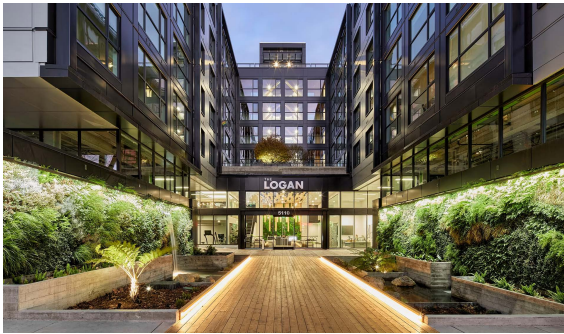


Figure 82 Logan Apartments in Oakland created an inviting and creatively designed residential entrance that enhances the street character by providing opportunities for social interaction and respite.



Figure 84 The Bellied Avenue Townhomes have raised residential stoops can encourage social interaction between neighbors and passersby, creating a more vibrant and engaged street life.

4.12

Floor Area Ratio (FAR) and Density Standards

The Northeast Area promotes a dense urban area with a broad mix of commercial, residential, industrial, and institutional uses, and fosters transit oriented development, and a vibrant public realm.

STANDARDS

4.12.1 Floor Area Ratio (FAR)

Non-residential development in the Production and Innovation (P-I) Zone and the Industrial Professional (IP) Zone shall be allowed by right to utilize the FAR shown in **Figure 85**.

Bonus FAR for non-residential properties can be earned in exchange for community benefits as allowed in **Section 4.11** and **Section 7.10**.

For properties under an existing Planned Development agreement, go to **San Carlos Municipal Code Chapter 18.37 Development Agreements**.

4.12.2 Measuring Floor Area Ratio (FAR)

Applicants shall refer to **Chapter 18.03 Rules of Measurement in the City of San Carlos Municipal Code** to determine floor area ratio.

4.12.3 Residential Density

Residential development in the Mixed-Use Northeast 90 (MU-NE-90) Zone and the Mixed-Use Northesat 75 (MU-NE-75) Zone shall be allowed by right to utilize the Dwelling Unit per Acre (DU/Acre) densities shown in **Figure 85**.

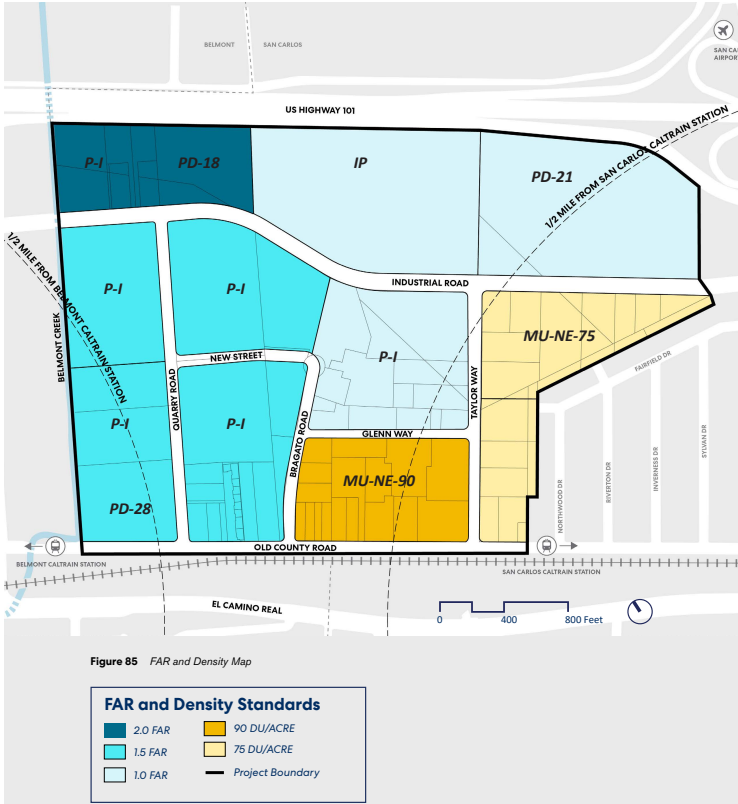


Figure 85 FAR and Density Map

4.13.1 Maximum Building Heights

4.13.2 Measuring Building Height

Applicants shall refer to **Chapter 18.03 Rules of Measurement in the City of San Carlos Municipal Code** to determine measuring building height.

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.

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. An example of the stepdown is illustrated in **Figure 86**.

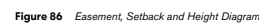


Figure 87 *Maximum Building Heights Map*



4.14

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, density, and/or height in return for provision of specific community benefits.

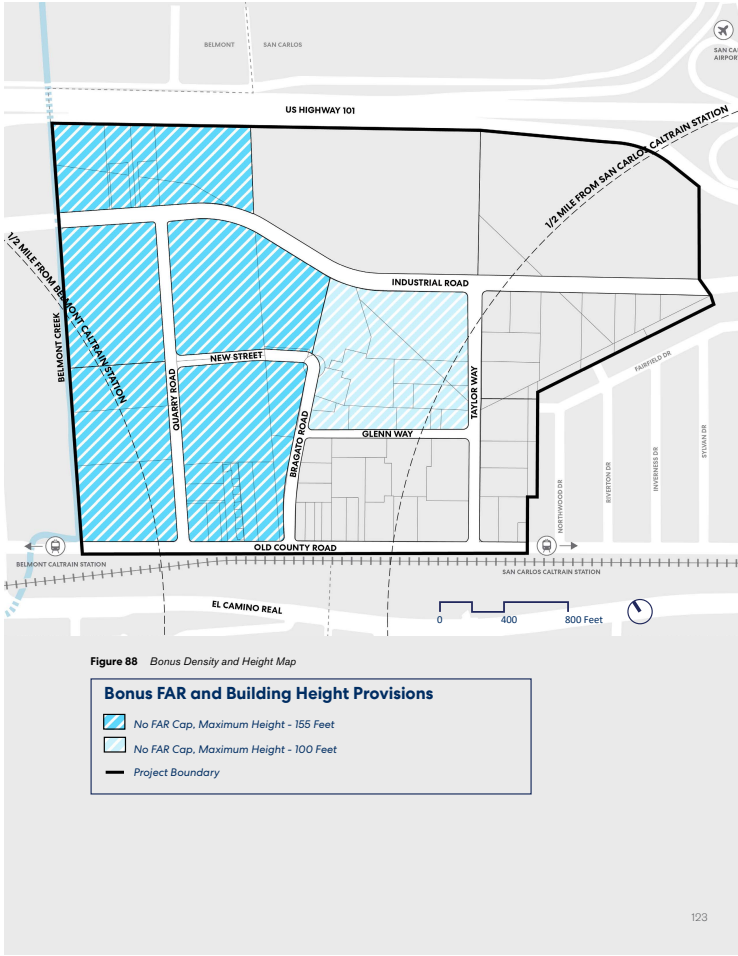
STANDARDS

4.14.1 Bonus FAR and Building Height
Applicants shall adhere to **Figure 88** to determine if property is qualified to earn an FAR or Building Height bonus. There is no cap on bonus FAR.

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

Bonus density and height regulations provide opportunity to deliver tangible community benefits within the district. These standards apply to new development within the Production and Innovation Zoning District.

4.14.3 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).



CHAPTER 5

Mobility and Parking



THIS SECTION WILL COVER:

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5.4	<u>Vehicle Parking</u>	5.14	<u>Quarry Road</u>
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5.5	<u>Shared Parking</u>	5.15	<u>Taylor Way</u>
	<i>page 136</i>		<i>page 160</i>
5.6	<u>Unbundled Parking</u>	5.16	<u>Industrial Road</u>
	<i>page 137</i>		<i>page 162</i>
5.7	<u>ADA and Carpool/Vanpool Parking</u>	5.17	<u>Old County Road</u>
	<i>page 138</i>		<i>page 164</i>
5.8	<u>EV Parking</u>	5.18	<u>Bragato Road</u>
	<i>page 140</i>		<i>page 166</i>
5.9	<u>Bicycle Parking</u>	5.19	<u>Glenn Way</u>
	<i>page 142</i>		<i>page 168</i>
5.10	<u>Transportation Demand Management (TDM)</u>	5.20	<u>New Street</u>
	<i>page 144</i>		<i>page 170</i>
		5.21	<u>Paseo</u>
			<i>page 172</i>

5.1
Street Network

The quality of the Northeast Area’s public life is largely defined by what happens in its streets. The Northeast Area prioritizes multi-modal connectivity, access, and safety.

STANDARDS

5.1.1 New Public Street

A north-south street segment shall be built to connect Quarry Road to Bragato Road. The final alignment shall be determined by the city.

For information on this new public street’s width and design, go to **Section 5.13.**

5.1.2 Vehicular Circulation

All streets shall have two-way traffic circulation.

5.1.3 Signalized Intersections

Industrial Road at Quarry Road and Taylor Way shall have signalized intersections.

5.1.4 Pedestrian Crossing with Hybrid Beacon

Mid block crossings shall have rectangular rapid flash beacons (RRFB) and/or raised median refuge in the center turn lane.

5.1.5 Intersection Daylight

Intersections of Quarry Road and Bragato Road with the New Public Street and intersections of Bragato Road and Taylor Way with Glenn Way shall implement traffic calming measures to improve safety including but not limited to the following: speed tables, curb extensions, reduced lane widths, physical buffers, high visibility markings, and wayfinding.

5.1.6 Multi-Modal Gateways

District Gateways at Industrial Road and Old County Road shall include wayfinding signage that welcomes people to the district and brings awareness to share the road.

5.1.7 On-Street Curb Uses

All streets except Old County Road and the south edge of Taylor Way shall reserve space for on-street curb uses. Refer to **Table 8** for list of permitted uses:

CURB USE TYPE
Timed and Paid On-Street Parking
Residential Parking Permit
ADA and EV Parking
Transit, Shuttle Stops
Short Term Pick-Up and Drop-Off
Commercial Loading
Bike and Micromobility Parking
Parklets and Curbside Dining

Table 8 On-Street Curb Uses

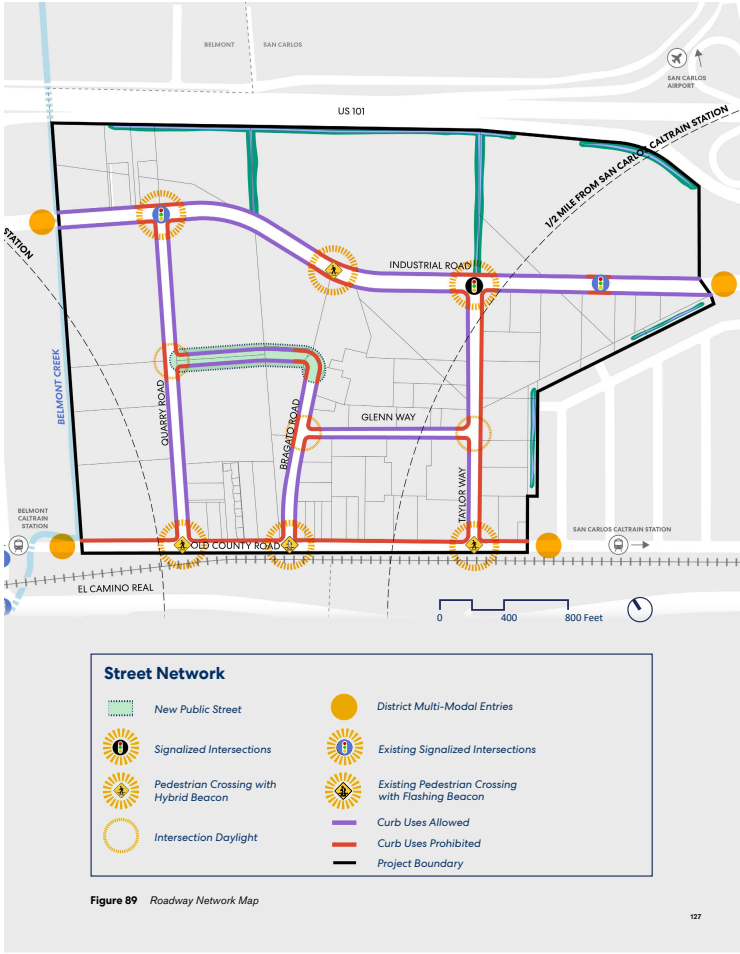


Figure 89 Roadway Network Map

5.2
Active Mobility

The sidewalk and bicycle network is designed to connect pedestrians and cyclists safely and efficiently to destinations within the Northeast Area and integrated into the larger City fabric. These recommendations are built on the adopted 2020 Bicycle and Pedestrian Masterplan.

STANDARDS

5.3.1 Sidewalk Network

The Northeast Area shall have a complete sidewalk network with a minimum pedestrian throughway of 8 feet wide.

5.3.2 Paseos

The Northeast Area shall provide three publicly accessible paseos as illustrated in **Figure 90** and **Table 9**.

5.3.3 Bicycle Network

All public streets shall include bicycle facilities ranging from shared roadway markings (Class III) to protected bicycle lanes (Class I) as illustrated in **Figure 90** and **Table 10**.

5.3.4 Belmont Creek Trail

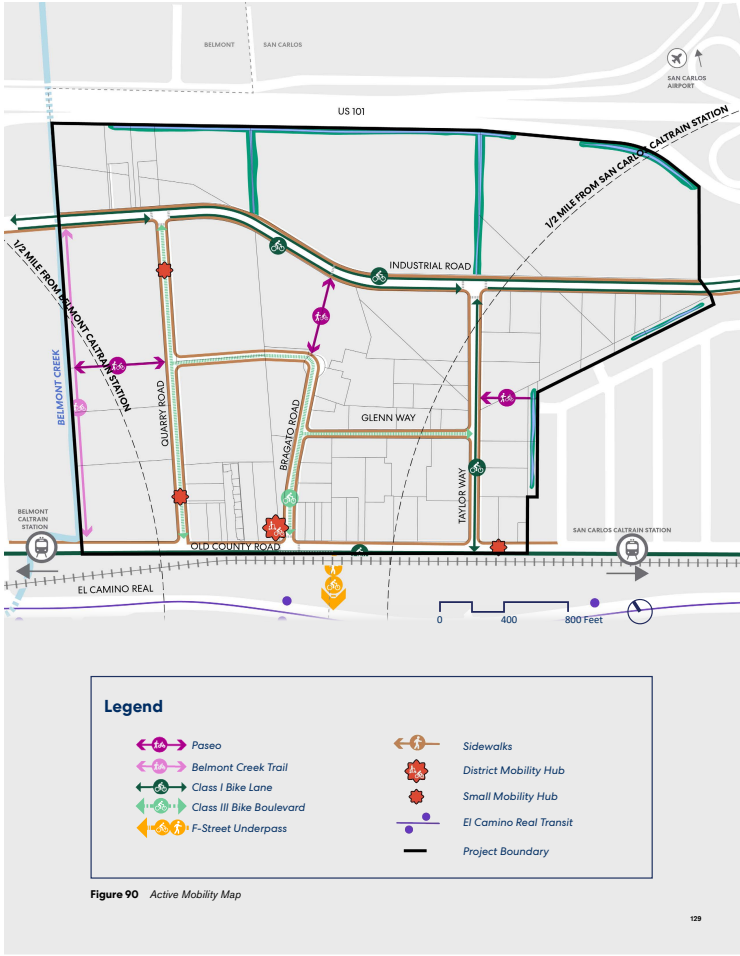
A multi-use trail shall be built along Belmont Creek within the Creek setback. For more information on the trail width and design refer to **Section 6.3**

PASEO TYPE	LOCATION
Creek	Mid block access from Quarry Road to Belmont Creek.
Neighborhood	Mid block access from the intersection of Fairfield Drive and Northwood Drive to Taylor Way.
Bragato Road	Extends Bragato Road to Industrial Road.

Table 9 Paseos Type

STREET NAME	BIKE FACILITY
Industrial Road	Class I
Old County Road	Class I
Quarry Road	Class III
Bragato Road	Class III
Taylor Way	Class I
Glenn Way	Class III
New Street	Class III

Table 10 Bicycle Network Facilities



MOBILITY AND PARKING



Figure 91 Quay Street in Auckland is an example of using street furnishing and landscape to delineate a sidewalk and Class I Bikeway.



Figure 92 Sharrows allow cyclists and vehicles to share the road on a Class III Bikeway.



Figure 93 Slabtown Marketplace is an example of how curbless paseos can become places to hang out, pass through and even cycle through.



Figure 94 Auckland Landings Business Park blurs the line between logistic industrial uses, creek and bioretention, doubling its open space as an amenity for visitors and employees with a trail network.

5.3
Mobility Hubs

Providing access to different ways of getting around is critical to support a growing district, reduce traffic congestion, and support sustainable lifestyles.

STANDARDS

5.3.1 District Mobility Hub

A District Mobility Hub shall be located at the intersection of the F street underpass and Old County road as illustrated in **Figure 90**.

The District Mobility Hub shall be located on private property as a part of a proposed redevelopment.

The size of the Mobility Hub shall be determined in coordination with the City during the permitting process.

The mobility hub shall support multiple transportation options for employees and residents as follows:

- Short- and long-term bike parking
- E-bike charging
- Shared micromobility
- Car share
- Wayfinding and real-time travel information
- Ride-hail pick-up/drop-off
- Shuttle pick-up/drop-off
- Bike shop and repair
- Centralized package delivery

5.3.2 Small Mobility Hub

A total of three small mobility hubs shall be located in proximity to the district gateways as illustrated in **Figure 90**. These small mobility hubs shall be located as part of the curb zone.

The size and design of the Small Mobility Hub shall be determined as part of the overall street design and/or in coordination with an applicant as part of a development proposal.

It shall support a selection of transportation options for employees and residents as followed:

- Short-term bike parking
- Shared micromobility
- Car share parking spots
- Shuttle pick-up/drop-off



Figure 95 Charging station prototypes in Essen, Germany create sheltered charging stations and opportunity for lounging areas during charging cycles.



Figure 96 Curtin Bike Hub in Perth, Australia created a bike hub with long term biking spaces, showers, bike repair workshop, locker rooms and a cafe.



Figure 97 The Kaiser-Josef-Platz Weils Mobility Hub creates shelter and visual markers for waiting vehicles, cyclists and people.

5.4

Vehicle Parking Standards

Eliminating Parking Minimums

Sufficient vehicle parking is necessary for the success of the Northeast Area. Building too much parking, however, limits land available for other uses, impacts walkability and placemaking, while increasing traffic congestion, vehicle miles traveled, and housing costs.

Regional policy and state law prohibits minimum parking requirements near certain types of transit service and for most new developments (see **AB 2097** and **MTC TOC Policy**). Given the Northeast Area's proximity to two Caltrain stations and frequent bus service on El Camino Real, it is prudent to remove all minimum parking requirements to ensure the district is compliant with state law and/or eligible for future regional funding opportunities.

Balancing Parking Maximums

Parking maximums are one of the best insurance policies against excessive traffic. Set too high, maximums can generate more traffic than the surrounding street grid can accommodate. Set too low, maximums can be a deterrent to development.

NEASP has established two tiers of Maximum Vehicle Parking: Tier 1, which is the soft parking maximum and Tier 2, which is the hard parking maximum.

Conditional or soft maximums give the City an opportunity to provide added flexibility for developers to build more parking if desired, in exchange for community benefits.

LAND USE	MAXIMUM PARKING LIMIT (TIER 1 SOFT)	MAXIMUM PARKING LIMIT (TIER 2 FIRM)	UNIT
Multifamily Residential	0.6	0.7	per bedroom
Office	1.5	2.2	per 1K GSF
Research and Development	1.0	1.6	per 1K GSF
Light Industrial	0.4	0.6	per 1K GSF
Retail and Dining	2.0	2.5	per 1K GSF
Hotel	0.7	0.9	per room/key
Other non-residential uses	2.0	2.5	per 1K GSF

Table 11 On-Site Maximum Vehicle Parking Standards

STANDARDS

5.4.1 Minimum Vehicle Parking

All new developments in the District shall be compliant with the MTC Transit Oriented Communities (TOC) policy. Therefore, parking minimums do not apply.

5.4.2 Maximum Vehicle Parking

For all new developments and changes of use, the number of on-site vehicle parking spaces may not exceed the Tier 2 (Firm) Maximum Parking Limits as defined in Table 11.

For all new developments and changes of use, the number of on-site vehicle parking spaces may only exceed the Tier 1 (Soft) Maximum Parking Limits as defined in **Table 11** if both conditions (a) AND (b) are met:

a. A parking demand study is prepared and submitted to the City that demonstrates the need for additional parking. The parking demand study should include, at a minimum:

i. Analysis demonstrating the estimated peak daily parking demand for the project based on the proposed land uses.

ii. A summary of the proposed parking management approach for the project, including pricing, unbundling, and shared parking arrangements.

iii. A summary of any Transportation Demand Management (TDM) strategies which will be provided or an attached copy of an approved TDM plan for the project.

b. One or more of the following conditions are met:

i. If 100% of on-site parking provided is publicly accessible. Publicly accessible parking is defined as parking that is available for use to the general public, either for a fee or free of charge, for at least a portion of each day or on certain days of the week. A parking management plan must be submitted to the City demonstrating reasonable access to shared parking.

ii. If TDM strategies are implemented that exceed minimum TDM requirements by 33%, per the requirements and TDM point system defined in Section S.11 of this plan.

iii. At the discretion of the Community and Economic Development Director, based on the provision of additional benefits, investments, or enhancements that support multimodal travel, above and beyond those which are otherwise required by City code or this plan.

5.5

Shared Parking

A shared parking program creates a pool of shared parking supply within the district, offering a mix of short- and long-term spaces by the facility to serve visitors, customers, employees, tenants, and residents. Coordination between developers, area property owners, tenants, the City, and a TMA will ensure existing or new parking facilities are efficiently shared and conveniently located for users.

Per **AB 2097**, the City retains discretion to require new parking to be shared when it is provided voluntarily (i.e. not built to satisfy minimum parking requirements): “When a project provides parking voluntarily, a public agency may impose requirements on that voluntary parking to require spaces for car share vehicles, require spaces to be shared with the public, or require parking owners to charge for parking.”

Other state and regional policies, such as **AB 894** and **MTC’s TOC Policy**, require that local agencies and jurisdictions allow shared parking between different uses, emphasizing the importance of using any new spaces as efficiently as possible. These policies allow for a broad definition of “shared” parking, which provides additional flexibility in how shared parking requirements could be met. Requiring that on-site parking be shared provides flexibility to accommodate some unshared uses while “unlocking” as much parking as possible for shared use.

STANDARDS

5.5.1 Shared Parking Facility

A shared parking facility shall meet the following characteristics:

- No individual spaces or parking areas shall be reserved for any individual, tenant, or class of individuals, except for persons with ADA placards or users of special vehicles, such as EV, carpool/vanpool, or carshare vehicles.
- Non-residential property owners may restrict parking to district residents only, prohibiting others from parking for more than 24 hours.
- Public/visitor parking may be separated from employee and resident parking.

5.5.2 Required Provision of Shared Parking

If on-site parking is provided as part of any new development, at least 50% parking spaces shall be managed as shared parking by satisfying one or more of the following conditions:

- The parking spaces are accessible to the general public, either for a fee or free of charge, for at least a portion of each day or on specific days of the week.
- The parking spaces are subject to a written shared parking agreement that establishes provisions and conditions for shared use of parking between two or more parties.
- The parking spaces are available for multiple different uses or tenants who do not have reserved access to specific parking spaces within the parking facility.
- The parking spaces are reserved for carpool uses and/or carshare vehicles.

Up to 50% of accessible parking spaces which are provided to satisfy ADA parking requirements may be counted towards the shared parking requirement.

At the time of site plan approval, the project sponsor shall provide a parking management plan, documenting how the shared parking requirement will be met, as well as copies of any shared parking agreements or arrangements.

5.6

Unbundled Parking

MTC TOC Policy requires that jurisdictions allow the use of unbundled parking. Unbundled parking supports housing affordability, allows tenants without a car to avoid paying for parking they do not need, incentivizes more mobility choices including increased use of transit.

STANDARDS

5.6.1 Unbundled Parking for Non-Residential Uses

All non-residential parking spaces shall be unbundled from the cost of the lease. The cost of the parking space shall be included as a separate line item in the leasing agreement. The price of parking shall be determined at the time the project’s TDM Plan is approved. The price may be modified later through a subsequent update to the project’s TDM Plan.

Leases for parking spaces may be monthly or annual but shall have a maximum lease term of one year, with an option to renew the lease per existing or modified terms. Monthly or yearly parking leases shall identify primary address of lessee in the leasing agreement.

5.6.2 Unbundled Parking for Residential Uses

All on-site parking spaces shall be leased or sold separately from the rental or purchase fees for the individual units in perpetuity, such that potential renters or buyers have the option of renting or buying a unit at a price lower than would be the case if there were a single price for both the unit and the parking space. The price of parking shall be determined at the time the project’s TDM Plan is approved.

Leases for parking spaces may be monthly or annual but shall have a maximum lease term of one year, with an option to renew the lease per existing or modified terms. Monthly or yearly parking leases shall identify primary address of lessee in the leasing agreement.

Affordable units which include financing requirements that conflict with these provisions may be granted an exception from these provisions by the Director

5.7 ADA and Carpool/ Vanpool Parking

Even in the absence of minimum parking requirements, projects that choose to provide on-site parking shall meet minimum requirements for accessible/ADA parking, electric vehicle (EV) parking, and carpool/vanpool parking.

STANDARDS

5.7.1 ADA Compliance

ADA parking spaces shall comply with citywide and state design requirements, and federal requirements for design and access.

5.7.2 Minimum ADA Parking

Where on-site parking is provided for any new development, the minimum number of required ADA accessible parkings shall be identified in **Table 12.**

In addition to providing the number of required ADA-accessible parking spaces, the following requirements shall be met for all on-site ADA-accessible parking provided:

- At least 1 out of every 6 ADA-accessible parking spaces provided (rounded up) shall be van-accessible.
- At least 1 out of every 3 ADA-accessible parking spaces provided (rounded up) shall be equipped with an electric vehicle charger that meets the definition of Tier 2 or Tier 3 charging standards.
- All ADA parking spaces shall meet design specifications and requirements as defined in the California Building Code section 11B-502.

5.7.3 ADA Maximum Allocation

ADA accessible spaces shall count toward the total parking supply and parking maximum.

5.7.4 On-Site ADA Parking Design

Where on-site parking is provided for any new development or change of use, all ADA-accessible parking spaces will comply with all local, state, and federal ADA parking design standards including:

- (a) Car-accessible spaces must be at least 96 inches wide and must include an accessible aisle at least 60 inches wide.
- (b) Van-accessible spaces must be either (i) at least 132 inches wide and include an accessible aisle at least 60 inches wide, or (ii) at least 96 inches wide and include an accessible aisle at least 96 inches wide.
- (c) All accessible spaces must have a slope of no more than 2.08% in all directions.
- (d) Wayfinding signage indicating the nearest building entrance must be clearly visible and legible from all accessible spaces.
- (e) All payment technology and/or parking access control features must be accessible for all users and include accommodations for users with limited vision and/or hearing.

PARKING FACILITY SIZE	MINIMUM NUMBER OF ADA PARKING SPACES REQUIRED
0-100 spaces	At least 1 space per 25 spaces (round up)
101-500 spaces	4 spaces, plus 1 additional space per 50 spaces above 100 (round up)
500 - 1000 spaces	At least 2% of total spaces (round up)
1001+ spaces	At least 20 spaces, plus 1 additional space for each 100 space over 1000 (round up)

Table 12 Parking Facility Minimum ADA Standards

5.7.5 Required Carpool and Vanpool Parking

Where on-site parking is provided for all new development or change of use, the minimum number of parking spaces that are reserved for the exclusive use of carpools and vanpools is identified in **Table 13.**

5.7.7 Carpool and Vanpool Parking Signage

Carpool/vanpool parking spaces shall be signed in a clear and conspicuous manner indicated exclusive availability, such as special pavement marking.

5.7.6 Carpool and Vanpool Parking Location

Designated carpool/vanpool spaces shall be located in convenient locations, such as on the first floor of parking garages and near building entrances, elevators and stairways, or pedestrian paths.

5.7.8 Carpool and Vanpool Parking Maximum Allocation

Carpool/vanpool spaces shall count toward the total parking supply and parking maximum.

LAND USE	CARPOOL/VANPOOL PARKING SPACES
Residential	N/A
Non-Residential	At least 1 parking space per 10 total spaces (round up)

Table 13 Carpool Parking Standards

5.8

EV Parking

CALGreen building code and guidelines recommend that at least 35% of parking is reserved for clean air vehicles, which includes EV charging spaces and carpool/vanpool spaces. The San Carlos municipal code currently requires at least 10% of spaces be reserved for carpool/vanpool spaces.

STANDARDS

5.8.1 Minimum EV Charging Requirements

Where on-site parking is provided for all new development, the minimum number of electric vehicle charging spaces shall be required, as identified in **Table 14**. For the purpose of satisfying these requirements, all EV charging spaces shall meet the specifications of either Tier 2 or Tier 3 Electric Vehicle Supply Equipment (EVSE).

5.8.3 EV Signage

EV parking spaces shall be signed in a clear and conspicuous manner indicated exclusive availability, such as special pavement marking.

5.8.4 EV Maximum Allocation

EV spaces shall count toward the total parking supply and parking maximum.

5.8.2 EV Location

EV parking spaces shall be located in the same lot as the primary use. EV parking spaces shall be located in convenient locations that are close to a primary building entrance and/or first floor parking garage.

5.8.5 EV Maximum Allocation

EV spaces shall count toward the total parking supply and parking maximum.

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LAND USE	EV PARKING SPACES
Residential	At least 1 parking space per 25 total spaces (round up) shall be equipped with a Tier 2 or Tier 3 EVSE charger.
Non-Residential	At least 1 parking space per 25 total spaces (round up) shall be equipped with a Tier 2 or Tier 3 EVSE charger.

Table 14 EV Parking Standards

5.9

Bicycle Parking

Secure, publicly-accessible short- and long-term bicycle parking facilities are critical components of a multi modal transportation network. Studies consistently demonstrate the role that bicycle parking plays in supporting and incentivizing bicycle use. If bicycle parking needs are not considered and provided for when new developments are built, it can be more difficult to add parking by retrofitting existing buildings in the future.

STANDARDS

5.9.1 Minimum Bicycle Parking Requirements

For all new development, the minimum number of short-term and long-term bicycle parking spaces shall be identified in **Table 15.**

For dimension and location requirements, go to **SCMC 18.20.080.**

5.9.2 Showers and Lockers

All new office and industrial development shall provide showers and lockers per **Table 17.**

5.9.3 Sitting, Design, and Signage

All bicycle parking shall:

- Be well-lit during both daytime and nighttime hours.
- Be identified by clear signage that is visible from all major building entrances.
- Include at least five (5) feet of maneuvering space adjacent to bicycle parking.
- Include forty-five (45) and never less than thirty (30) inches of space between any side-by-side bicycle racks, including racks that are sold as a multiple rack that is attached together.

Short-term bicycle parking shall:

- Be located along the "desire line" or path most likely for people who are using a bicycle to travel, either in the public right-of-way or on private property.
- Be ideally located less than 25 feet away and never 50 feet away from major building entrances.
- When possible, be located in sheltered areas with weather protection.

Long-term bicycle parking shall:

- Be located in areas with controlled access, either through use of a key, smart card, keycode, or similar technology.
- Be easily navigable and accessible for people with less common bicycle types, including larger cargo bicycles and three-wheeled bicycles.
- Be located no lower than the first basement level or the first complete parking level below ground, and no higher than the first above-ground level.

LAND USE	REQUIRED BIKE PARKING SPACES	SHORT-TERM BICYCLE PARKING	LONG-TERM BICYCLE PARKING	CARGO & ADAPTIVE BICYCLES	ELECTRIC BICYCLES
Residential	1 per unit	25%	75%	10% of total	1 outlet or charger per 5 total spaces
Office	0.67 per 1000 GSF				
Research and Development	0.67 per 1000 GSF				
Light Industrial	0.1 per 1000 GSF				
Retail	0.4 per 1000 GSF	75%	25%	5% of total	
Dining	0.5 per 1,000 GSF				
Other	Determined by zoning administrator				

Table 15 Bicycle Parking Standards

LAND USE	SHOWERS	LOCKERS
Residential	N/A	N/A
Office	1 unisex for first 40,000 SF; 1 unisex for each additional 20,000 SF	75% of total long-term spaces provided
Research and Development		
Light Industrial		
Retail	N/A	N/A
Dining		
Other	Determined by zoning administrator	

Table 16 Minimum Bicycle Showers and Lockers Standards

5.10

Transportation Demand Management (TDM)

While San Carlos embarks on an update to its citywide TDM policy, a NEASP-specific TDM policy is a vital opportunity to embed TDM within the overall mobility framework while the broader policy is in development. The NEASP TDM Plan requirements may be superceded by the Citywide TDM Plan, upon its adoption.

STANDARDS

5.10.1 Definitions

For the purposes of this section, the following definitions shall apply:

- (a) "Director" refers to the San Carlos Community and Economic Development Director
- (b) "Project(s)" refers to any new development or change of use.
- (c) "Project Sponsor" refers to the owner of the property which is subject to TDM requirements.

5.10.2 Applicability

TDM requirements shall apply to all new developments or changes of use within the district. Requirements shall be determined based on the project size as defined in **Table 17**.

For mixed-use projects that include both residential and non-residential components, residential and non-residential TDM requirements shall apply to each respective component of the project.

LAND USE	SMALL PROJECTS	LARGE PROJECTS	EXEMPTIONS
Residential	24-49 units	50+ units	0-24 units Projects in which 100% of units are affordable Administrative exemptions
Non-Residential	10,000 - 49,999 GSF	50,000+ GSF	0-9,999 GSF Administrative exemptions

Table 17 TDM Applicability

5.10.3 General Exemptions

The following projects are exempt for this chapter:

- (a) Previously entitled projects. Projects with an approved development agreement or, prior to [INSERT DATE], that have an approved vesting tentative map shall be measured according to the performance standards specified in their respective conditions of approval.

Projects for which the City has issued a building permit prior to [INSERT DATE] shall also be measured according to the performance standards specified in their respective conditions of approval, provided, however, that if such project requires one or more additional building permits one or more of which meet the applicability standards within this Plan, the performance standards in this Chapter shall apply.

- (b) Accessory dwelling units and junior accessory dwelling units as defined in **SCMC Chapter 18.04**.

- (c) Residential and non-residential projects which are smaller than the minimum threshold for "small project" designations are exempt from TDM requirements.

- (d) Residential projects for which 100% of the housing units provided are affordable are exempt from TDM requirements. This exemption does not extend to non-residential components of mixed-use projects.

5.10.4 Administrative Modifications or Exemptions

The Director may grant an administrative exemption that reduces, modifies, or waives parts or all required TDM elements. Decisions to grant such exemptions shall follow local, regional, and state requirements and be made with consideration of the overall mobility goals and needs of the district. Administrative exemptions shall prioritize modifications or alternatives which address any extenuating circumstances without reducing the overall intent and desired effect of TDM requirements.

5.10

5.10.5 Baseline TDM Requirements

Any project which is subject to the TDM requirements of this chapter must implement all baseline required TDM strategies as indicated in **Table 18 (residential)** and **Table 19 (non-residential)**.

TDM STRATEGY	SMALL PROJECTS	LARGE PROJECTS
Provide non-driving transportation subsidies (free or discounted transit passes, bicycle subsidies, etc.)	--	Required
Implement non-driving education/marketing/ programs	Required	Required
Retain an TDM coordinator or contact (on or off-site)	Required	Required
Unbundled parking (if provide parking, per Section 5.7)	Required	Required

Table 18 Baseline Required TDM Strategies for Residential Projects

TDM STRATEGY	SMALL PROJECTS	LARGE PROJECTS
Unbundled parking (if provide parking, per Section 5.7)	Required	Required
Provide a parking cash-out option	Required	Required
Provide non-driving transportation subsidies (free or discounted transit passes, bicycle subsidies, etc.)	--	Required
Provide pre-tax transportation benefits	Required	Required
Provide ride matching services	Required	Required
Implement non-driving education/marketing/ programs	Required	Required
Retain an on-site TDM coordinator or contact	--	Required
Provide a bike repair station	Required	Required

Table 19 Baseline Required TDM Strategies for Non-Residential Projects

5.10.6 Supplemental TDM Strategies and Point Targets

In addition to baseline required TDM strategies, any project which is subject to the TDM requirements of this chapter shall implement supplemental TDM strategies to achieve the minimum TDM point target indicated in **Table 20**.

Any combination of strategies indicated in **Table 21** may be implemented in order to meet the required point target for the project. TDM point values reflect the approximate level of effectiveness of each strategy at reducing Vehicle Miles Traveled (VMT).

TDM point values for required baseline strategies may be counted towards the overall required point target for the project. For mixed-use projects that include both residential and non-residential components, each component shall achieve the respective point target. Strategies which are implemented for both residential and non-residential components may count towards the point target of both components.

5.10.7 TDM Plan Requirements

Any project which is subject to the TDM requirements of this chapter must submit, at the time of site plan approval, a TDM plan indicating how the requirements of this chapter will be met. This TDM plan shall be certified by the C/CAG of San Mateo County.

The TDM plan must include, at a minimum:

- (a) A list of all TDM strategies to be implemented.
- (b) A brief description of how the strategies will be implemented and managed to support successful reduction of Vehicle Miles Traveled (VMT).
- (c) A designated point of contact for communication about the TDM plan.

5.10.8 Non-Compliance

If at any time a project fails to fulfill any of the requirements of this chapter, the Project will be considered non-compliant. A non-compliant project will have up to one year from the first finding of non-compliance to rectify the compliance gaps and submit an updated TDM plan documenting actions taken.

If, after one year from the first finding of non-compliance, the Project is found to still be non-compliant with all requirements of this chapter, the Project may be assessed a financial penalty in accordance with Chapter 1.20 of the San Carlos municipal code.

If project non-compliance is found to be resulting from conditions beyond the control of the Project Sponsor, the Director may grant a temporary or permanent exemption to that portion of the TDM plan which is found to be non-compliant.

LAND USE	SMALL PROJECTS	LARGE PROJECTS
Residential	25 Points	30 Points
Non-Residential	30 Points	35 Points

Table 20 TDM Points Target

MOBILITY AND PARKING

5.10

ID	TDM STRATEGY		REQUIRED STRATEGIES		POINTS
			RESIDENTIAL	NON-RESIDENTIAL	
PARKING					
P.1	Charge for on-site parking				15
P.2	Provide a parking cash-out option for employees			Required	2
P.3	Unbundle parking costs from other property costs or leases		Required	Required	0-19
SERVICE AND PROGRAMS					
S.1	Provide non-driving transportation subsidies		Large Projects Only	Large Projects Only	10
S.2	Provide pre-tax transportation benefits			Required	1
S.3	Provide ride matching services			Required	2
S.4	Provide a guaranteed ride home program				1
S.5	Provide shuttle service				10
S.6	Provide free or subsidized car share membership				1
S.7	Provide car share vehicles on site				1
S.8	Provide an on-site bike library				1
MARKETING, EDUCATION, AND MANAGEMENT					
M.1	Implement non-driving education/marketing/programs		Required	Required	2
M.2	Provide a behavior change and/or travel training program				1
M.3	Provide on-site real time travel and TDM information				1
M.4	Provide a travel training program				1
M.5	Provide bicycle skill and safety training				1
M.6	Provide bike repair workshops or clinics				1
M.7	Retain an on-site TDM coordinator or contact		Required	Large Projects Only	0.5
SITE ENHANCEMENTS					
E.1	Implement multi modal network improvements				7
E.2	Provide on-site delivery amenities				1
E.3	Provide a bike repair station				0.5
E.4	Provide end-of-trip amenities (lockers, showers, changing rooms)				2
E.5	Provide on-site family-supportive amenities				3
OTHER					
O.1	Other strategy proposed by project sponsor (point value determined at the time of TDM plan approval)				TBD

Table 21 TDM Points Menu

5.11

On-Site Loading

On-site loading is necessary to support efficient loading activity for both residential and non-residential uses. The Northeast Area has a historic base of industrial, light industrial, retail, and commercial uses with high loading activity. Loading standards should allow for on-street loading areas, allowing for flexible use of the curb for pick-up and drop-off and commercial loading activity.

STANDARDS

5.11.1 On-Site Minimum Loading Requirements

Every new development, and every building enlarged by more than five thousand (5,000) square feet, shall provide on-site loading and unloading areas per **Table 22**, unless modified by the zoning administrator.

5.11.2 Loading Location

All required loading berths shall be located on the same site as the use served. No loading berth for vehicles over two (2) ton capacity shall be closer than fifty (50) feet to any property in a residential district unless completely enclosed by building walls, or a uniformly solid fence or wall, or any combination thereof, not less than six (6) feet in height. No permitted or required loading berth shall be located within twenty-five (25) feet of the nearest point of any street intersection.

5.11.3 Minimum Size

Each on-site loading space required shall meet the following minimum size requirements:

- (a) Type 1 spaces (large) shall not be less than fourteen (14) feet wide, seventy (70) feet long, and fourteen (14) feet high, exclusive of driveways for ingress and egress, maneuvering areas and setbacks. The minimum size requirement may be modified if the Director finds that the applicant has satisfactorily demonstrated that, due to the nature of the proposed use, such size will not be needed.
- (b) Type 2 spaces (small) shall not be less than ten (10) feet wide, eighteen (18) feet long, and ten (10) feet high, exclusive of driveways for ingress and egress, maneuvering areas and setbacks. The minimum size requirement may be modified if the Director finds that the applicant has satisfactorily demonstrated that, due to the nature of the proposed use, such size will not be needed.

5.11.4 Driveways for Ingress and Egress and Maneuvering Areas

Each on-site loading space required by this section shall be provided with driveways for ingress and egress and maneuvering space. Truck-maneuvering areas shall not encroach into required parking areas, travel ways, or street rights-of-way. This requirement may be modified if the Director finds that sufficient space is provided so that truck-maneuvering areas will not interfere with traffic and pedestrian circulation.

5.11.5 Surfacing

All open on-site loading berths shall be improved with a compacted base, not less than five (5) inches thick, surfaced with not less than three (3) inches of plant-mix asphalt, concrete, or comparable material approved by the City Engineer.

LAND USE	GROSS FLOOR AREA (SQ. FT.)	MINIMUM REQUIRED LOADING SPACES		
		TOTAL MINIMUM SPACES REQUIRED	TYPE 1 SPACES (LARGE)	TYPE 2 SPACES (SMALL)
Non-residential only	0-30,000	1	1	(Remainder needed to meet total requirement)
	30,001-100,000	2	1	(Remainder needed to meet total requirement)
	100,001-150,000	3	2	At least 1
	150,001-250,000	4	2	At least 2
	250,001+	1 per each additional 100,000 square feet or portion thereof.	At least 2	At least 2
Mixed Use, primarily residential (Residential less than 50,000 sf of non-residential use)	0-100 units	1	0	(Remainder needed to meet total requirement)
	100+ units	2	1	(Remainder needed to meet total requirement)
Mixed-Use, primarily non-residential (Residential with more than 50,000 sf of non-residential use)	0-50,000	1	1	(Remainder needed to meet total requirement)
	50,001-100,000	2	1	(Remainder needed to meet total requirement)
	100,001+	Zoning Administrator may require additional loading spaces based on the project's needs and site feasibility.		

Table 22 Required On-site Loading Spaces

5.12

On-Street Loading

The City may designate short-term curbside loading zones to provide safe and dedicated space for passenger and/or commercial loading and reduce obstructions to moving traffic in the right-of-way caused by stopped vehicles.

STANDARDS

5.12.1 On-Street Loading Location

Zones shall be located near adjacent uses with high demand for short-term personal or commercial passenger pick-up/drop-off activities and/or door-to-door delivery services. Loading zones shall not be reserved for the exclusive use of a private establishment or property owner.

When considering where to locate on-street loading zones, priority shall be given to:

- (a) Areas which generate 10 or more delivery orders and/or passenger pickups per hour
- (b) Areas with high commercial activity
- (c) Areas adjacent to properties or businesses which do not have on-site parking

5.12.2 Dedicated Loading Zone

Unless otherwise posted, vehicles shall not remain stopped for more than 5 minutes in a dedicated loading zone. Zones shall be marked with clear signage indicating time limits, hours of enforcement, and any other restrictions on use.

5.12.3 Accessible Loading Zone

At least one accessible loading zone that includes a curb ramp and clear access aisle shall be provided for every 100 linear feet of loading zone or fraction thereof.

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5.13
Street Design

Street design is crucial for ensuring safety, accessibility, community interaction, traffic flow, and aesthetic appeal, thereby enhancing the overall livability and functionality of cities. The following sections provide high level design guidance for the future of streets in the Northeast Area. A future Streetscape Master Plan will be needed in the future to bring these designs to the next level of specificity.

STANDARDS

5.13.1 Street Zones

Streets shall be comprised of five zones illustrated in **Figure 98**. This includes the Frontage Zone, Pedestrian Zone, Multi-Use Curb Zone, Travel Lane, and Bike Facility.

5.13.2 Frontage Zone (Setback)

All new development with a ground floor commercial/industrial use shall choose from the following features within the frontage zone:

- Sidewalk Dining
- Outdoor Displays
- Public Art
- Seating
- Trees / Planting
- Multi-use spillover space

All new development with a ground floor residential use shall choose from the following features within the frontage zone:

- Porches
- Front Yards
- Trees and Plantings

For more information on trees and plantings, go to the City's Preferred Street Trees List.

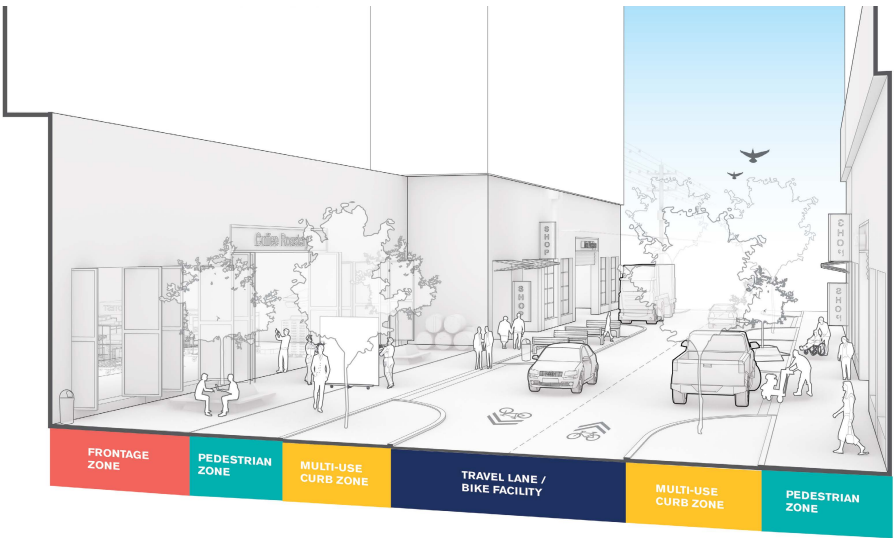


Figure 98 Street Design Illustrative Section

MOBILITY AND PARKING

5.13

5.13.3 Pedestrian Zone

All sidewalks shall have a minimum pedestrian throughway of 8 feet wide.

5.13.4 Multi-Use Curb Zone

Curbside zones shall be designed to accommodate the following types of uses as illustrated in **Table 23**.

TYPE	DESCRIPTION
Stormwater Infrastructure	Landscape features that retain and convey stormwater runoff.
Parking	Time-limited, paid.
RPP Parking	Up to 72 hours for residential permit holders (otherwise time limits/pricing applies)
ADA Parking	ADA vehicles only
Transit/Shuttle Stops	Dedicated space near transit and/or shuttle stops for clear loading/unloading.
Pick-up/Drop-off	Short term stopping (maximum 5 minutes) to accommodate passenger pick up/drop-off, small deliveries, and short commercial loading/unloading/delivery.
Commercial Loading	Commercial vehicles only; up to 1 hour maximum
Bike/Micromobility Parking	On-street parking corral for bikes and shared micro-mobility devices.
Outdoor Dining	Permit based use for outdoor dining and small public spaces.

Table 23 Furnishing and Curbside Table

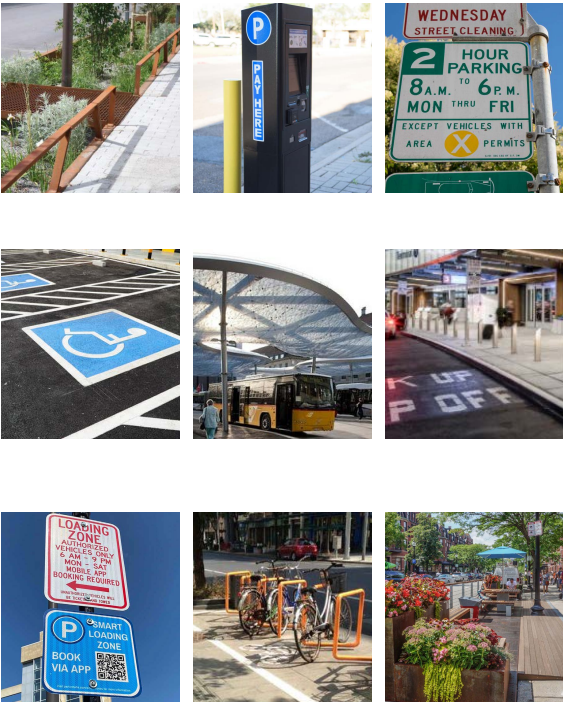


Figure 99 Typical Furnishing and Curbside Elements

5.14
Quarry Road

Quarry Road is a primary east-west street that connects Old County Road to Industrial Road. The street is lined with small scale industrial, artisan, and manufacturing uses.

STANDARDS

5.14.1 Street Design

Right Of Way	60 Feet
Frontage Zone (Setback)	Minimum 0 Feet Maximum 20 Feet
Pedestrian Zone	9 Feet
Multi Use Curb Zone	11 Feet
Travel Lanes	10 Feet
Bicycle Facility	Class III
Building Entries	New development shall provide a primary entry on Quarry Road.

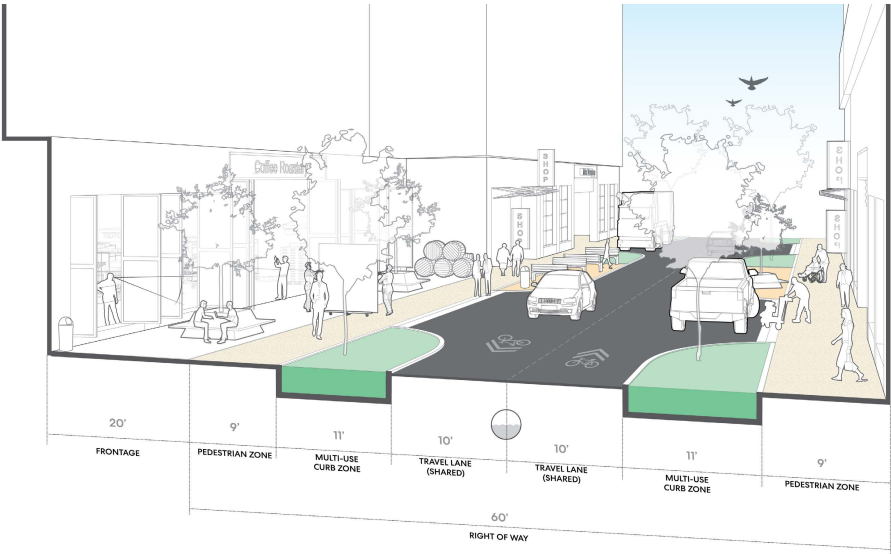
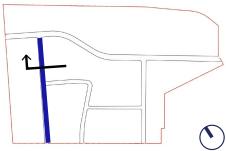


Figure 100 Quarry Road Section

5.15
Taylor Way

Taylor Way is a primary east-west street that connects Old County Road to Industrial Road. The street serves as a transition between light industrial and residential uses.

STANDARDS

5.15.1 Street Design

Right Of Way	60 Feet
Frontage Zone (Setback)	Northern Edge: 10 Feet Southern Edge: 5 Feet
Pedestrian Zone	Northern Edge: 8 Feet Southern Edge: 8 Feet
Multi Use Curb Zone	Northern Edge: 10 Feet Southern Edge: 4 Feet
Travel Lanes	10 Feet
Bicycle Facility	Class I; 10 Feet; Bi-directional
Building Entries	New development shall provide a primary entry on Taylor Way. Driveways shall be allowed on the southern edge of Taylor Way interfacing with the two-way protected bike lane.

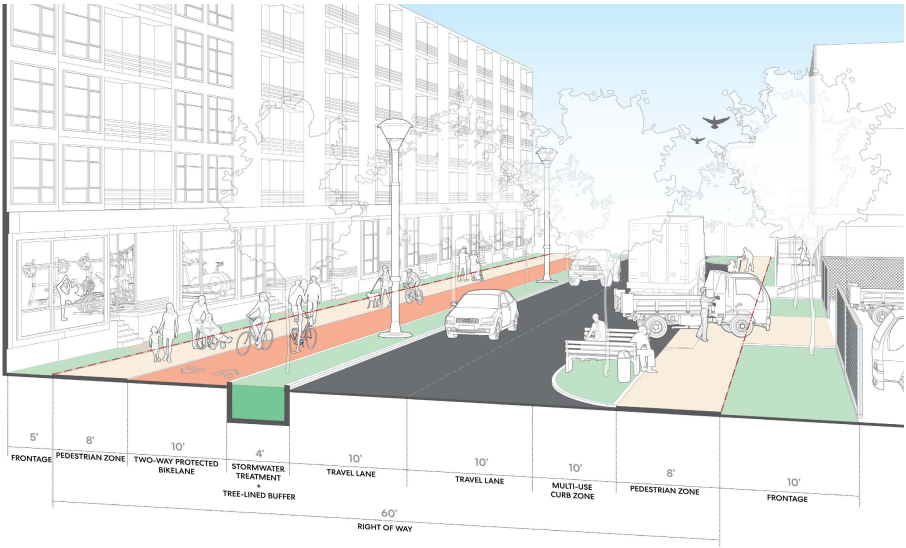
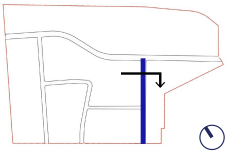


Figure 101 Taylor Way Section

5.16
Industrial Road

Industrial Road is a north-south district boulevard connecting the Northeast Area to Belmont on the north and the Eastside Innovation District on the south.

STANDARDS

5.16.1 Street Design

Right Of Way	80 Feet
Frontage Zone (Setback)	Eastern Edge: Minimum 0 Feet Maximum 15 Feet Western Edge: Minimum 0 Feet Maximum 30 Feet
Pedestrian Zone	Eastern Edge: 9 Feet Western Edge: 8 Feet
Multi Use Curb Zone	Eastern Edge: 11 Feet Western Edge: 11 Feet
Travel Lanes	10 Feet
Bicycle Facility	Class I; 5 Feet;
Building Entries	New development shall provide a primary entry on Industrial Road. Driveways shall be allowed on Industrial Road.

Northeast Area Specific Plan

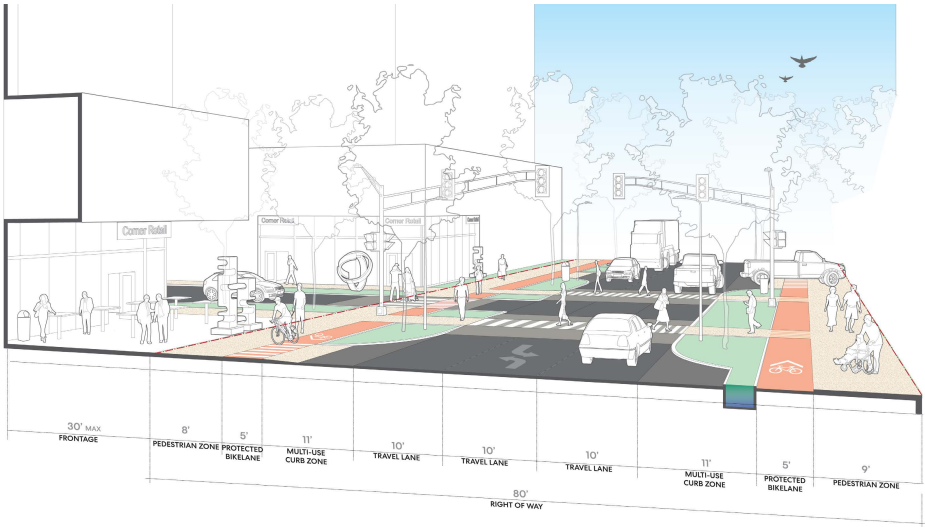
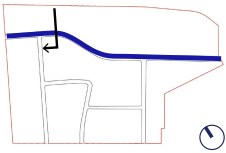


Figure 102 Industrial Road Section

5.17
Old County Road

Old County Road is a district boulevard connecting the Northeast Area to Belmont on the north and San Carlos Caltrain Station to the south.

STANDARDS	
5.17.1 Street Design	
Right Of Way	50 Feet
Frontage Zone (Setback)	Eastern Edge: Minimum 10 Feet Maximum 30 Feet Western Edge: None
Pedestrian Zone	Eastern Edge: 9 Feet Western Edge: None
Multi Use Curb Zone	Eastern Edge: 6 Feet Western Edge: None
Travel Lanes	Northbound: 10 Feet Southbound: 11 Feet
Bicycle Facility	Class I; 12 Feet; Bi-Directional. 3 Feet Buffer from Drive Lane.
Building Entries	New development shall provide a primary entry on Old County Road. Driveways shall not be allowed on Old County Road.

Northeast Area Specific Plan

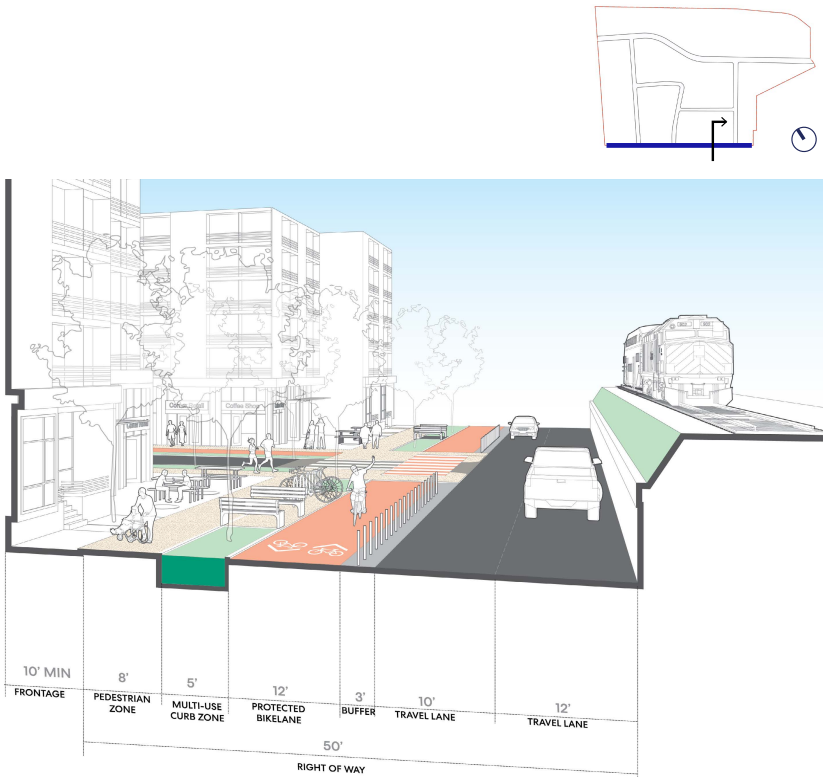


Figure 103 Old County Road Section

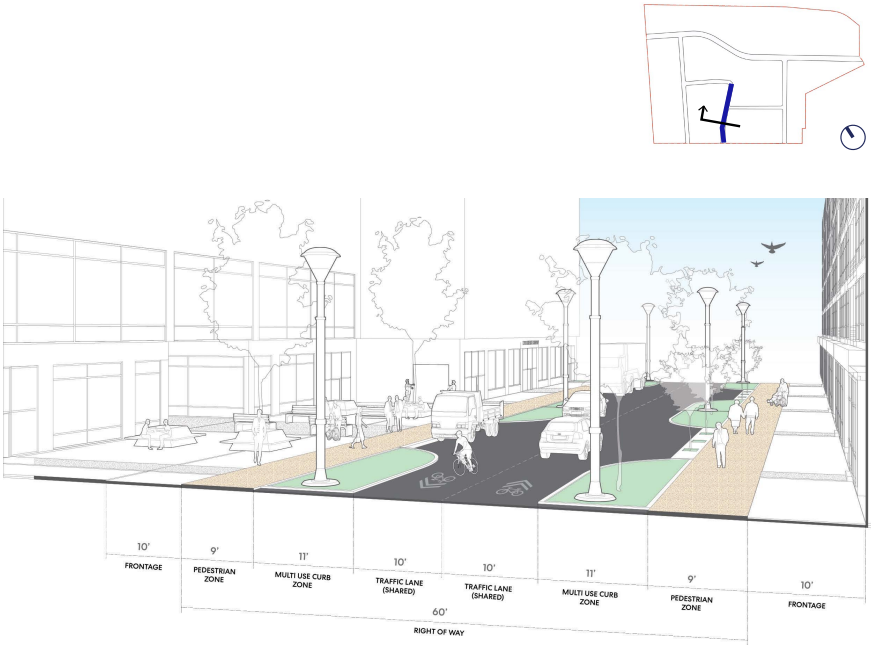
5.18
Bragato Road

Bragato Road is a east-west street that bisects the district. The endpoint of Bragato Road stitches the New Road and Glenn Way.

STANDARDS

5.18.1 Street Design

Right Of Way	50 Feet
Frontage Zone (Setback)	Northern Edge: 10 Feet Southern Edge: 10 Feet
Pedestrian Zone	Northern Edge: 9 Feet Southern Edge: 9 Feet
Multi Use Curb Zone	Northern Edge: 10 Feet Southern Edge: 10 Feet
Travel Lanes	Westbound: 10 Feet Eastbound: 11 Feet
Bicycle Facility	Class III;
Building Entries	New development shall provide a primary entry on Bragato Road only if unable to provide access on Old County Road. Driveways shall be allowed on Bragato Road.



5.19
Glenn Way

Glenn Way is a north-south street that connects Bragato Road to Taylor Way. The street serves as a transition between Light Industrial and Residential Mixed Use.

STANDARDS

5.19.1 Street Design

Right Of Way	50 Feet
Frontage Zone (Setback)	Eastern Edge: Maximum 15 Feet Western Edge: Maximum 15 Feet
Pedestrian Zone	Eastern Edge: 8 Feet Western Edge: 8 Feet
Multi Use Curb Zone	Eastern Edge: 8 Feet Western Edge: 9 Feet
Travel Lanes	Northbound: 10 Feet Southbound: 10 Feet
Bicycle Facility	Class III;
Building Entries	New development shall provide a primary entry on Glenn Way in lieu of access on Taylor Way and Bragato Road. Driveways shall be allowed on Bragato Road.

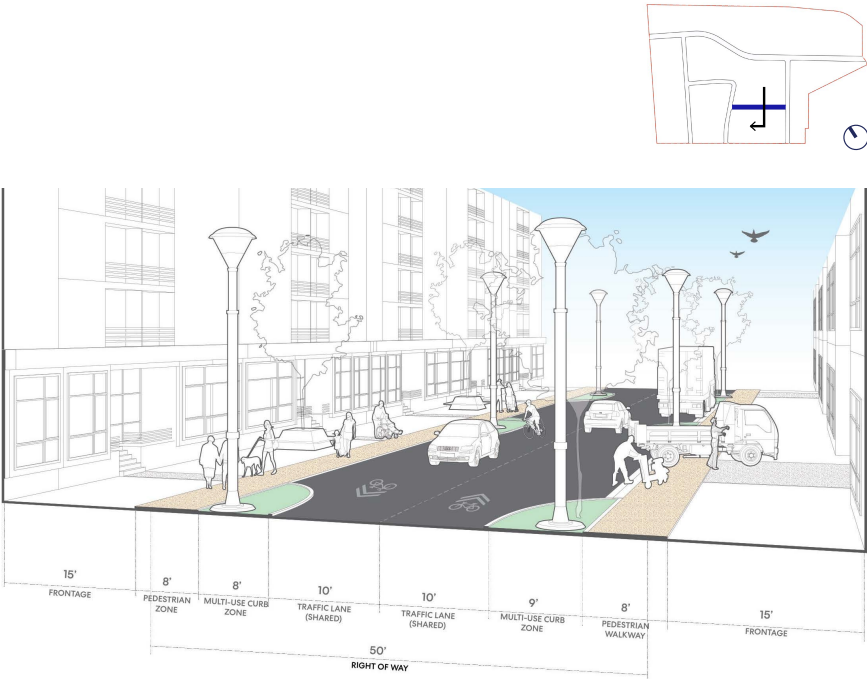


Figure 105 Glenn Way Street Section

5.20
New Street

The New Street is a north-south street that connects Bragato Road to Quarry Road. The street serves as a service street for the light industrial sub-area.

STANDARDS

5.20.1 Street Design

Right Of Way	60 Feet
Frontage Zone (Setback)	None
Pedestrian Zone	Eastern Edge: 9 Feet Western Edge: 9 Feet
Multi Use Curb Zone	Eastern Edge: 8 Feet Western Edge: 9 Feet
Travel Lanes	Northbound: 10 Feet Southbound: 10 Feet
Bicycle Facility	Class III;
Building Entries	New development shall provide loading, service, and garage entries. Driveways shall be allowed on the New Street.

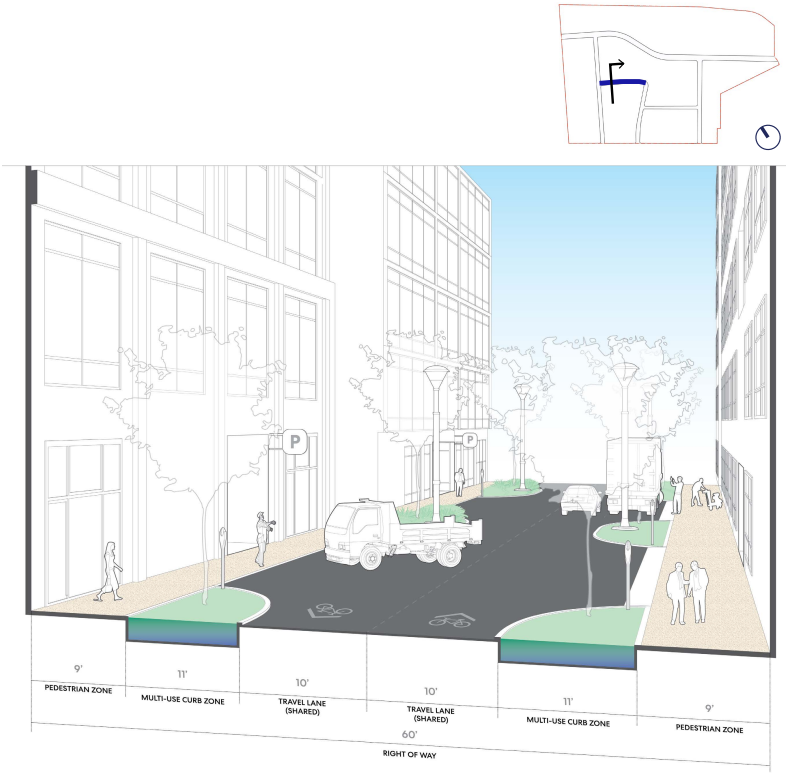


Figure 106 New Street Section

5.21
Paseo

Paseos are shared pathways that extends Bragato Road to Industrial Road, the New Street to Belmont Creek Park and creates a new connection from Taylor Way to the Greater East Side Neighborhood. These paseos can accommodate pedestrian and bicycle movement while also serving as loading and servicing areas for surrounding properties.

STANDARDS

5.21.1 Street Design

Right Of Way	26 Feet
Frontage (Setback)	Minimum 5 Feet on both edges which shall include green infrastructure.
Shared Paseo	26 Feet Shall be clear of obstructions for fire access This zone is shared by pedestrians, bikes and fire access.
Bicycle Facility	Class III
Building Entries	New development shall provide loading, service, and garage entries.

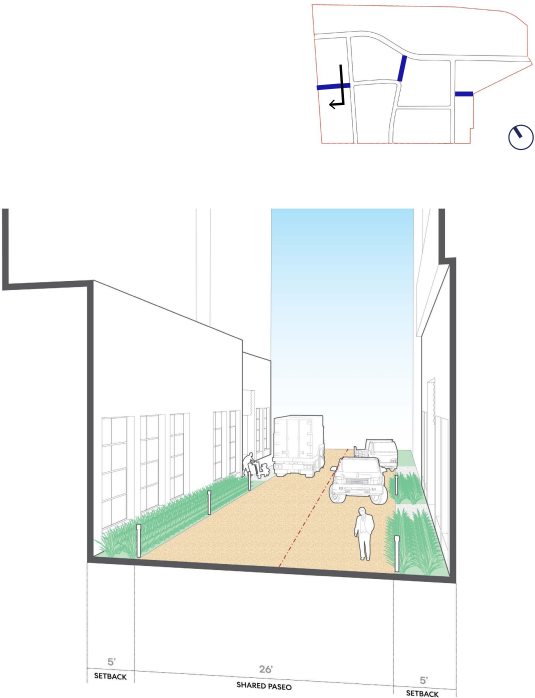


Figure 107 New Street Section

CHAPTER 6

Environmental Resilience



THIS SECTION
WILL COVER:

- 6.1 *District-Wide Development Standards*
page 176
- 6.2 *Sea Level Rise Zone*
page 178
- 6.3 *Creek Front Zone*
page 180
- 6.4 *Green Streets*
page 184

Figure 108 Example of a stormwater park

6.1

District-Wide Development Standards

Future development projects should anticipate implementing measures to protect new buildings from flooding and reduce impact on existing drainage infrastructure. Coordinated area-wide and regional improvements are needed to address existing flooding conditions within the Northeast Area, specifically to address flooding of the area that is caused by flows overtopping Belmont Creek.

STANDARDS

6.1.1 Applicable Sites

All new development within the NEASP shall adhere to the standards in **Section 6.1.**

Properties located in **Section 6.2: Sea Level Priority Zone** and **Section 6.3: Creek Front Zone** shall adhere to additional design controls.

6.1.2 Open Space Dedication

For properties greater than 1 acre (gross), new development shall dedicate 15% of total site area toward publicly accessible open space.

For properties greater than 15,000 sq.ft. (0.3 acres) development shall dedicate 10% of total site area toward publicly accessible open space.

For residential development, applicant shall adhere to the **Section 4.3 and Section 4.4** to determine dimensions and amount of private vs. common open space.

6.1.3 Landscaping Standards

The design of new open spaces shall adhere to the landscaping standards in the **San Carlos Municipal Code, Chapter 18.18: Landscaping.**

6.1.4 Stormwater Management

As part of individual development applications, a project-specific hydrology and hydraulic analysis shall be prepared to demonstrate that peak stormwater flow is reduced compared to pre-development conditions at the point of connection to the existing storm drain system.

When a project is developed and there is no storm drain main serving that site or the new green infrastructure implemented by the development, a new public storm drain main shall be extended to the project site and along the length of the project frontage.

6.1.5 Groundwater Rise Vulnerability

New development shall coordinate with the City of San Carlos and OneShoreline to assess groundwater rise vulnerability and identify implementing measures to protect new buildings from flooding and reduce impact on existing drainage infrastructure.

OneShoreline provides voluntary planning guidance and design recommendations for tide-affected areas such as the NEASP to account for climate-driven flooding, sea level rise, and groundwater rise.

6.1.6 Municipal Regional Stormwater Permit (MRP 3.0)

New development shall be subject to the Municipal Regional Stormwater Permit (MRP).

For redevelopment projects, the "50% Rule" shall apply as noted in the San Mateo County C.3 Regulated Projects Guide.

Projects that alter or replace less than 50 percent of existing impervious surface shall treat stormwater runoff only from the portion of the site that is redeveloped. Projects that alter or replace 50 percent or more of the existing impervious surface shall treat runoff from the entire site.

6.1.7 Flooding Adaptation

All new development regardless of whether the site is located within the FEMA 100-year flood zone shall adhere to the **San Carlos Municipal Code, Chapter 15.56 - Flood Damage Prevention.**

Critical site infrastructure (such as transformers and generators) shall be elevated to provide resilience to current and future flooding conditions in the area.

City of San Carlos staff shall determine on a case by case basis if an individual project requires a building height variance to accommodate proposed finished floor elevations that have been elevated to provide flood resilience.

6.1.8 Flooding Adaptation (100 Year Flood Zone)

All new development within a 100-year flood zone, shall set the finished floor elevation above the 100-year base flood elevation (BFE). This does not account for any elevation for future sea level rise.

6.1.9 Sea Level Rise

All new development within the Northeast Area shall adhere to One Shoreline definition of Sea Level Rise Base Flood Elevation (SLR-BFE).

SLR-BFE is defined as 3 feet above the project site's Base Flood Elevation (BFE) on the FEMA Flood Insurance Rate Map in effect at the time of the Application Date. Where no BFE exists, the SLR-BFE shall be at least 3 feet above the existing grade. If the site is sloped, the average existing grade shall be used.

6.2

Sea Level Rise Priority Zone

The Sea Level Rise Priority Zone is the approximate land area that covers the historic San Francisco Bay Shoreline. This area is vulnerable to flooding due to extreme weather events and impending sea level rise.

STANDARDS

6.2.1 Applicable Sites

All properties located within the Sea Level Rise Priority Zone, as outlined in **Figure 110**, shall adhere to additional regulations.

6.2.2 Drainage Channel Setback

Properties adjacent to an existing drainage channel shall provide at least 25 feet setback from the edge of the channel. The setback shall be a natural buffer to support stormwater management.

6.2.3 Open Space Design

Properties shall provide engineered detention basins as part of open space dedication.

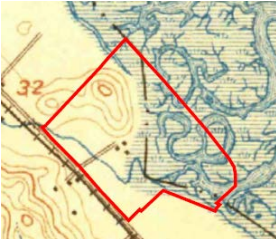


Figure 109 Historical Topographical Map, Circa 1850

GUIDELINES

6.2.4 Parking Area

In parking areas, development should deploy Low Impact Development (LID) strategies such as permeable paving and enhanced green infrastructure facilities.



Figure 110 Sea Level Rise Priority Zone Map

6.3
Creek Front Zone

The Creek Front Zone is the area directly adjacent to Belmont Creek. Belmont Creek is prone to flooding causing property damage to adjacent properties.

STANDARDS

6.3.1 Applicable Sites

All properties located within the Creek Front Zone, as outlined in **Figure 111**, shall adhere to additional regulations.

6.3.2 Open Space Design

At least 50% of the open space shall directly abut the Belmont Creek Greenway. All open spaces shall be accessible to the public via the greenway.

6.3.3 Belmont Creek Setback

Development shall setback 35 feet from the existing top of bank to support stormwater detention for flooding events and sea level rise.

An additional 15 feet is encouraged for a total of 50 feet.

6.3.4 Riparian Bank

The first 25 feet from the top of bank shall comprise of native riparian vegetation. This area, an interface between the creek and the terrestrial environment supports diverse habitats, and helps maintain water quality by preventing erosion and filtering pollutants. See **Figure 112**.

Applicant shall coordinate with City of San Carlos and other regulatory agencies to determine the appropriate plant species and if an additional permits are required.

Site furnishings such as benches and exterior lighting shall be allowed to encroach in the riparian bank area adjacent to the multi-use path by no more than 10 feet.

6.3.5 Multi-Use Pathway

A multi-use path for pedestrians and bicyclists shall be built along the riparian landscape. The pathway shall be at least 10 feet in width.

6.3.6 Transparency

Ground floor frontages along the Belmont Creek shall be at least 50 percent transparent, measured vertically, up to 12 feet from the adjacent grade.

Fencing between the building frontage and the greenway shall be prohibited.

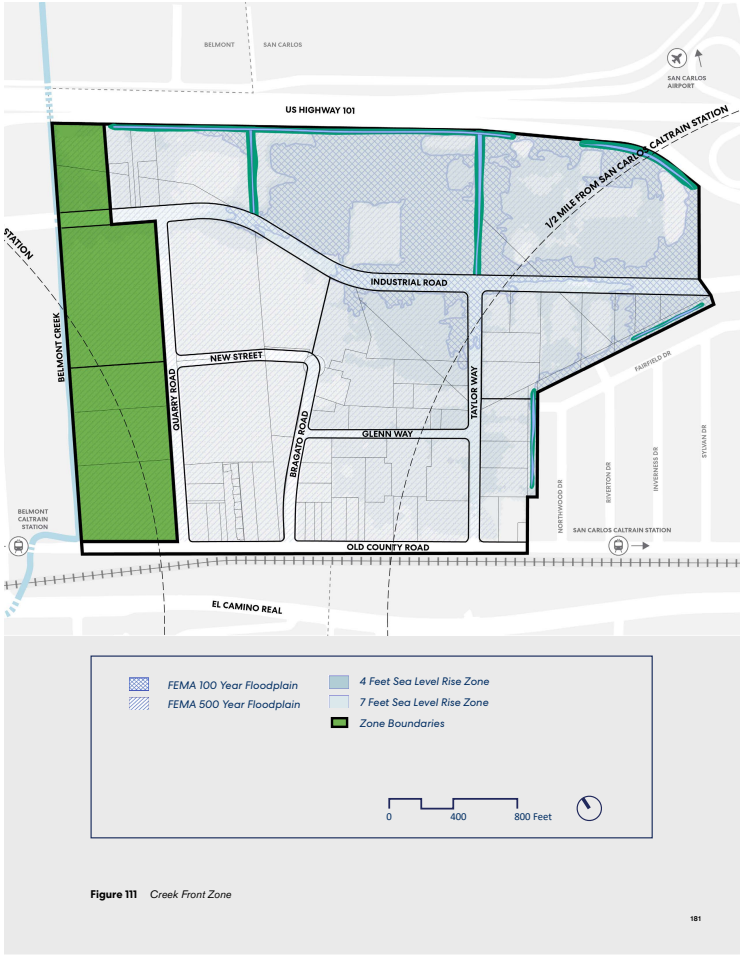


Figure 111 Creek Front Zone

6.3

GUIDELINES

6.3.7 Spillover Frontage
While 35 feet is required, development should allow an additional buffer of 15 feet from the multi-use path to the building edge for greater flooding protection and flexible recreational spaces.

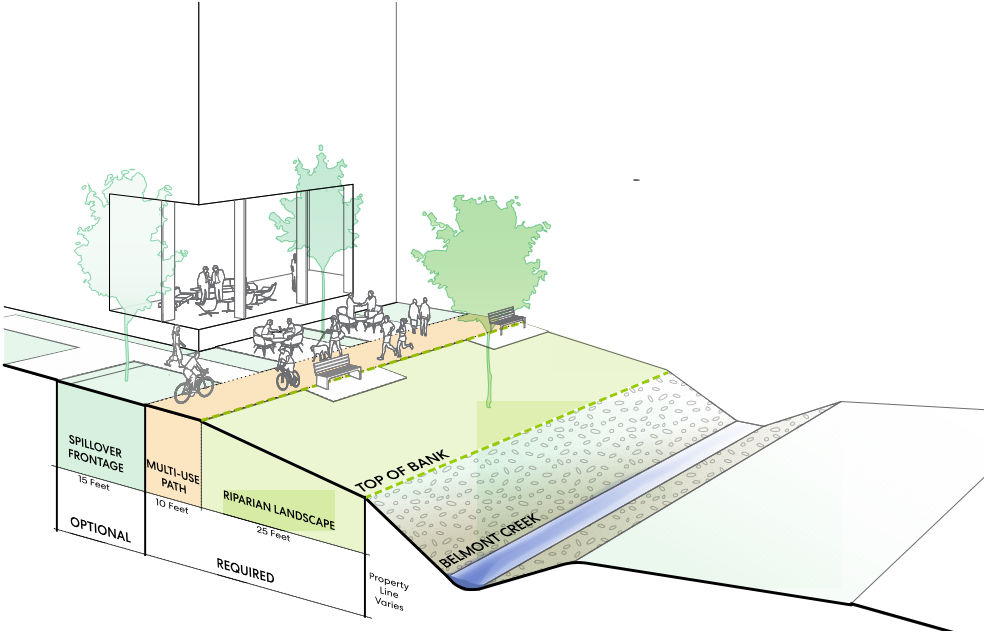


Figure 112 Creek Front Zone Section

6.4
Green Streets

The roadways and landscape areas that make up the District's public realm will be designed to work together to support effective district hydrology.

6.4.1 Municipal Regional Stormwater Permit (MRP 3.0)

Any new roads, sidewalks, and bike lanes that exceed a 5,000 square foot threshold shall adhere to MRP 3.0 requirements.

6.4.2 Multi-Use Curb Zone Stormwater Treatment

Applicants shall adhere to the **San Mateo Countywide, Green Infrastructure Design Guide, Section 3.5: Sustainable Streets Design Strategies and Guidelines** to determine the appropriate integration of LID and green infrastructure in the multi-use curb zone.

6.4.3 Paseos

Applicants shall adhere to the **San Mateo Countywide, Green Infrastructure Design Guide, Section 3.6: Sustainable Streets Design Examples** to determine the optimal design for the design of the Paseos.

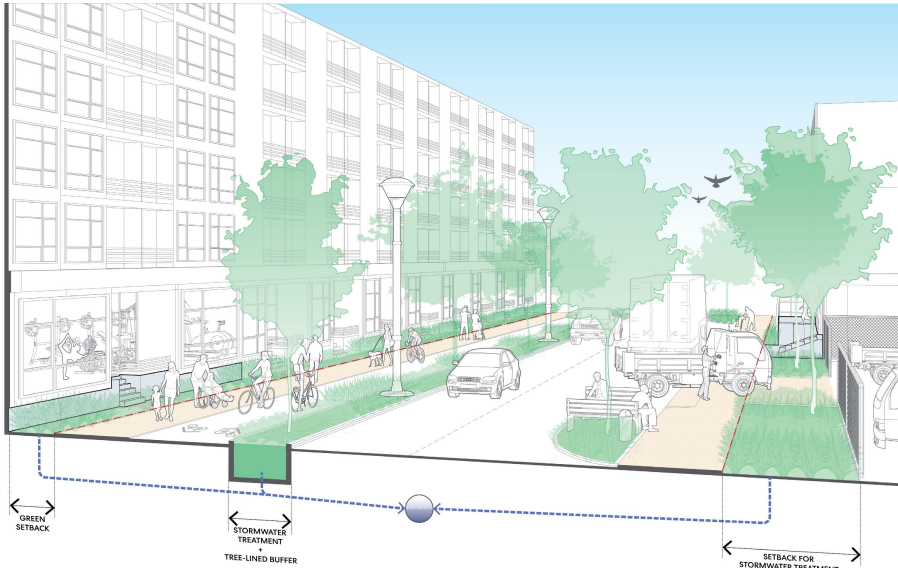


Figure 113 Illustration of a typical green street.

CHAPTER 6

Implementation



THIS SECTION
WILL COVER:

7.1	<i>Implementation Overview</i>	7.8	<i>Rehabilitation or Reconstruction of Frontage Pavement</i>
	<i>Page 186</i>		<i>Page 208</i>
7.2	<i>Storm Drain Infrastructure</i>	7.9	<i>Parking Benefit District</i>
	<i>Page 190</i>		<i>Page 210</i>
7.3	<i>Flooding and Sea Level Rise</i>	7.10	<i>Parking and Curb Management District</i>
	<i>Page 194</i>		<i>Page 212</i>
7.4	<i>Stormwater Treatment</i>	7.11	<i>Community Benefits</i>
	<i>Page 196</i>		<i>Page 214</i>
7.5	<i>Sanitary Sewer Infrastructure</i>	7.12	<i>Funding and Financing</i>
	<i>Page 198</i>		<i>Page 216</i>
7.6	<i>Domestic Water Infrastructure</i>	7.13	<i>Implementation Actions</i>
	<i>Page 202</i>		<i>Page 224</i>
7.7	<i>Dry Utility Infrastructure</i>		
	<i>Page 206</i>		

Figure 114 Aerial photograph of Quarry Road

7.1

Implementation Overview

The Implementation Chapter outlines the key steps required to realize the plan's vision. City staff will use the standards, recommendations, and actions detailed in the following pages as a strategic blueprint for updating policies, identifying responsible departments for implementation oversight, and determining appropriate funding sources

Civil Infrastructure Improvement

This section outlines the range of civil utility infrastructure upgrades needed to support the District over time. These include wet utilities such as storm drainage, flooding and sea level rise mitigation, stormwater treatment, and domestic water infrastructure, as well as dry utilities like telecommunications and pavement reconstruction.

Parking Districts

This section introduces two NEASP-specific parking entities: a Parking Benefit District and a Parking and Curb Management District. These entities will support the management of parking supply within the district, facilitate coordination with property owners, and oversee the allocation of funds to enhance multimodal transportation options.

Community Benefits Program

This section summarizes the City's goals and objectives for delivering community-serving amenities, along with the mechanisms by which these amenities can be provided through future development.

Funding and Financing

This section outlines potential funding sources and financing mechanisms to support the full implementation of the Plan's vision. It includes guidance on forming partnerships and securing contributions from developers, property owners, City resources, and external sources.

List of Implementation Actions

The chapter concludes with a comprehensive list of implementation actions, organized around the three major components of the Specific Plan: Land Use and Urban Form; Mobility and Parking; and Environmental Resilience. Each action is assigned a timeline, categorized as either short-term or long-term.

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IMPLEMENTATION

7.2

Storm Drain Infrastructure

BACKGROUND

Surface water in the NEASP area generally trends towards the north and northeast where it is captured and conveyed through a system of catch basins and storm drain pipes in Quarry Road, Bragato Road, Taylor Way, and Industrial Road. Water is then conveyed into drainage ditches on the north side of Holly Street and the south side of US Highway 101. These drainage ditches convey water to the right-hand shoulder of southbound 101, where a series of underground storm drain pipes collect the water and convey it beneath Highway 101 and into Phelps Slough. Phelps Slough then drains to a retention pond in Redwood Shores before it is pumped into Steinberger Slough which drains to the San Francisco Bay.

The **2014 Industrial Road Drainage Study (2014 IRDS)** analyzes the City of San Carlos's existing storm drain system in the Industrial Road neighborhood. The study analyzes a 10-year level storm event to gauge the performance of the existing system and identify segments of the drainage system that do not provide adequate capacity. Proposed system improvements include upsizing existing pipes, adding additional piping, and removing sediment and vegetation from choked channels.

The City of San Carlos 2017 Storm Drain Master Plan (2017 SDMP) is the most recent study of the local storm drain system in the Northeast Area and identifies portions of the storm drain system that are currently under capacity. The capacity analysis is based on a 10-year and 100-year design storm. Portions of storm drain mains in Quarry Road, Bragato Road, and Industrial Road were identified in the 2017 SDMP as being undersized and in need of potential upgrades in the future in order to convey the design storm and avoid potential flooding. Additional improvements to the system would include adding additional storm drain infrastructure as well as removing debris and vegetation from pipes and channels.

The 2017 SDMP storm drain upgrades identified in **Figure 112** are listed as "Tier 2" Capital Improvement Projects.

Tier 2 Capital Improvement Projects indicate portions of the storm drain system that are under capacity, but the flooding that results from the undersized pipes does not cause significant flooding. The 2017 SDMP notes that Tier 2 improvements would only be upsized or improved if the system was being modified for other reasons.

STANDARDS

7.2.1 Tier 2 Improvements

To improve drainage of the Northeast Area, Tier 2 improvements shall be implemented in conjunction with build-out of the plan area.

Identified in the background section, Tier 2 Capital Improvement Projects indicate portions of the storm drain system that are under capacity, but the flooding that results from the undersized pipes does not cause significant flooding.

The 2017 SDMP does not indicate pipe sizes for the Tier 2 Capital Improvement Projects. Unless otherwise indicated in **Figure 112** proposed pipe sizes for replacement or parallel storm drain pipes are based on hydraulic modeling performed by Schaaf & Wheeler during 2025 CEQA effort.

7.2.2 Individual Development

City of San Carlos Public Works Department shall determine on a case by case basis if an individual project will be responsible for constructing an identified capital improvement project in the vicinity, or if a storm drain mitigation fee is more appropriate.

If it is determined that a project is responsible, Projects which drain to the undersized storm drain pipes shall construct new storm drains or pay a fee for their fair share of the proposed improvements.

When a project is developed and there is no storm drain main serving that site or the new green infrastructure implemented by the developments, a new public storm drain main shall be extended to the project site and along the length of the project frontage. Implementation of the public storm drain extension shall be the responsibility of the project applicant.

7.2.3 Site Hydrology

Future redevelopment shall mirror existing drainage conditions. The peak flow from individual developments to the storm drain system shall be decreased by low impact design, green infrastructure, and detention measures.

As part of an individual development application, a project-specific hydrology and hydraulic analysis shall be prepared to demonstrate that peak stormwater flow is reduced compared to pre-development conditions at the point of connection to the existing storm drain system.

IMPLEMENTATION

7.2

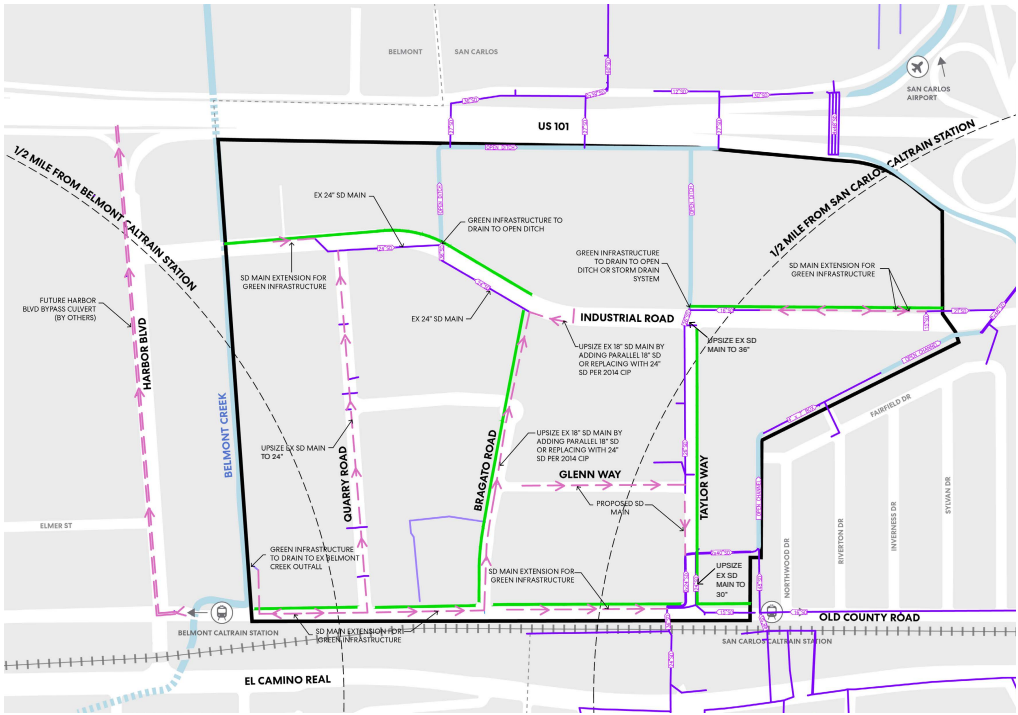
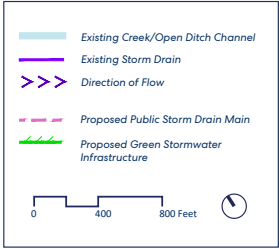


Figure 115 Storm Drain Infrastructure

IMPLEMENTATION

7.3

Flooding and Sea Level Rise

BACKGROUND

The Northeast Area periodically experiences flooding during large storm events. The areas within the Northeast Area which experience flooding the most are near Quarry Road, due to Belmont Creek overtopping, as well as isolated areas along Industrial Road, specifically near Taylor Road. Flooding in the area is generally due to overtopping of Belmont Creek caused by channel deficiencies and backwater conditions, deficient capacity of existing local storm drains, and blockages due to debris and leaves. Flooding from Belmont Creek has been previously analyzed in the following reports:

- Belmont Creek Watershed Study, prepared by WRECO, dated September 2014
- Belmont Creek Watershed Management Plan, prepared by Michael Baker International, dated August 2019
- Twin Pines Park Detention Basin Study, prepared by Wood Rodgers, dated January 2023

The 2014 Belmont Creek Watershed Study (2014 BCWS) was prepared to determine feasible flood control alternatives for Belmont Creek that would reduce flooding at a private property located on Industrial Road. The study identifies Belmont Creek as a source of flooding for the NEASP area and proposes a new parallel bypass along Harbor Boulevard to reduce overtopping of Belmont Creek and subsequent flooding during a 10-year storm event.

The 2019 Belmont Creek Watershed Management Plan (2019 BCWMP) studied flooding from Belmont Creek and proposed a number of potential improvements that could be implemented to address the current flooding conditions. These improvements included upstream detention facilities, as well as a box culvert bypass within Harbor Boulevard, parallel to Belmont Creek.

The 2023 Twin Pines Park Detention Basin Study (2023 TPPDBS) was prepared for the City of Belmont to support design of a detention basin project along Belmont Creek within Twin Pines Park. The study noted that Lower Belmont Creek is susceptible to accumulation of sediment which is transported from upstream portions of the watershed and deposited in the lower reaches of the creek. Build-up of sediment further reduces channel capacity by reducing the cross section. The proposed detention project in Twin Pines Park will address flooding in Quarry Road for the 2-year storm. It will also reduce sediment that is transported to the lower reaches of Belmont Creek.

The study notes that the detention project and the construction of a 10'x4' reinforced concrete box storm drain bypass within Harbor Boulevard are needed to address flooding for the 10-year storm event. With implementation of the two projects, flood depths within the area surrounding Belmont creek are predicted to be mostly 1 foot or less during the 100-year storm event.

STANDARDS

7.3.1 Building Protection Measures
Future development projects shall anticipate implementing measures to protect new buildings from flooding and reduce impact on existing drainage infrastructure. In addition to the existing pipe deficiency, the flooding is also caused by the fact that the Northeast Area is partially within a 100-year special flood hazard zone. All development shall adhere to **Section 6.1: District-Wide Development Standards.**

City of San Carlos staff shall determine on a case by case basis if an individual project should utilize the variance process to accommodate proposed finished floor elevations that have been elevated to provide flood resilience.

7.3.2 Hydrology and Hydraulic Analysis
Projects located within the floodplain shall perform a hydrology and hydraulic analysis to verify that proposed improvements will not adversely affect the floodplain or exacerbate flooding of other properties.

GUIDELINES

7.3.3 OneShoreline
Applicants should collaborate with OneShoreline, which provides voluntary planning guidance and design recommendations for tide-affected areas such as the NEASP to account for climate-driven flooding, sea level rise, and groundwater rise.

IMPLEMENTATION

7.4

Stormwater Treatment

BACKGROUND

Redevelopment within the NEASP area is subject to the Municipal Regional Stormwater Permit (MRP). The third reissuance of the Municipal Regional Stormwater Permit, or MRP 3.0, has been adopted by the San Francisco Bay Regional Water Quality Control Board. MRP 3.0 includes significant changes and additional stormwater treatment requirements for Provision C.3.b. MRP 3.0 and its new requirements went into effect July 1, 2023.

Under MRP 3.0, parcel-based development or redevelopment is considered a Regulated Project if it will create or replace 5,000 square feet (sf) or more of impervious area. This includes any impervious surface, sidewalk, or street frontage that is created or replaced in the public right of way as part of a project. The 5,000 sf threshold also applies to new roads, sidewalks, and bike lanes.

For redevelopment projects, the "50% Rule" applies as noted in the San Mateo County C.3 Regulated Projects Guide. Projects that alter or replace less than 50 percent of existing impervious surface need to treat stormwater runoff only from the portion of the site that is redeveloped. Projects that alter or replace 50 percent or more of the existing impervious surface are required to treat runoff from the entire site.

It is likely that all horizontal and vertical development projects within the NEASP area will meet the Regulated Project criteria and be required to comply with MRP Provision C.3. requirements. Future issuances of the MRP will supercede MRP 3.0 and may introduce additional requirements.

STANDARDS

7.4.1 Stormwater Treatment

Projects shall implement stormwater treatment measures that collect and treat stormwater runoff from all onsite impervious areas prior to discharge into the City storm drain system.

If a Regulated Project creates or replaces less than 50% of the impervious surface within an existing road or public right of way, stormwater runoff from that portion of the road must be included in the treatment system design. If runoff from that portion of the road cannot be separated from runoff from the rest of the road, the runoff from the entire surface draining onto the reconstructed portion must be treated.

If a project disturbs 50% or more of the existing roadway, the entire road surface shall be included in the treatment system design. For most major development projects, it is expected that stormwater treatment will need to be designed and built to collect and treat runoff from the public roadway along the project's frontage, extending to the crown of the street.

Projects shall be subject to the Municipal Regional Stormwater NPDES Permit (MRP)

As a 20-year plan, projects shall comply with future issuances of the MRP, if and/or when MRP 3.0 is updated.

7.4.2 Design Methods

Traditional stormwater treatment methods include stormwater gardens and flow-through planters. Bioretention is a low-impact development (LID) treatment measure that is designed to receive runoff from nearby impervious surfaces or buildings, and allow for stormwater evapotranspiration and filtration through an engineered soil mix.

Other treatment measures may include cisterns and re-use facilities. In addition, landscape areas can be designed to retain run-off from adjacent sidewalk areas.

Following the C.3 Regulated Projects Guide, a self-retaining landscape area shall be depressed 3-inches below surrounding walkways and able to retain the first inch of rainfall. The landscape zone can accommodate a maximum ratio of two parts impervious for every one-part pervious area.

IMPLEMENTATION

7.5

Sanitary Sewer Infrastructure

BACKGROUND

Local wastewater is collected and conveyed to sanitary sewer mains in Industrial Road. All wastewater is conveyed to the Silicon Valley Clean Water (SVCW) San Carlos Pump Station, located on the other side of US Highway 101 from the Northeast Area. From there, wastewater is pumped to the Silicon Valley Clean Water Wastewater Treatment Plant (WWTP) in Redwood Shores.

STANDARDS

7.5.1 Sewer Line Improvements

The Sanitary Sewer Master Plan (SSMP) prepared by RMC, dated January 2013, identifies sewer lines within the Northeast Area that shall be repaired or replaced. These include:

- A portion of sewer main along Industrial Road, needs localized repairs.
- A portion of sewer main along Quarry Road needs localized repairs.
- A portion of sewer main along Old County Road needs localized repairs.
- A portion of sewer main along Quarry Road needs replacement.

As part of the City's Sanitary Sewer Master Plan (SSMP) update, analysis is being prepared to analyze the capacity of the existing sanitary sewer system under full build-out conditions for the Northeast Area Specific Plan.

Development projects that discharge to undersized sanitary sewer mains shall be required to upsize those sanitary sewer mains as noted in the SSMP.

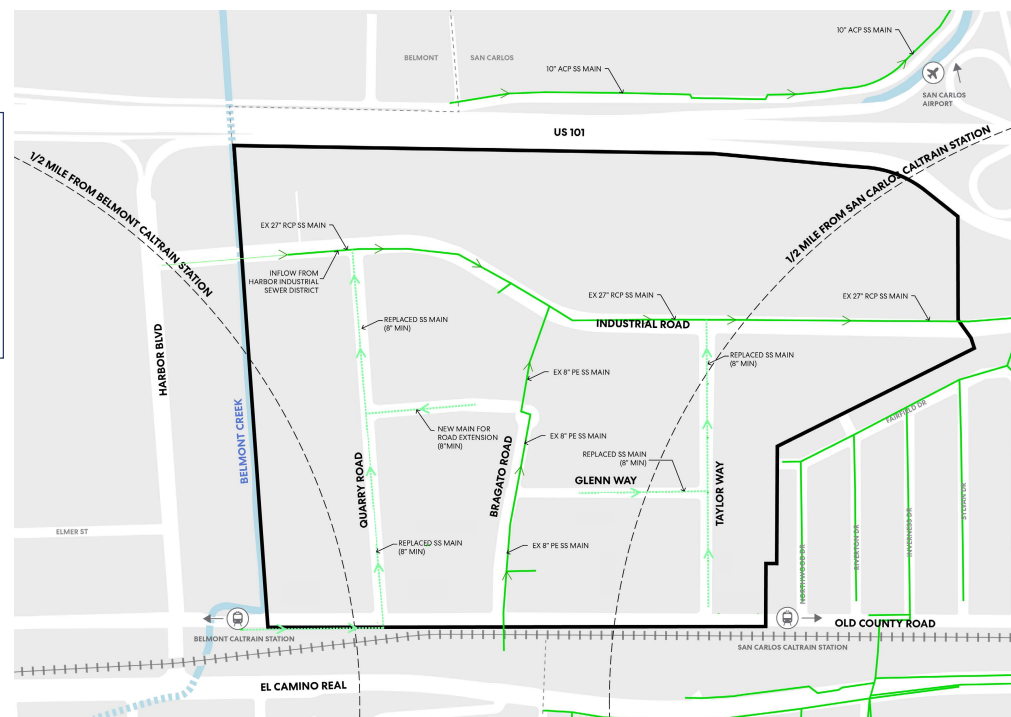


Figure 116 *Sanitary Sewer Infrastructure*

IMPLEMENTATION

7.6

Domestic Water Infrastructure

BACKGROUND

Water service is currently provided in the area primarily by the Mid-Peninsula Water District (MPWD). A small portion of the area near Old County Road and Bragato Road is serviced by the California Water Service Company (CalWater). The Northeast Area is currently served by water mains in Old County Road, Quarry Road, Bragato Road, Taylor Way and Industrial Road.

Development within the Northeast Area will increase water demand. The proposed domestic water demands are being studied as part of a water supply assessment prepared by MPWD in conjunction with the CEQA analysis for the NEASP. Extension of recycled water to the Northeast Area could be considered to offset increased water demand.

The network of piping within NEASP will need to be evaluated for adequacy on a project by project basis. It is possible that some of the existing water mains are not able to provide sufficient flow and pressure to meet required fire demands for new construction. Depending on the actual building heights, locations, densities, and construction types, water mains may need to be replaced and upsized to meet fire flow requirements.

STANDARDS

7.6.1 Fire Flow Requirements

Fire flow requirements shall be identified for each development site based on their construction types and building square footage. If the fire flow demand exceeds the supply from the existing water system, the applicant may be required to perform additional capacity studies and upsize water mains as part of public improvements for their projects, which could extend beyond their immediate project frontage.

Applicants for individual development projects shall coordinate with the Redwood City Fire Department and MPWD during planning approvals to determine if the existing water system can deliver the required fire flows, or if water system improvements are required to meet the project's specific fire water demands.

GUIDELINES

7.6.2 Sustainable Water Systems

To offset the future increased water demand, projects should consider sustainable water use options. Development projects are encouraged to utilize on-site alternative water sources, such as graywater re-use systems, rainwater harvesting and re-use, or blackwater treatment and re-use systems.

7.6.3 Recycled Water Systems

Given the proximity of the Northeast Area to the City of Redwood City's recycled water system in Redwood Shores, the City of San Carlos may consider implementing a recycled water distribution system within the Northeast to offset water demand and usage.

Further discussion with City staff and MPWD is required to evaluate feasibility of connection to the City of Redwood City's Recycled Water system and extending a pipeline to the Northeast Area.

If recycled water is available or planned for the area at the time when the City is reviewing development applications, the applicant may be required to use recycled water for site and building uses such as irrigation and toilet flushing. Individual project developments are encouraged to utilize onsite alternative water sources, regardless of whether recycled water infrastructure is extended to the Northeast Area in the future.

IMPLEMENTATION

7.6

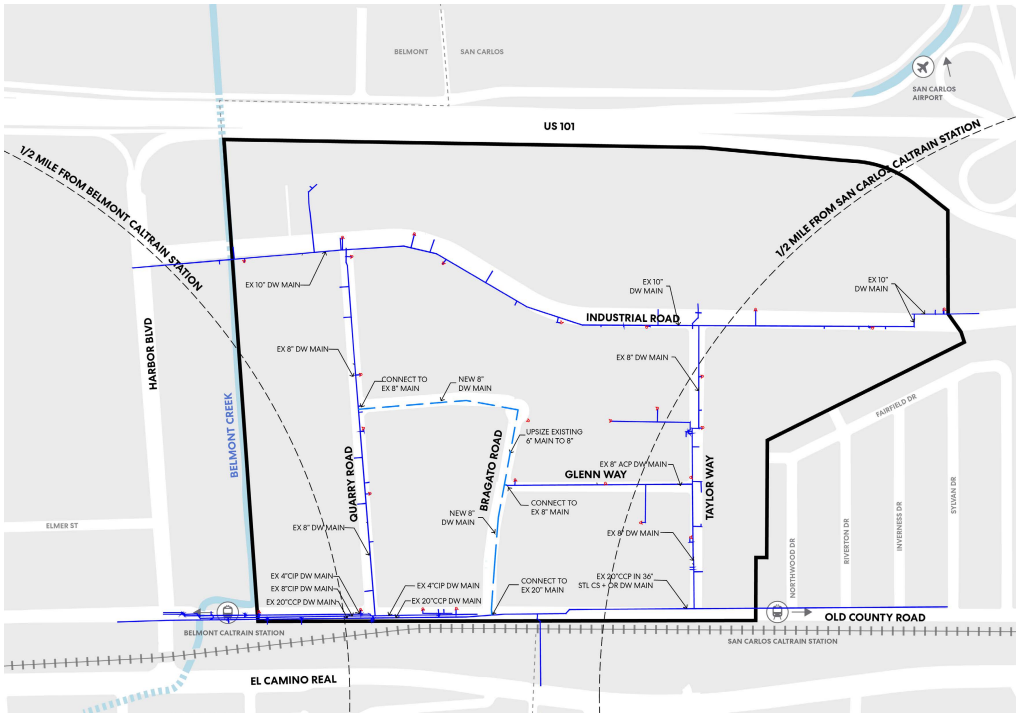
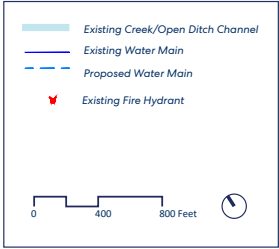


Figure 117 Domestic Water Infrastructure

7.7

Dry Utility Infrastructure

STANDARDS

7.7.1 Underground Overhead Utilities

Individual development projects shall be required to underground any existing overhead utilities along their project frontages.

7.7.2 PG&E and Telecom Coordination

Individual developments shall also coordinate with PG&E and telecommunications providers to determine if infrastructure upgrades are required to support the specific needs of the development.

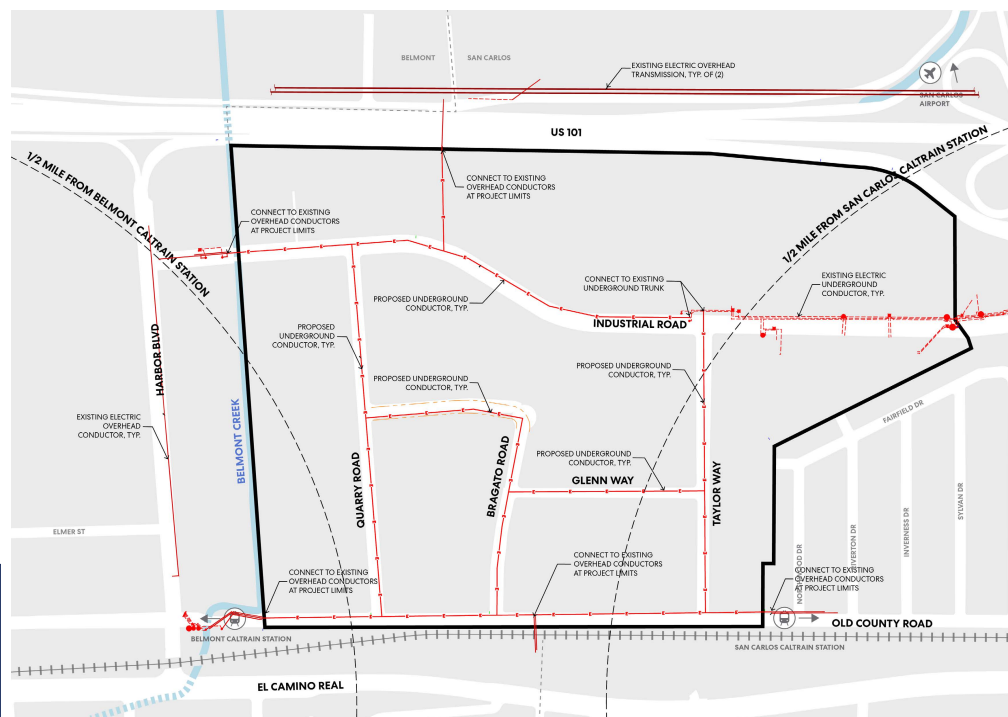
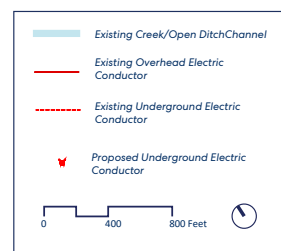


Figure 118 *Dry Utility Infrastructure*

IMPLEMENTATION

7.8
Rehabilitation/
Reconstruction
of Frontage
Pavement

STANDARDS

7.8.1 Pavement Improvements
Applicants shall perform street pavement spot repairs and grind and overlay from the lip of gutter to centerline of street for the length of the project's frontage. Any damages to existing roadway pavement caused by construction activities shall be repaired.

The City shall also have discretion to require additional repairs of existing pavement with a full-depth pavement section.

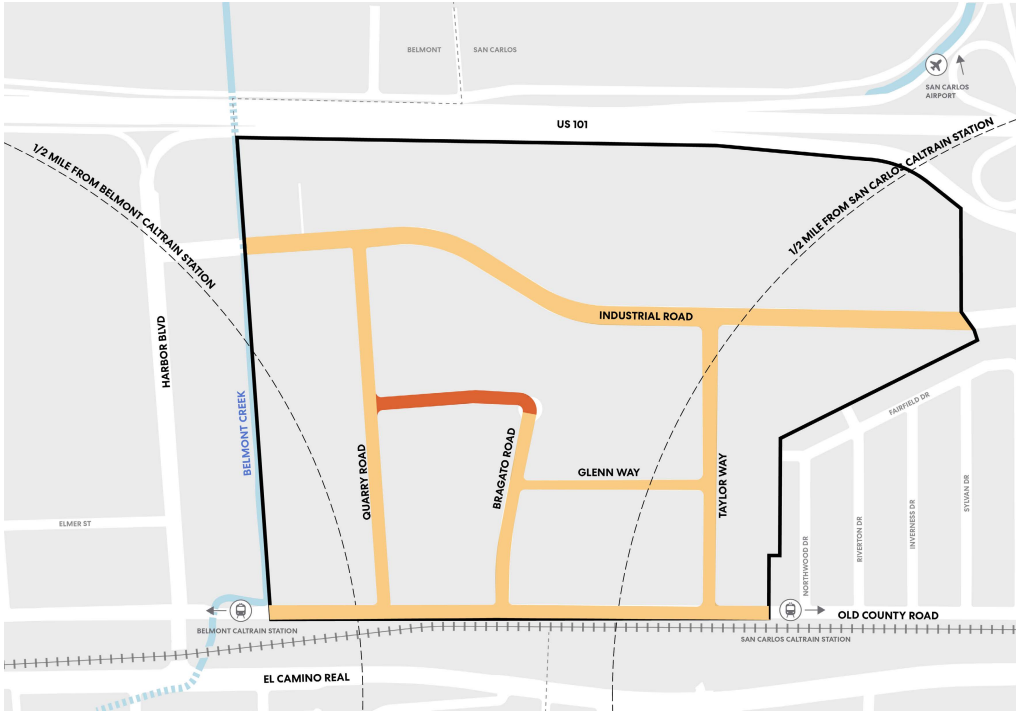
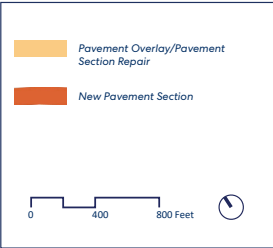


Figure 119 Rehabilitation or Reconstruction of Frontage Pavement

Parking Benefit District Strategy

BACKGROUND

A Parking Benefit District (PBD) is a geographically-defined area in which a portion of locally-collected parking revenue is reinvested within the district to support parking and transportation goals and initiatives.

PBDs establish a sharing agreement that defines how parking revenue is shared between the PBD for local investment and the City to fund citywide programs. For example, a PBD may retain 51% of net parking revenue (after accounting for operating costs) that is collected within the district, while the City uses the remaining 49% to support citywide parking enforcement and management efforts.

A PBD typically includes an oversight body that sets priorities about how the local share of revenue should be re-invested. The oversight body also provides a platform for coordination and communication between City staff, decision-makers, and local stakeholders.

The permissible uses for PBD are typically defined in City code. As a best practice, PBDs increasingly allow a broad range of applications for PBD funds that includes multimodal improvements, streetscape improvements, and TDM programs, rather restricting revenue use to parking-specific investments.

RECOMMENDATIONS

Establishment of a Parking Benefit District

The process for establishing a Parking Benefit District may be initiated by either of the following actions:

- (a) An application may be submitted to the City by a representative of a neighborhood business or organization whose boundaries are completely or partially located within the district; or
- (b) The City may, at their discretion, initiate the process based on the observed mobility needs and parking demand in the district.

Any application for establishing a Parking Benefit District must include:

- (a) The boundaries of the proposed district identified by streets and static land features.
- (b) A description and justification for the proposed district, including other parking management strategies and tools that have been requested or already implemented.
- (c) Evidence of support from other community members including surveys or testimonials from residents, employees, business owners, or students within the district.
- (d) An initial list of proposed improvement projects, in priority order, to be funded by parking revenue collected within the district, including a rationale and desired outcome for each project.

After an application has been received and reviewed or after the City has initiated the process at their own discretion, the City shall set a public hearing before the Planning and Transportation Commission. The Director will present the proposal for the Parking Benefit District and make a recommendation to the Commission. If the Commission accepts the proposal for establishing a Parking Benefit District, the City Council shall consider an ordinance for the creation for the proposed district no later than 60 days after the Planning and Transportation Commission action.

PBD Revenue Allocation.

Annually, the costs of administering the Parking Benefit District Program (including staff time and professional services) and parking meter operations costs shall be subtracted from the total parking meter revenue generated within the district prior to the calculation of the parking district revenue allocation.

A percentage of the total parking meter revenues, less the administrative and parking meter operations costs generated within each Parking Benefit District shall be allocated to that Parking Benefit District on an annual basis. The percentage shall be fifty-one (51%) each fiscal year.

In addition to the 51% of revenue allocated to the Parking Benefit District, the City may allocate all or a portion of the remaining revenues to the Parking Benefit District on a case-by-case basis.

Parking Benefit District revenues allocated to each Parking Benefit District will be disbursed pursuant to the annual adoption and approval of a Prioritized Project List for each Parking Benefit District, as described in Section XX.

Parking Benefit District Oversight and Responsibilities

Each Parking Benefit District shall include an oversight board consisting of residents, property owners, community-based organizations, business owners, and/or people who work within the NEASP plan area.

The oversight board will convene regularly and will be tasked with recommending to City Council the priority expenditures of allocated Parking Benefit District revenues. The oversight board will develop and maintain through periodic updates a Prioritized Project List that identifies how revenues will be allocated. The oversight board will review and, if needed, update the Prioritized Project List at least once annually.

Use of Allocated Parking Benefit District Funds

Parking Benefit District expenditures may include, but are not limited to the following:

- (a) Increasing the parking supply, e.g., lease, purchase, or construction of additional on-street or off-street parking accessible to vehicles.
- (b) Parking-related services that are generally available to all users, including valet parking services.
- (c) Managing the existing parking inventory, including but not limited to parking evaluations and data collection, reconfiguration of existing on-street parking inventory and regulations, residential permit parking programs, employee parking programs, and parking enforcement.
- (d) Publicly-accessible bicycle parking, including but not limited to the construction of and/or purchase and installation of secure bicycle parking rooms, bicycle lockers, bicycle cages, and bicycle racks.
- (e) Providing parking and transportation information in the form of wayfinding signage or media, including digital formats.
- (f) Providing funding for transit services and/or community shuttles or circulator systems, which are partially or entirely located within the boundaries of the Parking Benefit District.
- (g) Services or streetscape improvements which provide safety for people who are walking or biking within the district.
- (h) Shared micromobility options, including bike share or scooter share services.
- (i) Otherwise enhancing mobility within the district and facilitating the use of alternative forms of transportation to reduce parking demand.

IMPLEMENTATION

7.10

Parking and Curb Management District

BACKGROUND

Convenient and easily accessible parking, especially on-street parking, is a limited and valuable resource in the district. Today, on-street parking in the NEASP is not effectively managed or enforced, with many on-street spaces utilized all day for vehicle storage.

Managing on-street spaces effectively will be critical for supporting the parking, loading, and mobility needs for all NEASP users. City staff need the authority and flexibility to manage on-street parking and other curbside activities in a way that is responsive to changes in demand and performance.

The NEASP identifies a complete toolkit of management tools and grant staff the necessary authority to implement those tools as appropriate and feasible over time. If priced parking is implemented, parking rates should be set and adjusted with the goal of achieving a target peak occupancy rate of 85-90% (about 1-2 empty spaces per block), which is considered a best practice for on-street parking management. An 85-90% occupancy target balances the aim of supporting consistent and efficient use of parking while minimizing the time it takes for people to find an available parking space at peak times.

The curb management framework should anticipate existing and new technologies, as well as additional enforcement to ensure parking and curb restrictions are effective.

RECOMMENDATIONS

Establishment of parking and curb management district.

To support the complex and interrelated demands for use of curbside space in the public right-of-way, the City shall establish a Parking and Curb Management district that is contiguous with the boundary of the NEASP. The purpose of the district is to provide a coordinated approach for managing curbside space and designated portions of the curb for certain uses.

Authority to designate and types of curbside uses.

The Director of Public Works is hereby authorized to designate and mark, by signage and/or curb markings, the following rules and restrictions governing the use of curbside space within the NEASP area:

- (a) Time-limited vehicle parking. This use includes vehicle parking spaces that are subject to maximum duration of stay restrictions. The maximum duration of stay and hours of enforcement will be determined by the Director of Public Works and/or City staff.
- (b) Priced or metered parking. This use includes vehicle parking spaces that are subject to user fees based on the duration of stay. Parking rates and hours of enforcement will be determined and established by the Director of Public Works and/or City staff. At least once per year and not more frequently than quarterly, the Director of Public Works and/or City staff will survey the average occupancy for each parking block that has priced or metered parking within the district. The occupancy rate will be calculated as the average of the two (2) highest consecutive hours of parking occupancy on two

(2) representative days, which include any non-holiday Tuesday, Wednesday, or Thursday. Based on the observed peak occupancy, the Director of Public Works may adjust parking rates higher or lower with the goal of achieving a target peak occupancy of 85-90% per block face.

(c) Permit parking. This use includes vehicle parking spaces that are subject to parking restrictions based on any permit structure, such as residential parking permits (RPP) or employee parking permits. Permit pricing, length, applicability, and eligibility will be determined by the Director of Public Works and/or City staff.

(d) ADA parking. This use includes on-street parking spaces that are reserved for the exclusive use of ADA parking permit holders.

(e) Passenger loading zone. This use includes space that is reserved for short-term vehicle parking to allow vehicle passengers to enter or exit the vehicle. The maximum permitted length of stay and any other applicable access restrictions will be determined by the Director of Public Works and/or City staff.

(f) Commercial loading zone. This use includes curbside space that is reserved for short-term and medium-term commercial vehicle access for deliveries, services, or other commercial loading/unloading activities. The maximum permitted length of stay and any other applicable access restrictions will be determined by the Director of Public Works and/or City staff.

(g) Bicycle and micromobility parking. This use includes curbside space that is reserved for bicycle and micromobility storage, such as a bicycle corral or a marked micromobility parking zone.

(h) Electric vehicle charging. This use includes curbside space that is reserved for the exclusive use of electric vehicles for the purposes of charging the vehicle. Time limits and other restrictions may be applied to electric vehicle charging spaces.

(i) Car share parking. This use includes reserved on-street parking spaces for the exclusive use of publicly-accessible car share service, including publicly-owned and operated services and/or services operated by private companies.

(j) Parklets and curbside dining areas. This use includes curbside space that is reserved for non-vehicular uses and activities. Use of curbside space for parklets and/or dining areas may be subject to additional permitting and/or design requirements.

Technology and wayfinding

As needed, implement appropriate technology systems to manage, price, and enforce parking. These could include:

- (a) Pay-and-display kiosks and/or pay-by-space meters, including credit card and pay-by-phone options.
- (b) License plate recognition (LPR) vehicles, automated enforcement, and/or third party enforcement services to streamline enforcement, reduce administrative costs, and improve data collection.
- (c) Establish a universal branding and signage program, and clearly communicate the curbside regulations.

7.11

Community Benefits Program

The following section summarizes the City's goals and objectives for community-serving amenities, and the mechanisms by which these amenities can be delivered by future development in the Northeast Area.

OVERVIEW

Community benefits are investments or public assets provided by a developer in exchange for the right to build a project that exceeds base development heights or floor-to-area ratios (FAR) set by zoning standards. These benefits could include affordable housing contributions, open space, street improvements, trails, financial contributions, or anything else that the jurisdiction deems a community benefit.

Community benefit programs establish the rules by which developers can offer community benefits in exchange for additional development square footage or density. **Figure 117** provides an illustration of how these programs work.

In districts or jurisdictions with community benefit programs, the zoning standards establish a "base" height, a base FAR, or both. Any development proposal that does not exceed the base height or FAR is not required to provide community benefits.

Any proposal—such as Proposal B in **Figure 117**—which exceeds the base height or FAR, can offer community benefits in exchange for additional height or FAR, as long as the proposed project does not exceed the "bonus" maximum height. There is no maximum cap for FAR.

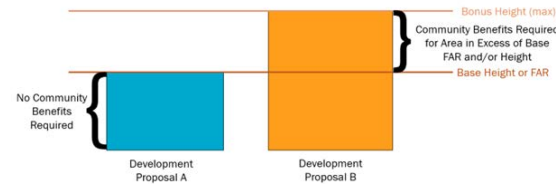


Figure 120 Illustration of Community Benefits Programs, Base Height, and Bonus Height

PROGRAM OPTIONS

The Northeast Area Specific Plan's community benefits program allows developers building commercial projects to provide community benefits in exchange for increases in height and/or FAR. The District's base FAR and height standards are shown in **Sections 4.12 and 4.13**, respectively. **Section 4.14** shows the standards for bonus FAR and building height. Under the community benefits program, there is no limit on FAR but there are limits on maximum height—as shown in **Figure 88**.

The Northeast Area's Community Benefits Program uses a combination of a fee-based community benefits mechanism and a negotiation-based approach. Developers have a choice for which approach they would prefer to use. This provides them with three options:

1. Pay a community benefit fee for each additional square foot of building area above the base height or FAR, whichever is greater;
2. Negotiate a community benefits agreement with the City to account for excess height or FAR (which could be included in a Development Agreement); or
3. Negotiate for a portion of the bonus square footage and then pay the fee for the remainder.

Community Benefits Fee

The proposed community benefit fee will be established by the City Council based on a financial feasibility analysis used to establish the monetary value of the bonus. This fee can be changed by the City Council as necessary to reflect changing real estate market conditions.

Developers paying a fee in exchange for bonus density will be contributing to a community benefits fund for the District. Fund use will be directed by the City Council and can be used by the City to pay for any Northeast Area priorities identified in the initial community benefits ordinance, such as street network and mobility improvements, mobility hubs, open space, green streets, or Belmont Creek improvements that are not included in base development standards. The funds can also be used outside of the Northeast Area.

Negotiated Community Benefits Agreement

Alternatively, developers can choose to negotiate an agreement with the city for bonus density. As a result of a negotiated agreement, the developer would provide contributions that exceed base development standards, environmental mitigation measures, and impact fees. The developer could implement these contributions as part of the development project or contribute to an off-site location that is providing a community benefit. Community benefit options can be chosen from a menu of community benefits—such as those shown in **Figure 118**. The City can also change menu options over time. As part of this process, there will be a valuation study that evaluates the the benefit being provided versus the value of the bonus square footage.

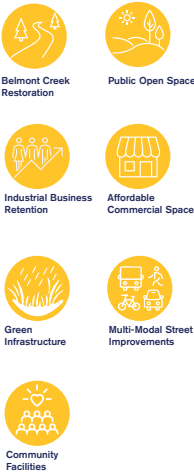


Figure 121 Menu of Community Benefits

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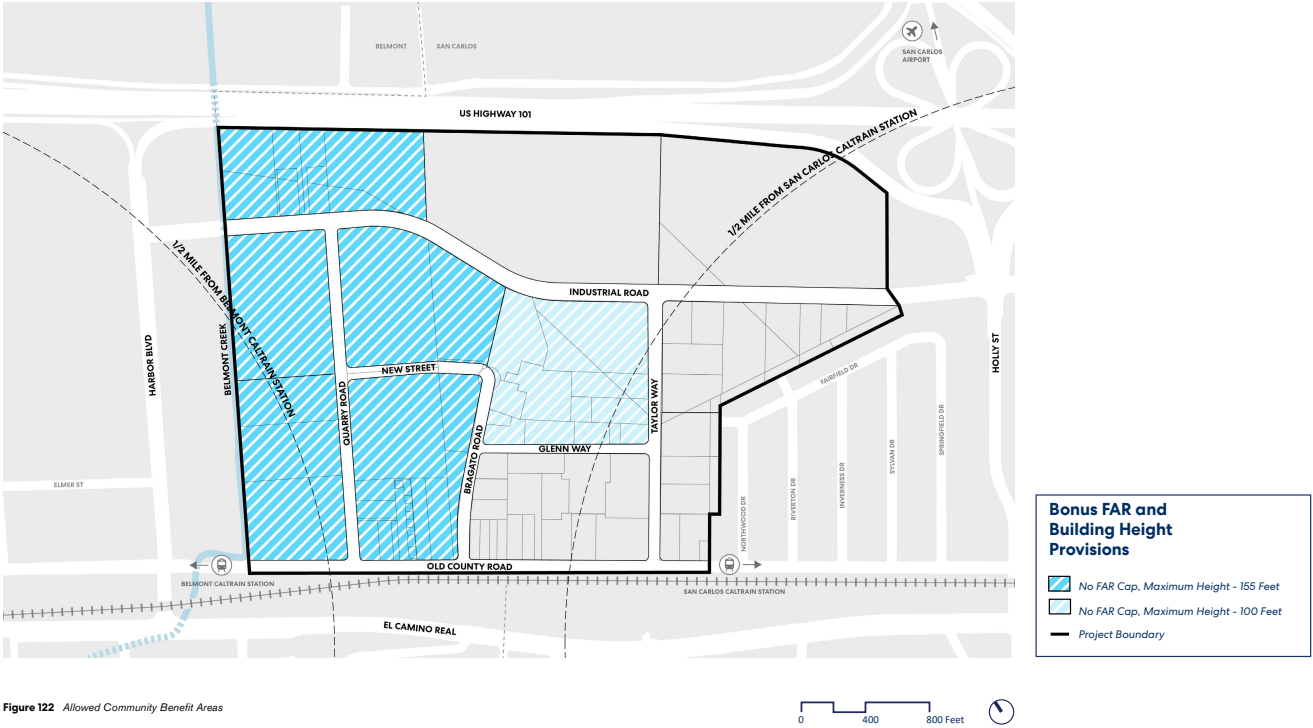


Figure 122 Allowed Community Benefit Areas

Funding and Financing

OVERVIEW

Implementing the NEASP, especially delivering the necessary infrastructure and suggested facilities, will happen incrementally in conjunction with when development projects are built. Because the timing of this development is uncertain, this discussion only addresses the possible funding sources and resources the City of San Carlos can use to ensure that the Plan's vision is fully executed. Actual funding decisions will be made jointly by developers and the City, likely with community input.

Funding for improvements will come from a mixture of sources, including developer contributions, property owner investments, City Resources, and outside State, Federal, or regional grants. These funding and financing sources each present different opportunities and have different types of limitations. This section provides a summary of each funding source and the projects or improvements to which it could be applied.

Funding will be required to pay for two kinds of expenditures: capital improvements, i.e., infrastructure or public facilities construction, and ongoing operations and maintenance of the infrastructure or facility. Generally, different funding sources are used to pay for each expenditure type. Developers can be expected to pay for the capital improvements necessary to support their projects. However, by law, developers cannot be required to pay for any capital improvements required to improve existing infrastructure deficiencies. For example, if a sewer main needs to be replaced due to age or capacity constraints created by existing uses, then the users, not a new developer, must pay that cost.

In the NEASP area, some improvements will need to be made to existing infrastructure systems, even if no new development occurs. These improvements will require significant

levels of investment, which would typically be considered "capital improvements" in the City's budget. However, for purposes of this funding discussion, these costs have been included as operating and maintenance costs to distinguish them from the capital improvements that will be required to support new development.

This section describes the menu of funding sources that the City can use to address the District's various infrastructure needs. Many projects or improvements will require a combination of multiple funding sources to cover the costs of capital investment and ongoing maintenance. New development provides the potential to offset some of these costs through increased taxes and fee revenue.

In addition to the funding sources described in this section, some sources are covered in more detail elsewhere in this chapter:

- The Northeast Area Parking Benefit District is covered in **Section 7.9**
- The Northeast Area Community Benefits Program is covered in **Section 7.10**

Funding and Financing Sources and Mechanisms

Four sources of funding are available to the City of San Carlos for the Northeast Area:

- **Developer Contributions:** pay for capital improvements;
- **Property Owners:** pay for operations and maintenance;
- **City Resources:** used for operations and maintenance, including capital improvements to existing infrastructure;
- **Outside Sources:** used for capital improvements or other one time expenditures.

Developer Contributions

Development Standards:

Each new development project will contribute to the NEASP's implementation by meeting requirements regulating each project's land uses, height, density, bulk, parking requirements, on-site circulation, on-site open space, street frontage improvements, utilities, and other requirements specified in the Specific Plan. These standards are adopted in the City's zoning ordinance and must be satisfied in order for a project to be granted approval. Based on the requirements outlined in the Specific Plan, development standards will be used to fund domestic water mains, stormwater treatment, and some Belmont Creek Improvements. In some cases, developers may also contribute to the creation of the new street, storm drain upgrades, or sanitary sewer costs.

Potential Future Impact Fees:

Impact fees are one-time fees imposed on new developments to pay for improvements and facilities that either serve the new development or reduce the impact of the project on the existing community. Fee revenues cannot be used to fund existing deficiencies in infrastructure. Impact fees must be established using a nexus study that specifies the improvements the fee will be used to fund. This means that the City's current impact fees cannot be applied to new specific plan infrastructure without updating their nexus studies. However, San Carlos could use impact fees to fund future infrastructure investments with updates to current parks, affordable housing, traffic, sewer capacity, or childcare impact fees. Or choose to establish fees unique to the Specific Plan Area through a nexus study.

Community Benefits Fees and Negotiated Community Benefits:

Community benefits programs provide developers with the opportunity to receive increased density or heigh in exchange for paying additional fees or providing additional amenities. **Section 7.10** provides more detail on this program.

Property Owners

Individual Property Owners:

For any new public improvement that is on private property, it will be the responsibility of the individual property owner to operate and maintain this improvement. One example of this is onsite stormwater management infrastructure. Developers will be required to include stormwater infrastructure as part of development standards on any new projects, and the long-term property owner will be required to maintain this infrastructure. In addition, property owners will be required to maintain any new privately owned publicly accessible amenities, such as pedestrian pathways, the Belmont Creek Pathway, riparian vegetation at Belmont creek, and any other privately-owned publicly accessible space.

Community Facilities Districts (CFDs), also known as a Mello-Roos District:

Private property owners could also pay for improvements via a Community Facilities District (CFD). CFDs create an additional tax levy on properties in a district. These funds can be used to pay for infrastructure improvements, services, and/or maintenance within the same district. Under California state law, this levy can be calculated based on any type of reasonable property characteristic, such as land square footage, with the exception of property value. The process for establishing a CFD could be initiated by the City but would require a two-thirds vote of property owners or two-thirds of registered voters in the district to approve (whether the basis is voters or property owners depends on the number of registered voters present in the district at the time of formation.)

Funds can be used for a variety of infrastructure-related purposes within the district. A key benefit of CFDs over other district-based funding mechanisms is that they can be used for ongoing infrastructure operations and maintenance in addition to capital costs. For the Northeast Area, fund uses could include street maintenance, utility upgrades, or improvements such as parks, green streets, or active mobility.

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City Resources

General Fund:

General Fund revenues include property tax, sales tax, business registrations, and charges for services for parks and recreation and various other sources. The City has more control over how this money is used than any other funding source. The General Fund can pay for any capital improvement or operations and maintenance expense on public property, making it an extremely important funding source for Northeast Area Specific Plan implementation.

Capital Improvement Program (CIP):

The Capital Improvement Program (CIP) is the City's designated budget for all Public Works projects. The CIP forecasts public capital expenditure requirements for a five-year period but is updated more frequently to reflect changing needs and priorities. Funding for most projects in the CIP comes from the General Fund but could also be allocated from other funds, such as the Wastewater Fund or Gas Tax Fund. As part of the City's budget process, the Planning and Transportation Commission reviews the CIP for general plan conformance and the City Council adopts the CIP. Although the CIP did not include any infrastructure projects in the Northeast Area at the time of Plan adopting, future projects could be incorporated into the CIP as it is updated over time.

Parking Benefit District:

The Parking Benefit District establishes a formal mechanism for re-investing parking revenue generated in the District back into the District. This is explained in more detail in **Section 7.8.**

Outside Sources

Other Regional, State, and Federal Grants:

Various federal, state, and regional grant programs periodically distribute funding for public improvements. Grant programs are typically highly competitive, so grant funds are an unpredictable funding source. However, having an adopted specific plan makes the District more competitive for grant funding. Possible grant sources could include the California Department of Transportation, the California Strategic Growth Council, the Metropolitan Transportation Commission, and/or the U.S. Department of Transportation. The City will need to proactively track and target relevant grant programs to identify appropriate grant opportunities.

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FUNDING SOURCES AND USES

Table 25 summarizes how each of these funding sources can be used for the capital improvements identified in the Specific Plan.

Table 26 summarizes how funding sources could be applied to operations and maintenance expenses within the District.

IMPROVEMENT CATEGORIES	DEVELOPER CONTRIBUTIONS				PROPERTY OWNERS	CITY FUNDING SOURCES			OUTSIDE SOURCES
	DEVELOPMENT STANDARDS	POTENTIAL FUTURE IMPACT FEES	COMMUNITY BENEFIT FEE	NEGOTIATED COMMUNITY BENEFITS AGREEMENTS	COMMUNITY FACILITIES DISTRICT*	GENERAL FUND	CAPITAL IMPROVEMENT PLAN	PARKING BENEFIT DISTRICT*	OTHER REGIONAL, STATE AND FEDERAL GRANTS
UTILITIES OR INFRASTRUCTURE REQUIRED FOR NEW DEVELOPMENT									
Onsite Stormwater Management	X								
Flooding and Sea Level Rise	X								
Sanitary Sewer	X	X			X				
Domestic Water Infrastructure	X								
Dry Utilities	X								
Shared Parking	X							X	
Rehab or Reconstruction of Frontage Pavement	X								
New Street	X	X			X	X	X		
New Public Park	X	X	X		X	X	X		
Privately-Owned Publicly Accessible Open Space	X								
Pedestrian Pathways	X								
Belmont Creek Greenway Pathway	X								
Belmont Creek Riparian Vegetation	X								
RECOMMENDED SPECIFIC PLAN PUBLIC IMPROVEMENTS									
Street Network and Active Mobility			X	X	X				X
Mobility Hubs			X	X	X			X	X
Parking Meters								X	
Green Streets			X	X	X			X	X
BELMONT CREEK WATERSHED PLAN									
Twin Pines Detention Project	Pending Funding Determination								
Other Preliminary Alternatives	Pending Funding Determination								

Table 24 Funding Sources for Capital Improvements

*Community Facilities District and Parking Benefit District are not currently in place.

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IMPROVEMENT CATEGORIES	PROPERTY OWNERS		CITY FUNDING SOURCES		
	INDIVIDUAL PROPERTY OWNERS	COMMUNITY FACILITIES DISTRICT*	GENERAL FUND	CAPITAL IMPROVEMENT PLAN	PARKING BENEFIT DISTRICT*
EXISTING PUBLIC INFRASTRUCTURE					
Streets		X	X	X	
Storm Drains		X	X	X	
Sanitary Sewer		X	X	X	
Domestic Water		X	X	X	
REQUIRED GROWTH-RELATED PUBLIC INFRASTRUCTURE AND SERVICES					
Public Safety		X	X		
Street		X	X		
Onsite Stormwater Management	X				
Public Park	X	X	X		
Privately Owned Publicly Accessible Amenities:					
Pedestrian Pathways	X				
Belmont Creek Greenway Pathway	X				
Belmont Creek Riparian Vegetation	X				
Privately-Owned Publicly Accessible Open Space	X				
RECOMMENDED SPECIFIC PLAN PUBLIC IMPROVEMENTS					
Active Mobility Infrastructure		X	X		X
Mobility Hubs		X	X		X
Green Streets		X	X		X
BELMONT CREEK WATERSHED PLAN					
Twin Pines Detention Basin	Pending Funding Determination				
Other Preliminary Alternatives	Pending Funding Determination				

Table 25 Funding Sources for Operation and Maintenance

*Community Facilities District and Parking Benefit District are not currently in place.

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Implementation Actions

The following list of implementation actions outlines the process for delivering the infrastructure and programs necessary to support the Northeast Area's long-term growth.

Short Term Actions should be initiated immediately upon adoption of the Northeast Area Specific Plan. These include updating the municipal zoning code to align with the Plan, and coordinating with City departments, public utilities, and property owners/developers to establish a shared understanding of responsibilities for utilities, roadways, and park improvements.

Long Term Actions should occur over time as development proposals are submitted, outside grant funding opportunities arise and growth generates new needs.

IMPLEMENTATION ACTION	SHORT TERM	LONG TERM	DEPARTMENT RESPONSIBLE FOR OVERSEEING ACTION
LAND USE AND URBAN FORM			
Refine and adopt the Production and Innovation (P-I), Mixed-Use Northeast 75 (MU-NE-75) and Mixed Use Northeast 90 (MU-NE-90) permitted land uses and corresponding development standards.	X		Planning / Community Development
Update development standards for all ground floor uses including complete list of active uses and small scale manufacturing spaces on parcels along Quarry Road.	X		Planning/ Community Development
Finalize community benefits program and negotiated community benefits fee.	X		City Council / Community Development
Coordinate with property owners for site and location of future public park.		X	Planning / Community Development / Parks & Recreation

Table 26 List of Implementation Actions
Northeast Area Specific Plan

IMPLEMENTATION ACTION	SHORT TERM	LONG TERM	DEPARTMENT RESPONSIBLE FOR OVERSEEING ACTION
MOBILITY AND PARKING STANDARDS			
Construct new north-south street connection between Quarry Road and Bragato Road.		X	Public Works
Build Class I bike lane on Taykor Way and Old County Road and Class III bike boulevards on Quarry Road, Bragato Road and the new north-south street.		X	Public Works
Coordinate with property owners to on the design and construction of paseos.		X	Public Works
Coordinate with property owners on the design and construction of the Belmont Creek multi-use path.		X	Public Works, Parks and Recreation, Sustainability
Coordinate with property owners to design and construct a multi-modal district mobility hub at the intersection of F street underpass and Old County Road.		X	Public Works, Sustainability
Design and construct 3 small mobility hubs within the curb zone at the district gateways.	X		Public Works, Sustainability
Establish a parking benefit district.		X	Planning / Community Development
Develop a shared parking program in coordination with developers, property owners and a TMA.		X	Planning / Community Development
Refine and adopt District-wide TDM Plan with TMA and apply requirements on all new building permits.		X	Planning/ / Community Development

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IMPLEMENTATION ACTION	SHORT TERM	LONG TERM	DEPARTMENT RESPONSIBLE FOR OVERSEEING ACTION
Establish a parking and curb management district.		X	Public Works
Design and construct a signalised intersection at the intersection of Industrial Road and Taylor Way.		X	Public Works
Design and construct pedestrian crossings on Industrial Road and Old County Road.		X	Public Works
Conduct a streets masterplan design effort.		X	Community Development
ENVIRONMENTAL RESILIENCE			
Adopt the sea level priority zone and the creek front zone as part of flood protection strategy.	X		Planning / Community Development
Coordinate with the City of Belmont and property owners on Belmont creek improvements.	X		Public Works
Upgrade undersized storm drains as part of tier 2 capital improvement projects.		X	Public Works
Formulate hydrology and hydraulic analysis benchmarks and require LID as needed for new development.	X		Public Works
Evaluate individual projects for their share of fee or responsibility of new capital improvement projects.	X		Public Works / Engineering
Evaluate new developments in relation to the SSMP update and require sanitary sewer upgrades as needed.	X		Public Works / Environmental Services
Evaluate new developments for their fire flow demands in coordination with MPWD/ Redwood City fire department to identify if any water system improvements are needed.	X		Public Works, Redwood City Fire Department

IMPLEMENTATION ACTION	SHORT TERM	LONG TERM	DEPARTMENT RESPONSIBLE FOR OVERSEEING ACTION
Coordinate with Redwood City to evaluate the feasibility of a recycled water distribution system.		X	Public Works
Require new developments to underground overhead utilities and require coordination with PG&E for infrastructure upgrades.	X		Public Works
Require reconstruct or rehabilitating of pavement on new development frontage.	X		Public Works